

3. Project Description

3.1 PROJECT LOCATION

The Ontario Ranch Business Park project site (project site) encompasses eleven parcels totaling 85.6 acres in the City of Ontario. The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and 30 miles east from the Orange County line (see Figure 3-1, *Regional Location*).

Regional access to the project site is provided by State Route 83 (SR-83; Euclid Avenue), which connects to State Route 60 (SR-60) and Interstate 10 (I-10) to the north, I-15 approximately 5.5 miles to the east, and State Route 71 (SR-71) approximately 3 miles to the southwest. SR-71 connects the project to Interstate 91 (I-91) in unincorporated Riverside County.

The project site is in the southwestern portion of Ontario, immediately north of the City of Chino in San Bernardino County. The project site is located east of Euclid Avenue, north of Merrill Avenue, west of the unimproved right-of-way of Sultana Avenue, and south of Eucalyptus Avenue (see Figures 3-2, *Local Vicinity* and 3-3, *Aerial Photograph*).

3.2 PROJECT BACKGROUND

The Specific Plan area is located within the City's Ontario Ranch area (formerly known as New Model Colony), which comprises a portion of the former San Bernardino County Agricultural Preserve annexed by the City of Ontario in 1999. Ontario Ranch is among the last significant underdeveloped areas in the San Bernardino Valley. In 2010, the City of Ontario adopted The Ontario Plan (TOP), the City's General Plan, which serves as the City's business plan and includes a long-term vision and a principle-based Policy Plan. The TOP including its Policy Plan are referred to as the General Plan in this Draft Environment Impact Report (DEIR). The TOP EIR was certified by the City along with the General Plan. The General Plan designates the project site General Commercial at a maximum 0.4 floor area ratio (FAR), Office Commercial at 0.75 FAR, Low-Medium Density Residential at 5.1-11 dwelling units per acre. The site is within the Ontario Airport and Chino Airport Influence Areas. Additionally, the project site is zoned Specific Plan with an Agricultural overlay.

The project site is an operational dairy farm. The site contains two single-family residential structures, a dairy barn, a storage structure, approximately 10 feed storage barns, and numerous livestock corrals. The existing site conditions are described in detail in Chapter 4, *Environmental Setting*.

3.3 STATEMENT OF OBJECTIVES

Objectives for the Ontario Ranch Business Park Specific Plan project ("proposed project") are defined in the Specific Plan to aid decision makers in their review of the proposed project and its associated environmental

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impacts. The project objectives have been refined throughout the planning and design process for the proposed project and are listed below:

1. Create a professional, well-maintained and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex that is compatible with nearby residential neighborhoods.
2. Provide the entitlements and framework for the development of approximately 1.9 million square feet (sf) of business park and light industrial uses.
3. Provide employment opportunities for community residents.
4. Facilitate the construction of utilities, roads, and other major infrastructure investments that will be sufficiently sized to adequately serve the Specific Plan area.
5. Expand Ontario's industrial uses in proximity to local airports and regional transportation networks.
6. Create an economic engine to drive future growth in Ontario Ranch, spur infrastructure improvements in the area and implement the Specific Plan vision.

3.4 PROJECT CHARACTERISTICS

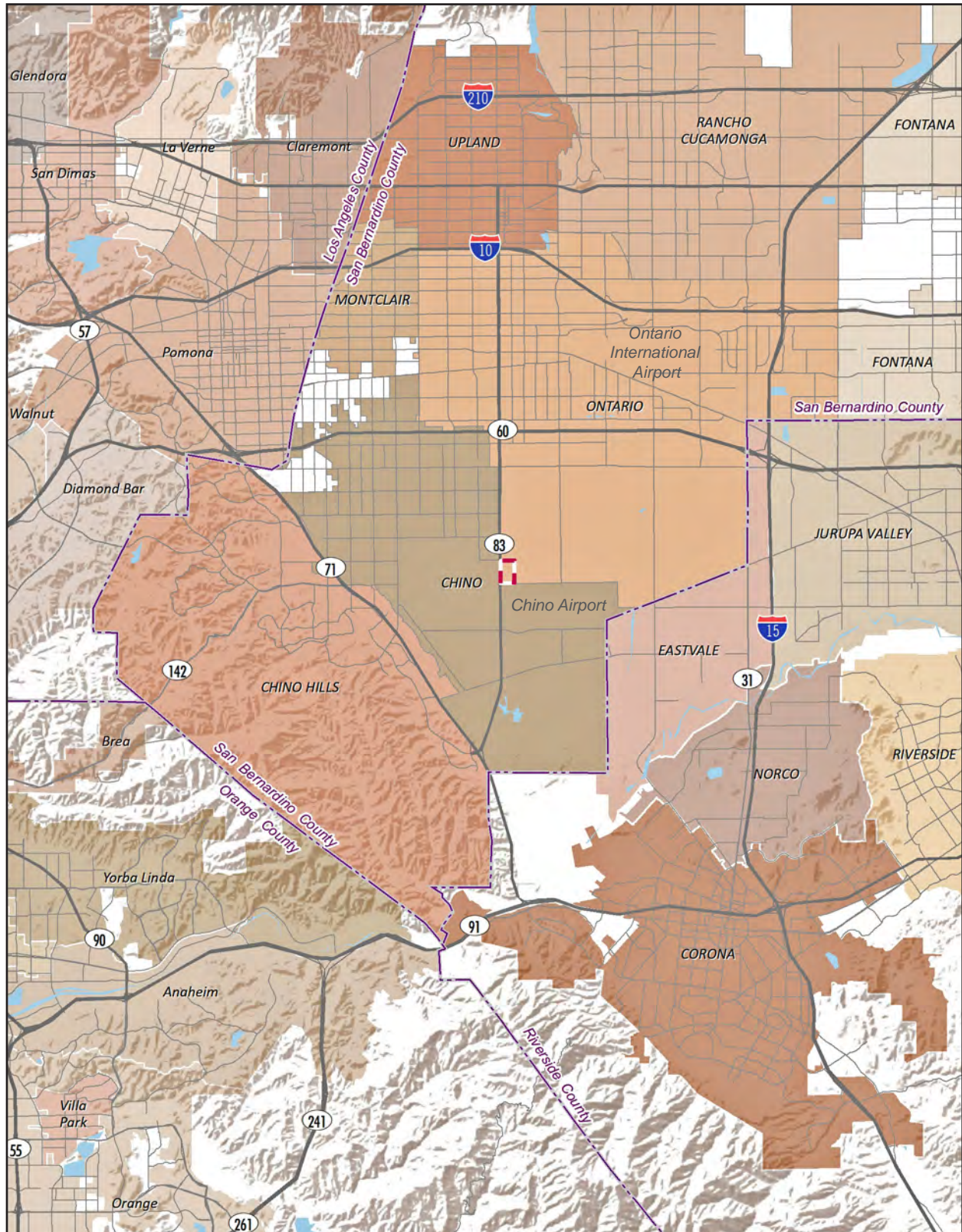
“Project,” as defined by the CEQA Guidelines, means:

... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a])

3.4.1 Description of the Project

The proposed project consists of a General Plan Amendment, Specific Plan, Development Plan Review, Tentative Parcel Maps, and a Development Agreement to allow for development of an industrial and business park on eleven parcels covering 85.6 acres in the City of Ontario. The development would include eight warehouse buildings ranging from 46,900 square feet (sf) to 618,353 sf, totaling a maximum development of 1,905,027 sf of warehouse and office uses. Office uses are ancillary to the warehouses and occupy up to 236,000 sf spread across the eight buildings.

Figure 3-1 - Regional Location
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Note: Unincorporated county areas are shown in white.
Source: ESRI, 2019

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Figure 3-2 - Local Vicinity
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--- Specific Plan Boundary

0 2,000
Scale (Feet)



Source: ESRI, 2019

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Figure 3-3 - Aerial Photograph
3. Project Description



--- Specific Plan Boundary

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Source: ESRI, 2019

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3.4.1.1 GENERAL PLAN AMENDMENT

A General Plan Amendment (GPA) is proposed to change the site's land use designations from General Commercial, Office Commercial and Low-Medium Density Residential to approximately 23.8 acres of Business Park (0.6 FAR) and 61.8 acres of Industrial (0.55 FAR). The General Plan Amendment will allow development of up to 236,000 square feet of business park and 1,669,027 square feet of industrial, for a maximum development of 1,905,027 square feet and would eliminate the authorization for 159 low-medium density residential units.

3.4.1.2 ONTARIO RANCH BUSINESS PARK SPECIFIC PLAN

The Ontario Ranch Business Park Specific Plan (Specific Plan) provides zoning regulations for development of the project site by establishing permitted land uses, development standards, infrastructure requirements, and implementation requirements. Implementation of the proposed Specific Plan would achieve the intent of the TOP for the project site.

Land Use Plan

The Specific Plan consists of two Planning Areas (PAs) accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone III, Traffic Pattern/Overflight Zone of the Chino Airport. The Land Use Plan implements the vision of TOP by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions.

A list of allowable uses by district is presented in Table 4.1, Allowable Uses, Chapter 4, Land Use and Development Standards, of the Specific Plan. Figure 3-4, *Land Use Plan*, shows the location of the Planning Areas, which are described below:

- **BP (Business Park) Zoning District:** The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.
- **IG (Industrial - General) Zoning District:** The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include ecommerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

Table 3-1 provides the maximum allowable gross building area for each Planning Area based on its allowable floor area ratio. Development standards (found in Chapter 4), such as setback requirements, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

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Table 3-1 Maximum Specific Plan Buildout-Out

Planning Area (District)	Maximum Floor Area Ratio	Site Acreage	Maximum Building Square Footage
Planning Area 1 (Business Park)	0.60	23.8	457,904
Planning Area 2 (Industrial – General)	0.55	61.8	1,447,123
TOTAL	-	85.6	1,905,027

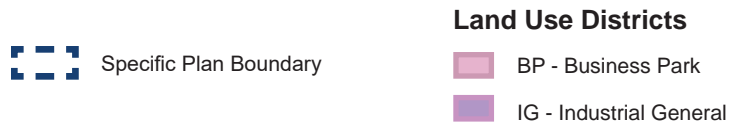
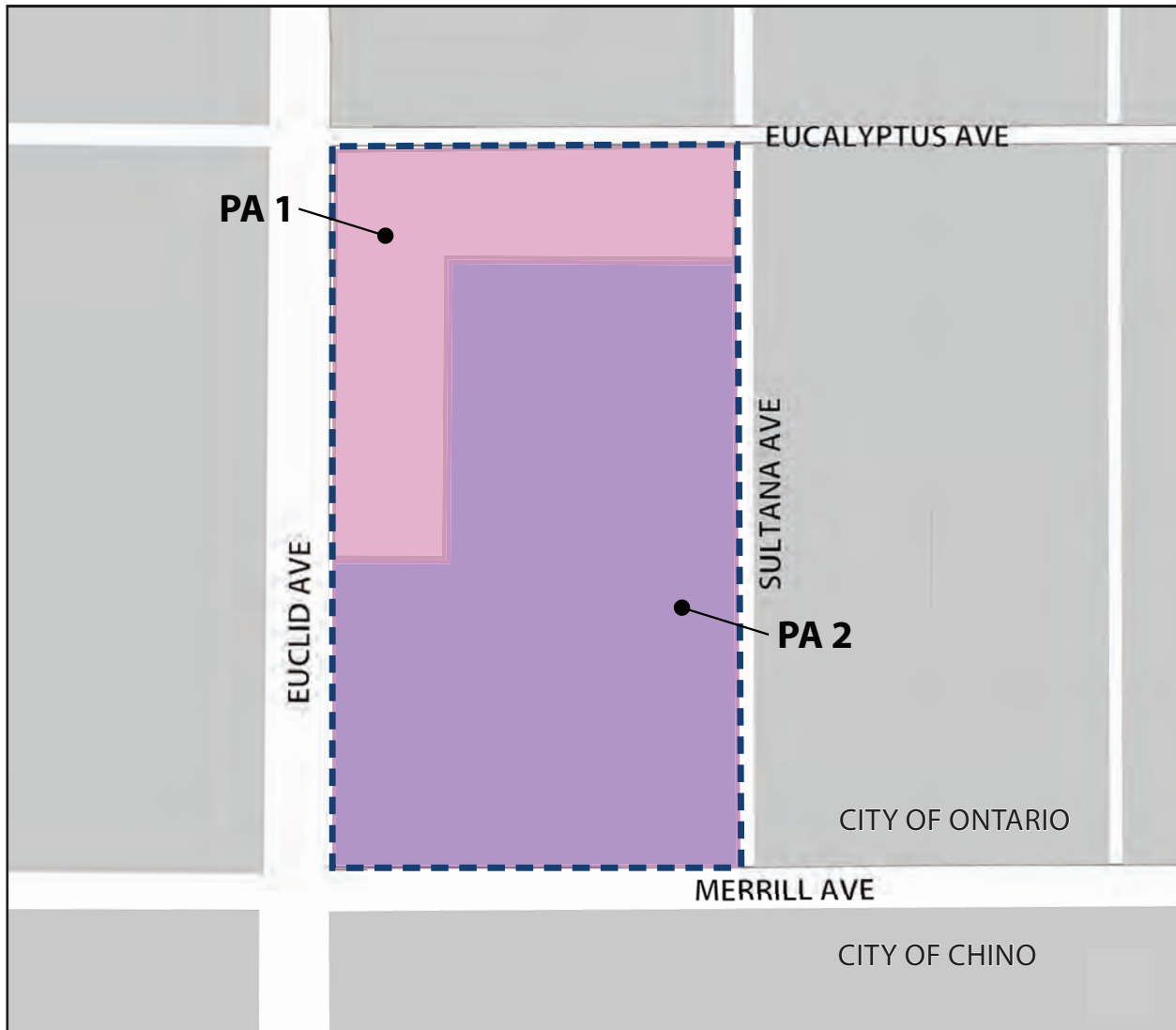
Source: EPD 2019.

Circulation Plan

The proposed circulation plan (see Figure 3-5, *Circulation Plan*) facilitates movement of vehicles, pedestrians and cyclists within the Specific Plan area, consistent with the City of Ontario’s Roadway Classification System. Typical street cross sections and streetscape design are presented in Figure 3.5 and Chapter 5, Design Guidelines, of the Specific Plan, respectively. All road surface, sidewalk, and trail improvements within the Specific Plan area must be approved by the City’s Engineering Department. Implementation of the Specific Plan would result in the following roadway improvements:

- **Euclid Avenue (SR-83).** Euclid Avenue is an expressway under Caltrans’ jurisdiction that is designated as an eight-lane Principal Arterial in TOP’s Functional Roadway Classification Plan. The centerline of this street forms the boundary between the City of Ontario to the east and the City of Chino to the west. Proposed improvements would occur on the half width of Euclid Avenue along the project site’s western boundary in the City of Ontario. Improvements include a 15-foot wide parkway with a 5-foot wide sidewalk and an 8-foot wide on-site multipurpose trail within a 35-foot wide landscape buffer. This would create a 50-foot wide neighborhood edge as specified in the Ontario Ranch Colony Streetscape Master Plan.
- **Eucalyptus Avenue.** The Specific Plan area is adjacent to the south side of Eucalyptus Avenue, which provides east/west access to the site. Eucalyptus Avenue is designated by the Functional Roadway Classification Plan as a four-lane Collector Street. The Specific Plan specifies a 108-foot wide right-of-way with 84 feet of pavement including curb/gutter. The Eucalyptus Avenue streetscape design for the north side of the street adjacent to the project site specifies a 12-foot wide parkway, including a 7-foot wide curb-adjacent landscaped area and a 5-foot wide sidewalk. The north side also provides an 8-foot wide on-site multipurpose trail within a 23-foot wide landscape buffer setback. Together, the parkway and landscape buffer setback create a 35-foot wide neighborhood edge, as described in the Ontario Ranch Colony Streetscape Master Plan.
- **Sultana Avenue.** Sultana Avenue is designated as a Collector Street with a 66-foot wide right-of-way and 40 feet of pavement including curb and gutter. The Sultana Avenue streetscape specifies 48 feet of pavement with a 9-foot parkway, 5-foot sidewalk, and 4-feet of curb adjacent landscape. The west side of the street adjacent to the project site provides a 10-foot wide landscape buffer setback.

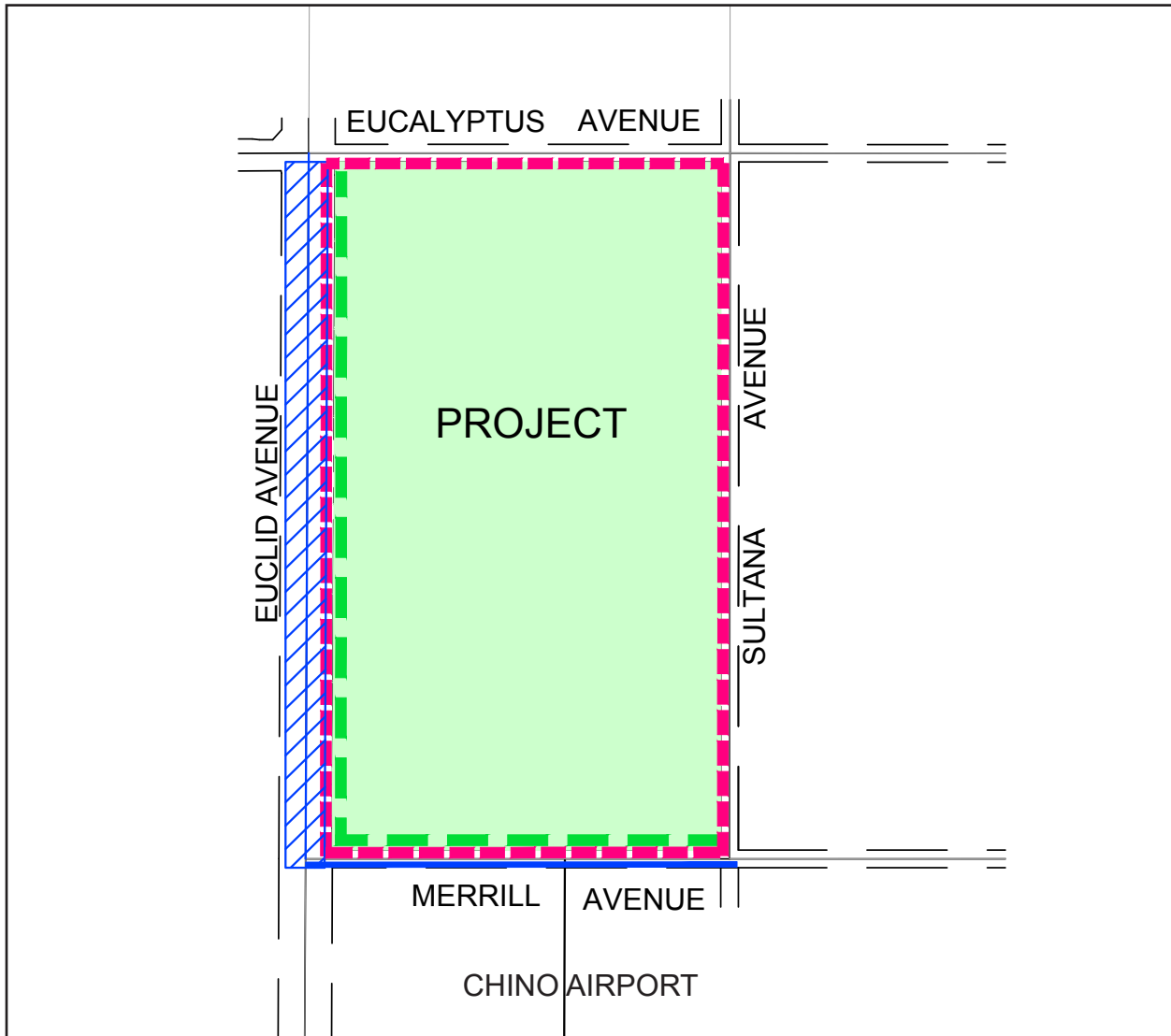
Figure 3-4 - Land Use Plan
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Figure 3-5 - Circulation Plan
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- Merrill Avenue.** Merrill Avenue is designated as a four-lane Collector Street in the Functional Roadway Classification Plan and provides east-west access to the project's southern boundary. The centerline of this street forms the boundary between the City of Ontario to the north and the City of Chino to the south. Proposed improvements would occur on the half width of Merrill Avenue along the project site's northern boundary in the City of Ontario. The Specific Plan specifies an 98-foot right-of-way and 74 feet of pavement, including curb and gutter for Merrill Avenue. The Merrill Avenue streetscape design for the north side of the street adjacent to the project site includes an 8-foot wide Class II on-street bike lane at the edge of the street, a 7-foot wide curb-adjacent landscaped area, and a 5-foot wide sidewalk. An 8-foot wide multipurpose trail is located within a 23-foot wide landscape buffer setback. Together, these improvements establish a 35-foot wide neighborhood edge, as specified in the Ontario Ranch Streetscape Master Plan.

Truck Routes

The City of Ontario designates and maintains a network of truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. The proposed project would use the City's designated truck routes, specifically, Euclid Avenue and Merrill Avenue—from Euclid Avenue to Archibald Avenue (see TOP, Figure M-5).

Pedestrian and Bicycle

Implementation of the Specific Plan would improve all trail and bikeways along the project frontages in conjunction with street improvements (see Figure 3-6, *Bicycle and Pedestrian Plan*). Sidewalks would be 5-feet wide and provided along all streets abutting the project site. Multipurpose trails would be provided on the east side of Euclid Avenue, the south side of Eucalyptus Avenue, and the north side of Merrill Avenue. A Class II bikeway on the north side of Merrill Avenue will be provided to link to the City's bike path system (see TOP, Figure M-3).

Transit

Transit options provide an alternative mode of transportation for motorists. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue on the western boundary of the Specific Plan area (see TOP, Figure M-4).

Potable Water Plan

Currently, there are no City potable water mains or City potable water infrastructure in the vicinity of the Specific Plan Area. Water service to the Specific Plan area will be provided by the City of Ontario. Potable water is provided by imported water from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA) and groundwater from the Chino Basin, extracted via the City's wells. The WFA was formed in 1980 as a Joint Powers Authority by the Cities of Chino, Chino Hills, Ontario and Upland, and the Monte Vista Water District. It was formed to construct and operate water treatment facilities that provide a supplemental supply of potable water to its member agencies.

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The proposed sizing and alignment of potable water lines will follow the most current approved City of Ontario Water Master Plan for industrial uses. It should be noted that residential uses require a higher water demand, which would require increased infrastructure capacity. The required potable water infrastructure would be further refined based upon findings of approved hydraulic study and master plan updates; and, potable water main locations and sizes would also be subject to change based upon the developer conducted and City approved conceptual design report. The proposed Potable Water Plan is shown on Figures 3-7a and 3-7b.

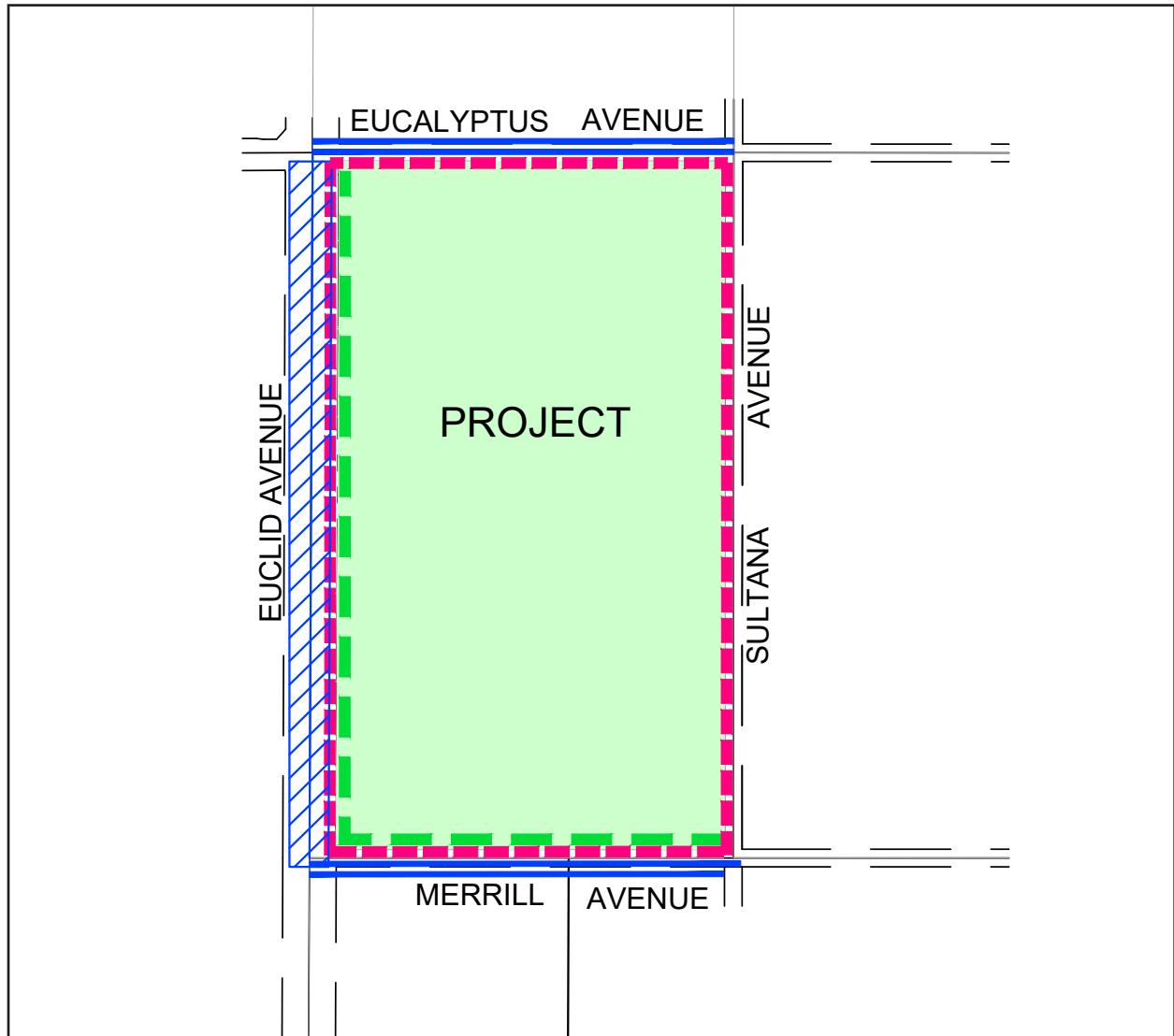
Potable water system improvements for implementation of the Specific Plan require the planning, design, and construction of the 925 Pressure Zone (PZ) Phase 2 West Backbone, which include: extending the 24-inch potable water main generally along Eucalyptus Avenue from Grove Avenue to Archibald Avenue; installing a 30-inch potable water main in Grove Avenue connecting from the 24-inch potable water main in Eucalyptus Avenue and extending to Chino Avenue; installing a 42-inch potable water main in Grove Avenue connecting from the 30-inch potable water main in Grove Avenue at Chino Ave and extending to Francis Avenue; installing a 42-inch potable water main in Francis Avenue connecting from the 42-inch potable water main in Grove Avenue and extending to Bon View Avenue; installing a 42-inch potable water main in Bon View Avenue connecting from the 42-inch potable water main in Francis Avenue and extending to Bon View Avenue Reservoir site and to the Reservoir; a 9 million gallon reservoir on the Bon View Reservoir site; and, two 2,500 gpm wells with any treatment necessary to meet water quality standards and the 16-inch and 24-inch collection main from the wells to the reservoirs.






In addition to the 925 Pressure Zone (PZ) Phase 2 West Backbone, implementation of the Specific Plan requires the planning, design, and construction of a Secondary Loop between the 925 Pressure Zone (PZ) Phase 2 West Backbone and the Specific Plan area which includes: installing a 16-inch potable water main in Eucalyptus Avenue connecting to the 30-inch 925 Pressure Zone (PZ) Phase 2 West Backbone main in Grove Avenue and extending to Euclid Avenue; installing a 16-inch potable water main in Euclid Avenue connecting from the 16-inch potable water main in Eucalyptus Avenue and extending to Merrill Avenue; installing a 16-inch potable water main in Merrill Avenue connecting from the 16-inch potable water main in Euclid Avenue and extending to Vineyard Avenue; and installing a 16-inch potable water main in Vineyard Avenue connecting from the 16-inch potable water main in Merrill Avenue and extending to connect to the 24-inch potable water main in Eucalyptus Avenue.

Implementation of the Specific Plan also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Sultana Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue. Water mains required to serve the project will need to be constructed prior to or concurrent with on-site water improvements. Within the project site, a private network of 2- to 4-inch water lines for domestic water service and 10- to 12-inch water lines for fire service water will be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue and Euclid Avenue to serve PA-1 and to the main in Merrill Avenue and Sultana Avenue to serve PA-2.

The total estimated cost of the proposed water infrastructure is \$13.1 million (Murow 2020; see Appendix N).

Figure 3-6 - Bicycle and Pedestrian Plan
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-  Sidewalk
-  Class II Bike Lane
-  Multipurpose Trail
-  Bus Rapid Transit (BRT) Corridors
-  Specific Plan Area

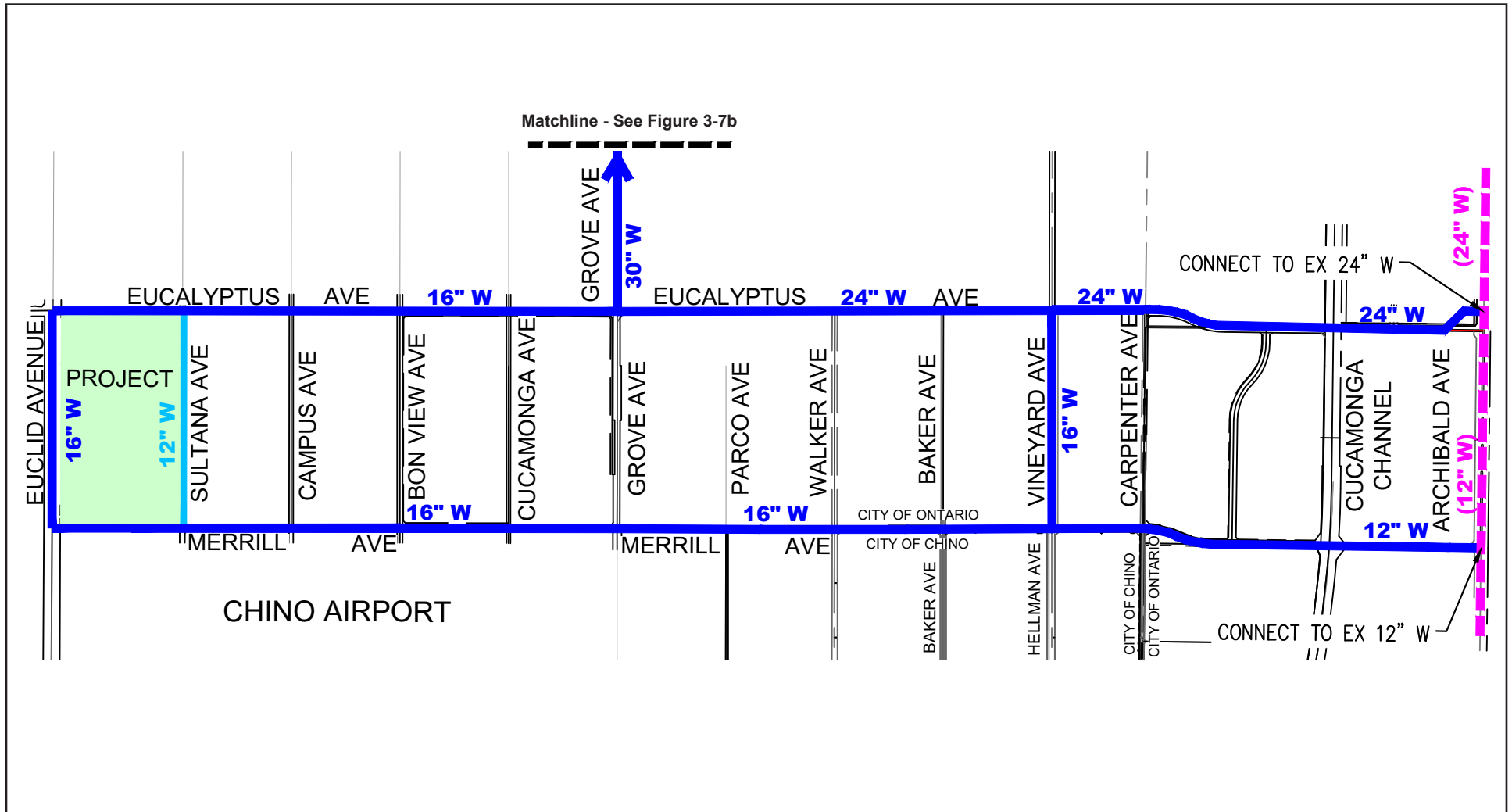
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Figure 3-7a - Potable Water Plan
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- Specific Plan Area
- Specific Plan Required Potable Water Main (Per Master Plan)
- Specific Plan Required Potable Water Main (Project Specific)
- Ex Domestic Water Main (City of Ontario)

0 1,800
Scale (Feet)

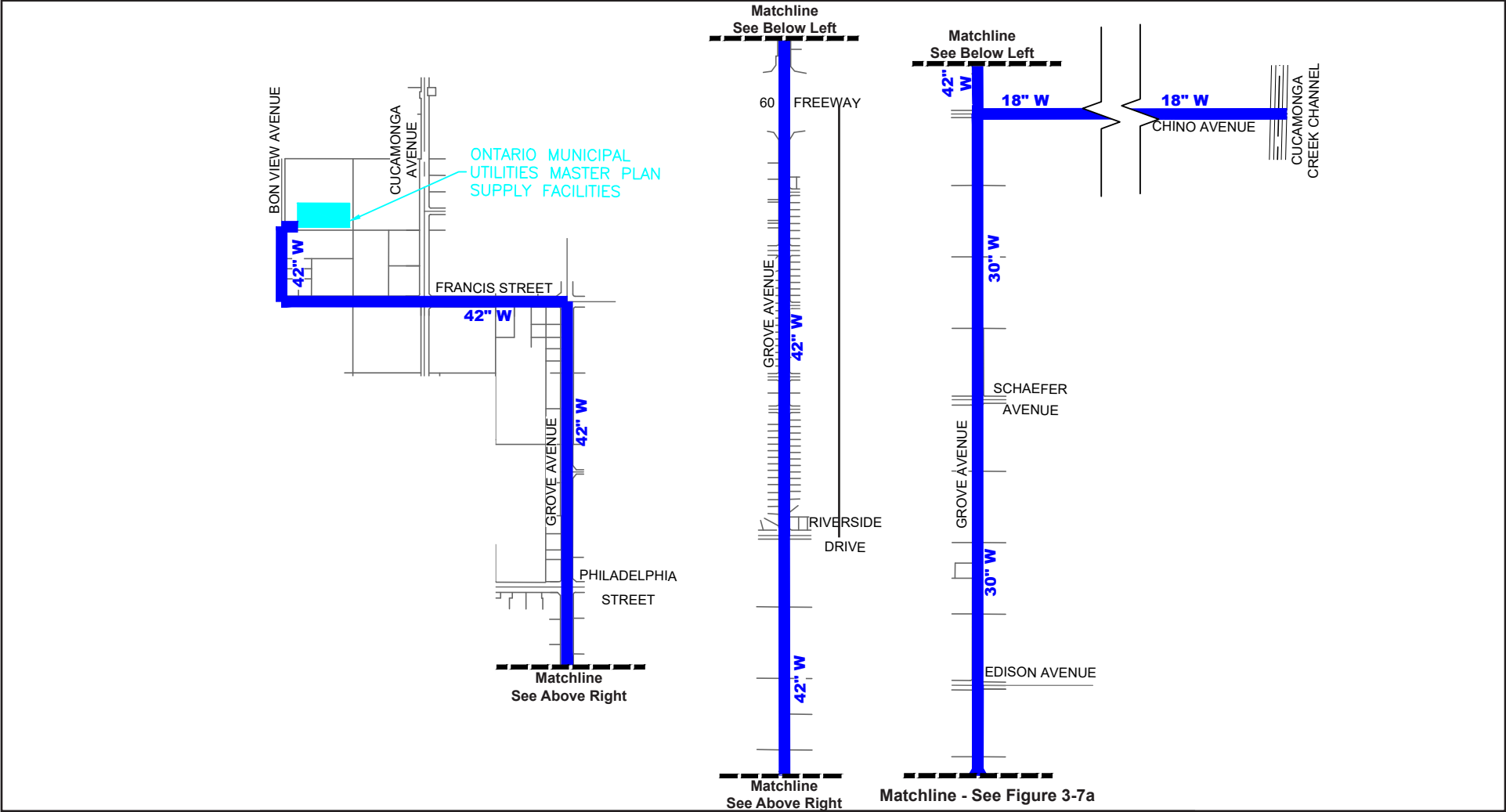


Source: EDR, 2019

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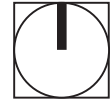
Figure 3-7b - Potable Water Plan
3. Project Description



 Master Plan Supply Facilities

 Specific Plan Required Potable Water Main (Per Master Plan)

Source: EDR, 2019



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Recycled Water Plan

The City of Ontario Ordinance 2689 requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Prior to use of recycled water, approval from the City of Ontario and State Water Resources Control Board (SWRCB) is required. Currently there are no City recycled water mains or City recycled water infrastructure in the vicinity of the Specific Plan Area. Recycled Water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA) from its four wastewater reclamation plants. The entire Specific Plan area is within the City's master planned 930 Pressure Zone. The proposed Recycled Water Plan is shown on Figure 3-8.

Infrastructure improvements for implementation of the Specific Plan require the planning, design, and construction of 930 Pressure Zone (PZ) Recycled Water Master Plan mains, which includes: installing a 12-inch recycled water main in Merrill Avenue connecting to the existing City 12-inch 930 Pressure Zone Recycled Water main in Merrill Avenue at the intersection of Merrill Avenue and Archibald Avenue and extending it west to Walker Avenue; and, installing an 8-inch recycled water main in Merrill Avenue connecting to the 12-inch recycled water main in Merrill Avenue at Walker Avenue and extending west to Sultana Avenue; and, installing an 8-inch recycled water main in Sultana Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue.

Implementation of the Specific Plan also requires the planning, design, and construction of the Adjacent Recycled Water System, which includes: installing 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in Merrill Avenue at Sultana Avenue and extending west to Euclid Avenue; and, installing an 8-inch recycled water main in Euclid Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the existing IEUA 30-inch main in Eucalyptus Avenue at Euclid Avenue. Sizing and alignment of the recycled water lines would be consistent with the City of Ontario Recycled Water Master Plan and/or a City approved hydraulic analysis.

The total estimated cost of the proposed recycled water infrastructure is approximately \$800,000 (Murow 2020; see Appendix N).

Sewer Plan

There are no sewer mains located within the vicinity of the Specific Plan area. Regional wastewater treatment services are provided to the City of Ontario and its neighboring agencies by the Inland Empire Utilities Agency (IEUA). Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's Regional Plant No.1 and Regional Plant No.5 for treatment. The City of Ontario's sewer service area is divided into eight sewer sheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewer shed 8.

The Specific Plan includes a network of new public sewer mains (see Figure 3-9), consistent with the City of Ontario's Sewer Master Plan. A 18-inch sewer main will connect from Eucalyptus along Euclid Avenue to an existing IEUA interceptor trunk main sewer located in Kimball Avenue to the south. The IEUA interceptor trunk sewer main is 54-inches east of Euclid and 60-inches west of Euclid Avenue.

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An 18-inch sewer main will run along Merrill Avenue from Euclid Avenue to Sultana and an 8-inch sewer line will connect from Merrill Avenue north along Sultana Avenue. An eight-inch private main will also be installed in an on-site easement to provide for connections at the northeast portion of the site. Six-inch sewer laterals will connect buildings to sewer mains.

The ultimate sizing and alignment of the sewer shall be consistent with the City of Ontario Sewer Master Plan and/or a City conducted and approved hydraulic analysis. A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each Tract Map and development within the Specific Plan.

The total estimated cost of the proposed sewer infrastructure is \$9.4 million (Murow 2020; see Appendix N).

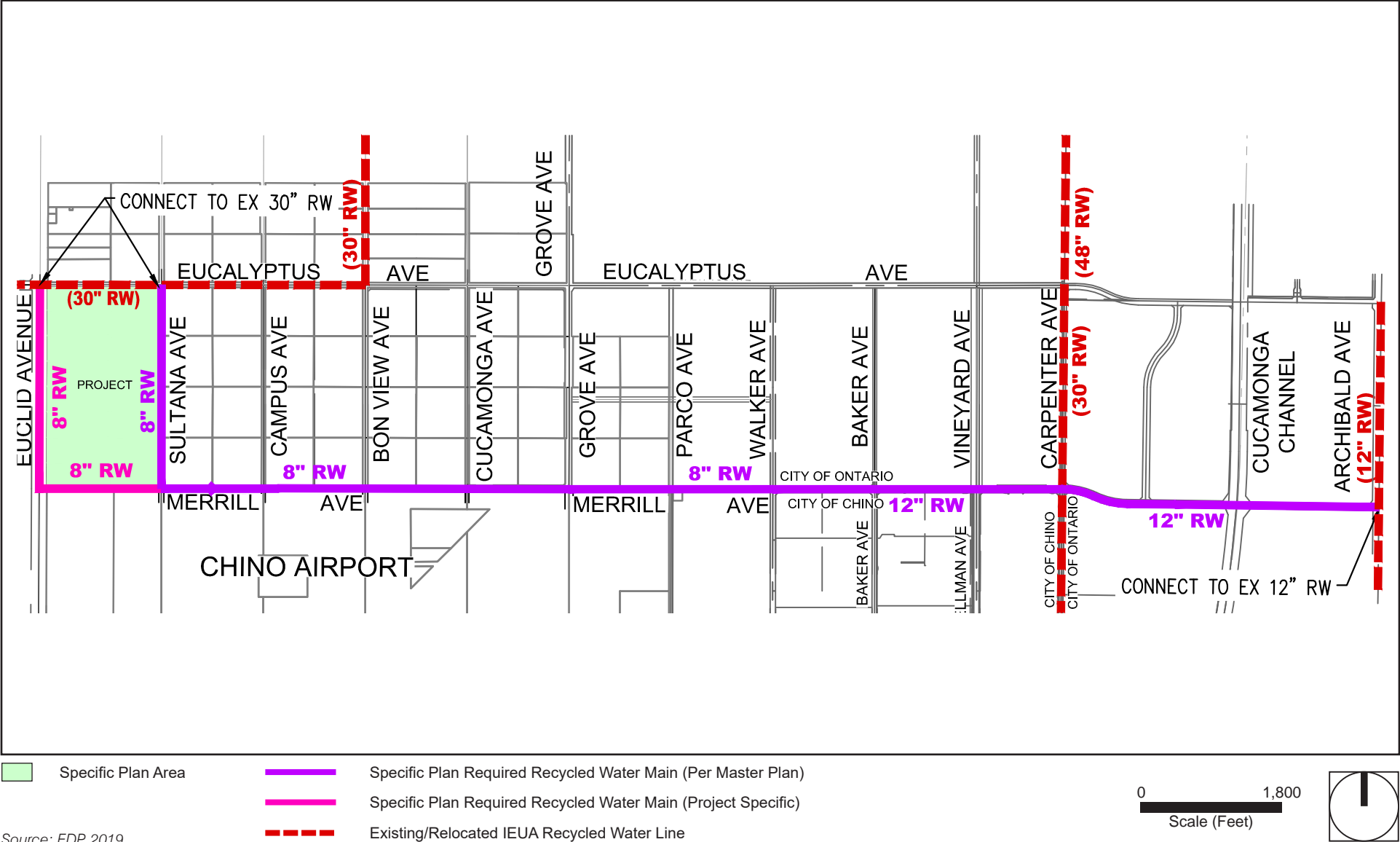
Storm Drain Plan

The Specific Plan area storm drain improvements (see Figure 3-10) are consistent with the facilities specified in Drainage Area XIV of the City of Ontario Master Plan of Drainage. The Specific Plan will construct storm drains consistent with the Master Plan of Drainage, including storm drain improvements along the project frontage with a 108-inch reinforced concrete pipe (RCP) along Euclid Avenue, a 90- to 66-inch RCP along Eucalyptus Avenue, a 30-inch RCP along Sultana Avenue, and a 9.5-foot by 9.5-foot RCP along Merrill Avenue. Runoff would be conveyed to an open channel along Euclid (Airport Channel) south of Merrill in the City of Chino. The City of Chino plans to construct a mainline storm drain along Euclid south of Merrill and a double 10-foot by 10-foot reinforced concrete box culvert with a point of connection at Pine Avenue as part of its Master Plan of Drainage. Currently, the ultimate discharge location downstream is not fully improved. Until the ultimate discharge location downstream is fully improved, the project would utilize on-site storm water detention, subject to City of Ontario review and approval, so that discharge from Specific Plan development remains less than peak flow rates prior to development.

Catch basins located throughout the site would collect runoff. On-site storm drain systems would convey runoff southerly to a reinforced concrete box facility in Merrill Avenue. Landscaped areas adjacent to Euclid Avenue would continue to drain to the street. The proposed project includes construction of storm drains in Eucalyptus Avenue and Euclid Avenue. The construction of these facilities would require additional drainage improvements south of Merrill Avenue at Euclid Avenue. An expanded earthen channel would be located between the paved portions of Euclid Avenue and the existing easterly right-of-way.

The total estimated cost of the proposed stormwater infrastructure is \$9.1 million (Murow 2020; see Appendix N).

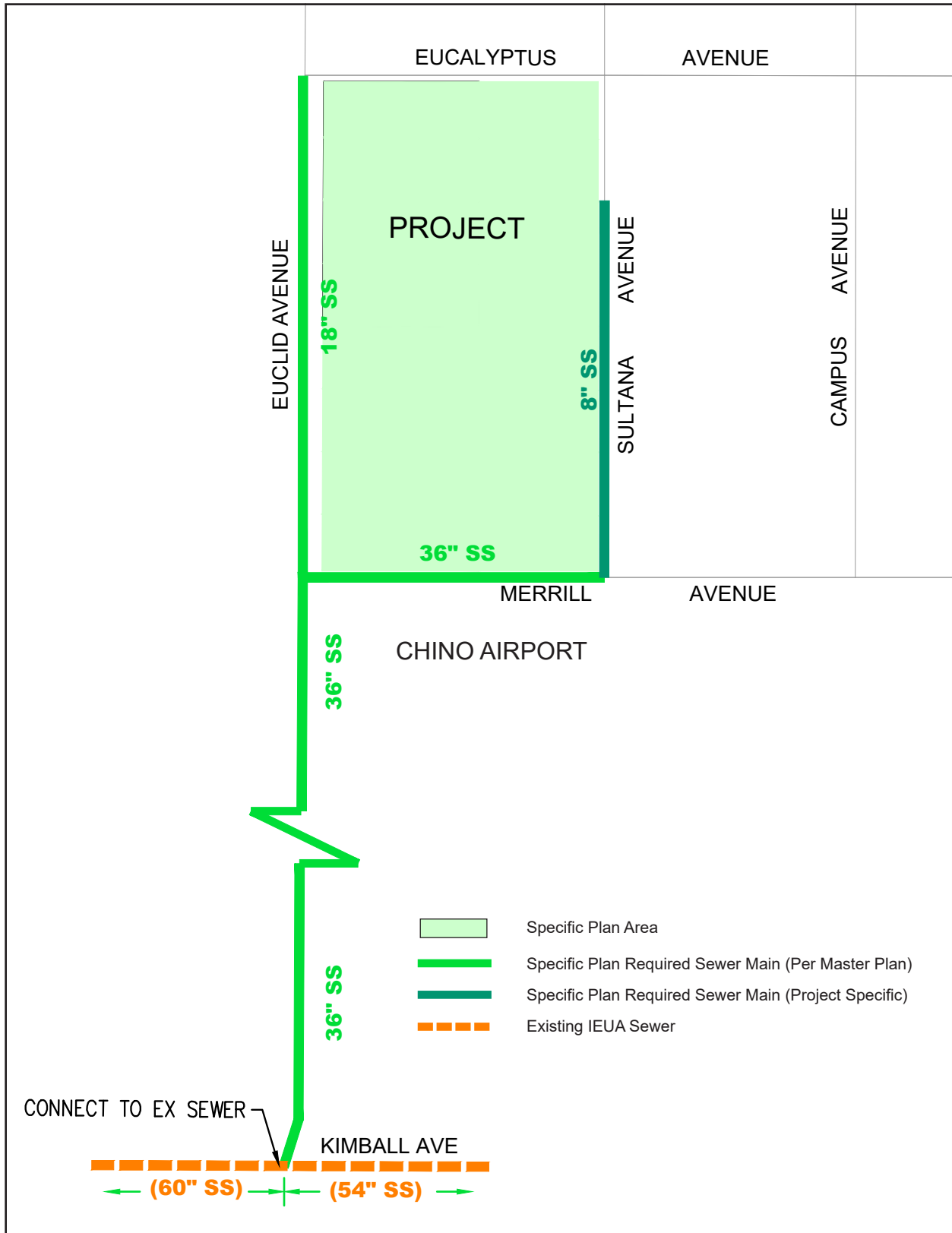
Figure 3-8 - Recycled Water Plan
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Figure 3-9 - Sewer Plan
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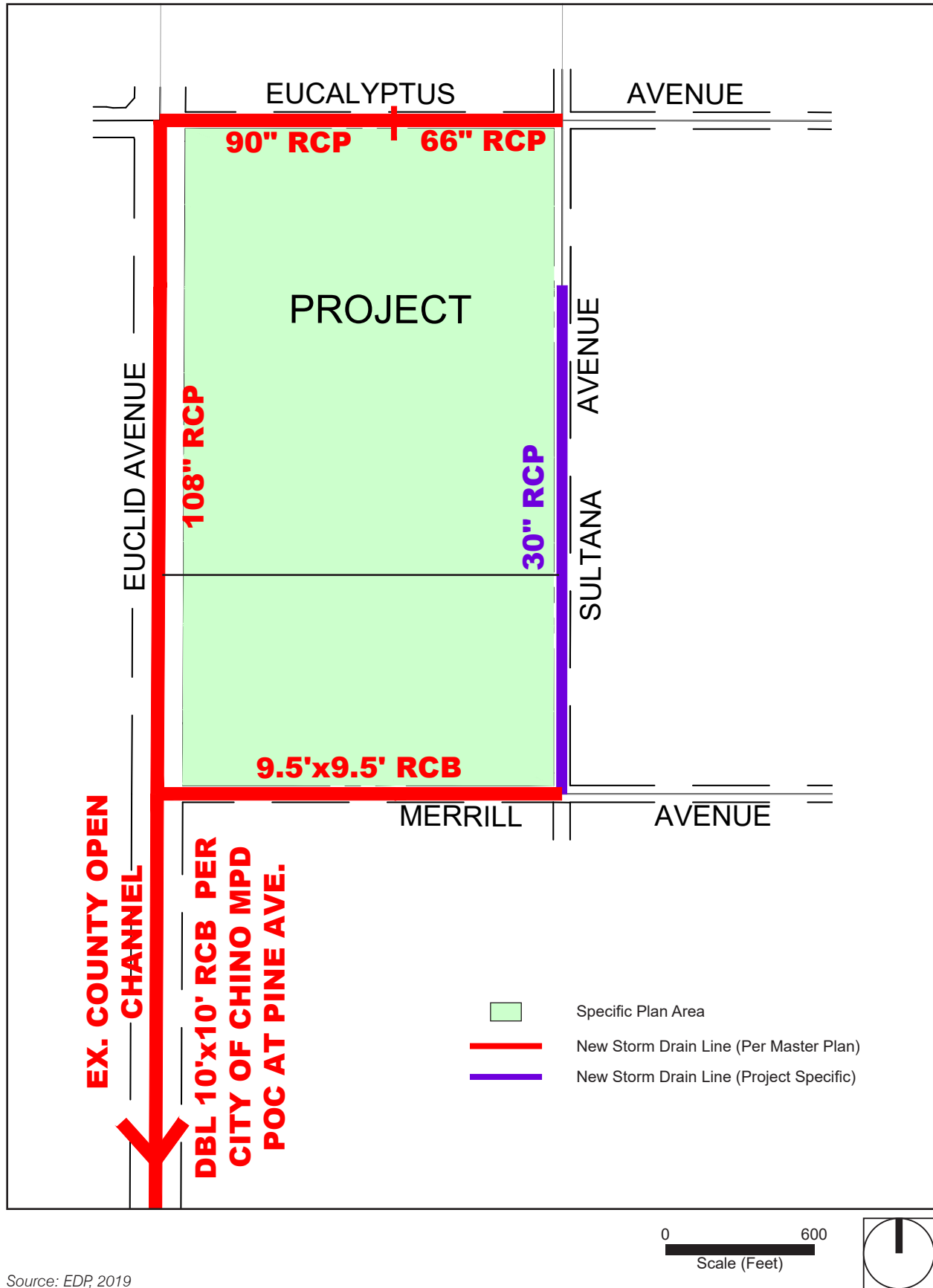
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Figure 3-10 - Storm Drain Plan
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NPDES Compliance

The grading and drainage of the Specific Plan area would be designed to retain/infiltrate, harvest, and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (WQMP) for significant new development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, employing Source Control Best Management Practices (BMP's), or using on-site structural Treatment Control BMP's where the infeasibility of installing Low Impact Development BMP's is demonstrated.

New development within the Specific Plan area would utilize a variety of Low Impact Development site drainage designs to manage stormwater, including but not limited to retention/infiltration basins, trenches and swales, and above ground bio-treatment systems. Development projects within the Specific Plan area would comply with the latest Low Impact Development guidelines and incorporate features including but not limited to:

- Landscape designs that promote water retention and incorporation of water conservation elements such as use of native plants and drip irrigation systems
- Permeable surface designs in parking lots and areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or bio-treatment where infiltration is infeasible;
- Limited soil compaction during grading operations within landscaped storm water infiltration areas to no more than 80 percent compaction.

Prior to the issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP), Erosion & Sediment Control Plan sheets, and a WQMP is required to be prepared and approved. The SWPPP and Erosion & Sediment Control Plan Sheets will identify and detail all appropriate BMP's to be implemented or installed during construction of the project, and the WQMP will describe all post-construction BMP's designed to address water quality and quantity of runoff for the life of the project.

Conceptual Grading Plan

Site topography is moderately flat, sloping from the north to the south with an approximate 30-foot change in elevation across the site. The grading activities for the Specific Plan area will generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways and streets.

Figure 3-11 shows the proposed Conceptual Grading Plan. As shown, earthwork would balance on site and require approximately 242,079 cubic yards (CY) of cut and 242,079 CY of fill with 292,457 CY of over-excavation. Geotechnical and/or environmental conditions encountered during grading operations could

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impact final earthwork calculations. Grading plans for each development project within the Specific Plan area will be reviewed and approved by the City of Ontario prior to the issuance of grading permits. Grading plans and activities would conform to the City's grading ordinance and dust and erosion control requirements.

All landscaped areas within the Specific Plan area shall be graded as shallow swales and designed to accept runoff water from impervious surfaces. Water quality retention basins, trenches, etc., would have a maximum side slope of 3:1.

Dry Utilities Plan

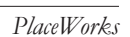
Utility services provided to the project area will be installed underground in accordance with City of Ontario guidelines. Additionally, the project is required to install and provide fiber conduit, as shown on Figure 3-12, *Fiber Optic Plan*. Pursuant to the City of Ontario 2013 Fiber Optic Master Plan, the fiber optic network will be owned and operated by the City; maintenance of the installed system would also be the responsibility of the City and/or Special District fiber optic entity and not the developer. According to the City's Fiber Optic Master Plan, the proposed fiber optic infrastructure, including approximately 23 miles of backbone fiber south of Riverside Drive, is an investment into a long-term capital asset using newly constructed and existing conduit to provide high speed communication links to key locations throughout the City. The Specific Plan area will be connected to the City's system by installing new fiber optic lines along the project frontage of Euclid Avenue and along Eucalyptus Avenue and Merrill Avenue from the west project site boundary to Archibald Avenue.

Development Standards and Design Guidelines

Upon adoption of the Specific Plan, the development standards and procedures established within the Specific Plan become the governing zoning standards for any new construction, addition, or remodel within the Specific Plan area. Chapter 4 of the Specific Plan outlines the allowable uses and standards for building heights, setbacks, parking, coverage, landscape, signage and other development standards within the Specific Plan area. As stated previously, the permitted, conditionally permitted, and administratively permitted uses by district are provided in Table 4.1, Allowable Uses, of the Specific Plan.

Chapter 5, Design Guidelines, of the Specific Plan provides conceptual themes of site planning, architecture, and landscape design within the project site. The guidelines are intended implemented the goals and policies of TOP and the Ontario Development Code and meet the following objectives:

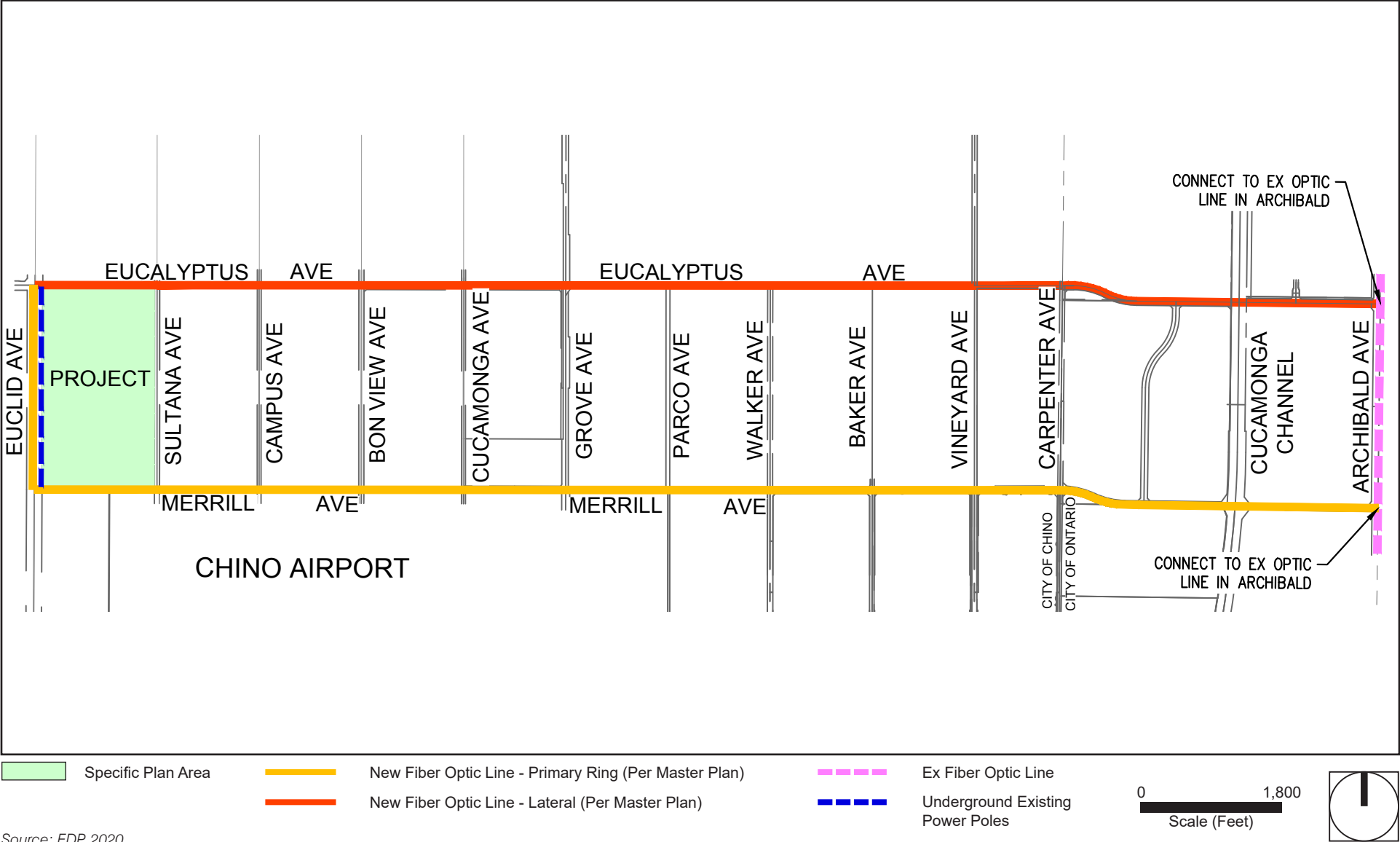
- Demonstrate high quality development that complements and integrates into the community and adds value to the City.
- Create a functional and sustainable place that ensures Ontario Ranch Business Park is competitive regionally and appropriate in the Ontario Ranch community.
- Illustrate the distinctive characteristics of the two land use plan zoning districts: Business Park District (PA-1) and Industrial - General District (PA-2).



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Figure 3-12 - Fiber Optic Plan
3. Project Description



Source: EDR, 2020

3. Project Description

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3. Project Description

- Establish criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
- Provide guidance to City staff and the Planning Commission in the review and evaluation of future development projects in the Specific Plan area.
- Incorporate construction and landscape design standards that promote energy and water conservation strategies.

Sustainable Design

Ontario Ranch Business Park is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies will be determined for each project within the Specific Plan area. Strategies include, but are not limited to:

Sustainable Construction & Technology Concepts

- Design and construct energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
- Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
- Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs).
- Use recycled and other environmentally friendly building materials, wherever practical.
- Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
- Use energy efficient LED (or similar) products.
- Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
- Use drought tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
- Employ high performance dual pane window glazing in office storefronts.

Water Quality

- Utilize landscape areas including retention/infiltration swales and basins or biotreatment when infiltration is infeasible, as required by the San Bernardino County MS4 Permit and Water Quality Management Plan.

3. Project Description

- Select native and drought tolerant plants to reduce water demand.
- Integrate permeable pavement and perforated curbs throughout the project area as feasible to allow stormwater to enter planter areas, assist with filtration and control runoff.
- Use captured runoff to augment irrigation systems whenever possible.
- Employ irrigation systems that respond to changing weather conditions, irrigate by hydrozone, and use micro-irrigation techniques.
- Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City of Ontario Recycled Water Master Plan.

3.4.1.3 DEVELOPMENT PLAN REVIEW

A Development Plan Review (DPR) is proposed concurrently with the GPA and Specific Plan. The DPR site plan consists of eight industrial concrete tilt-up industrial/warehouse buildings totaling 1,905,027 square feet of industrial/warehouse and ancillary office space, including mezzanine. Lot coverage would total approximately 48 percent. Each building and its associated parking would be constructed on a separate parcel (see Figure 3-13, *Conceptual Site Plan*). Table 3-2 provides a summary of the square footage, site area, number of docks, and building height for each of the proposed buildings.

Table 3-2 Development Plan Review Building Summary

Building	Warehouse (sf)	Office (sf)	Total Building (sf)	Site Area (ac)	No. of Docks	Building Height (ft)
Building 1	540,964	60,000	600,964	25.31	82	47
Building 2	558,353	60,000	618,353	26.28	82	47
Building 3	207,806	20,000	227,806	10.24	39	48
Building 4	110,030	20,000	130,030	6.54	21	44
Building 5	59,200	20,000	79,200	4.05	11	45
Building 6	30,900	16,000	46,900	3.05	6	43
Building 7	75,624	20,000	95,624	4.90	14	44
Building 8	86,150	20,000	106,150	5.22	14	44
TOTAL	1,669,027	236,000	1,905,027	85.6	269	–

Source: REDA 2019.

3.4.1.4 TENTATIVE PARCEL MAPS

Development within the Specific Plan area requires the processing of tentative and final parcel maps and/or lot line adjustments or mergers. Subdivision maps and lot changes shall be reviewed and approved pursuant to Ontario Development Code section 4.02.085, other applicable City codes and regulations, California Government code Section 66410 et seq. (Subdivision Map Act), and the Specific Plan. Table 4.2, Development

3. Project Description

Standards, in the Specific Plan provides the minimum lot area, dimensions, setbacks, parking space and drive aisle separations, and landscape coverage; and the maximum floor area ratio, building area, and height.

3.4.1.5 DEVELOPMENT AGREEMENT

The proposed project includes a development agreement between the project applicant and the City of Ontario pursuant to California Government Code sections 65864 et seq. Fair share responsibilities for infrastructure improvements will be addressed in a Development Agreement with the City.

3.4.2 Phasing

Development phasing of the project site will be determined by the landowner and/or developer based upon real estate market conditions. Phasing will occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, will be installed by the developer.

Specific Plan backbone infrastructure will be installed by the project developer, in accordance with the applicable City of Ontario Master Plans, Conditions of Approval, and the Development Agreement.. Fair share responsibilities for improvements and timing will be addressed in a Development Agreement with the City of Ontario.

The project would be built in two Phases. Phase 1 would include development of PA-2 (Buildings 4-8), the southern portion of the project site identified for construction of storage, warehousing, and industrial development. Phase 2 would develop PA-1 (Buildings 1-3), the northern portion of the project site identified for business park development. See Figure 3-14, *Conceptual Phasing Plan*.

For purposes of the environmental analysis, to analyze worst case conditions, construction of the project site under the Specific Plan is anticipated to occur over a 26-month period, commencing in October 2020 with completion in December 2022. Table 3-3 shows the assumed construction activities, phasing, and construction equipment based on information provided by the project applicant and CalEEMod.

Table 3-3 Construction Activities, Phasing and Equipment

Activities ¹	Start/End Dates ¹	Equipment ^{1,2}
Offsite		
Asphalt Demolition	10/01/2020 to 10/28/2020	1 Rubber Tired Dozer, 1 Tractor/Loader/Backhoe, 1 Dumper/Tender, 1 Water Truck
Asphalt Demolition Debris Onsite Processing	10/01/2020 to 10/28/2020	1 Crushing/Processing Equipment
Fine Grading	01/02/2021 to 09/01/2021	1 Tractor/Loader/Backhoe, 1 Hydraulic Jackhammer, 1 Concrete Saw, 1 Dumper/Tender, 1 Water Truck
Utility Trenching	09/01/2021 to 10/31/2021	1 Tractor/Loader/Backhoe, 1 Concrete Saw, 1 Excavator, 1 Crane, 1 Dumper/Tender, 1 Water Truck
Asphalt Paving	11/01/2021 to 11/30/2021	1 Paving Equipment, 1 Roller, 1 Concrete Truck
Finishing/Landscaping	11/01/2021 to 01/31/2022	3 Tractors/Loaders/Backhoes

3. Project Description

Table 3-3 Construction Activities, Phasing and Equipment

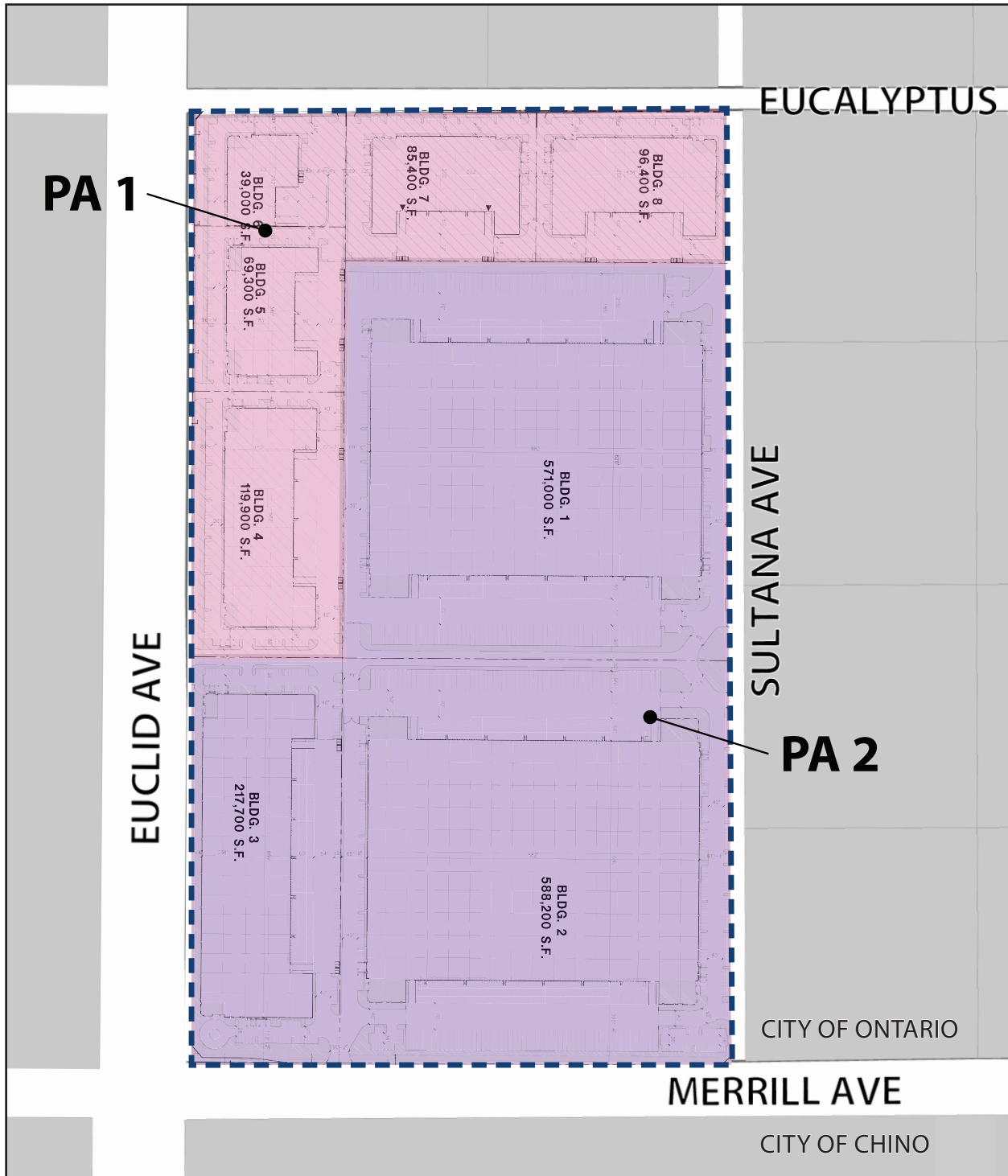
Activities ¹	Start/End Dates ¹	Equipment ^{1,2}
Phase 1		
Building Demolition	10/05/2020 to 10/16/2020	2 Tractors/Loaders/Backhoes, 2 Excavators, 2 Water Trucks
Building Demolition Debris Haul	10/19/2020 to 10/19/2020	1 Excavator
Building Demolition Debris Onsite Processing	10/19/2020 to 10/19/2020	1 Crushing/Processing Equipment
Asphalt Demolition	10/19/2020 to 11/30/2020	2 Tractors/Loaders/Backhoes, 2 Excavators, 2 Water Trucks
Asphalt Demolition Debris Haul	11/25/2020 to 11/27/2020	No Additional Equipment
Asphalt Demolition Debris Onsite Processing	11/24/2020 to 11/30/2020	1 Crushing/Processing Equipment
Rough Grading	12/01/2020 to 01/11/2021	6 Scrapers, 1 Crawler Tractor, 2 Rubber Tired Dozers, 2 Graders, 3 Water Trucks
Rough Grading Soil Haul	12/01/2020 to 01/13/2021	1 Excavator
Utility Trenching	01/12/2021 to 03/12/2021	2 Excavators, 3 Tractors/Loaders/Backhoes, 2 Water Trucks
Building Construction	01/00/1900 to 01/00/1900	3 Cranes, 2 Rough Terrain Forklifts
Fine Grading	01/12/2021 to 12/21/2021	2 Graders, 1 Scraper, 2 Water Trucks
Finishing/Landscaping	03/15/2021 to 04/01/2021	3 Tractors/Loaders/Backhoes
Asphalt Paving	08/02/2021 to 10/25/2021	1 Grader, 1 Paver, 1 Roller
Architectural Coating	09/01/2021 to 09/10/2021	1 Air Compressor
Phase 2		
Building Demolition	10/05/2020 to 10/09/2020	2 Tractors/Loaders/Backhoes, 2 Excavators, 2 Water Trucks
Building Demolition Debris Haul	10/19/2020 to 10/19/2020	2 Excavators
Building Demolition Debris Onsite Processing	10/19/2020 to 10/19/2020	1 Crushing/Processing Equipment
Asphalt Demolition	10/19/2020 to 11/13/2020	2 Tractors/Loaders/Backhoes, 2 Excavators, 2 Water Trucks
Asphalt Demolition Debris Haul	11/25/2020 to 11/25/2020	2 Excavators
Asphalt Demolition Debris Onsite Processing	11/25/2020 to 11/26/2020	1 Crushing/Processing Equipment
Rough Grading	01/03/2022 to 01/21/2022	6 Scrapers, 1 Crawler Tractor, 2 Rubber Tired Dozers, 2 Graders, 3 Water Trucks
Rough Grading Soil Haul	01/03/2022 to 01/27/2022	1 Excavator
Utility Trenching	01/24/2022 to 12/01/2022	2 Excavators, 3 Tractors/Loaders/Backhoes, 2 Water Trucks
Building Construction	01/24/2022 to 03/02/2022	3 Cranes, 2 Rough Terrain Forklifts
Fine Grading	03/03/2022 to 03/14/2022	2 Graders, 1 Scraper, 2 Water Trucks
Finishing/Landscaping	01/00/1900 to 01/00/1900	3 Tractors/Loaders/Backhoes
Asphalt Paving	08/01/2022 to 09/30/2022	1 Grader, 1 Paver, 1 Roller
Architectural Coating	08/01/2022 to 11/24/2022	1 Air Compressor

Notes: n/a = not applicable

¹ Based on information provided by the project applicant, CalEEMod defaults, and comparable project.

² A water truck is assumed for the demolition, site preparation, and grading subphases.

Figure 3-13 - Conceptual Site Plan
3. Project Description



Land Use Districts



Specific Plan Boundary



BP - Business Park



IG - Industrial General

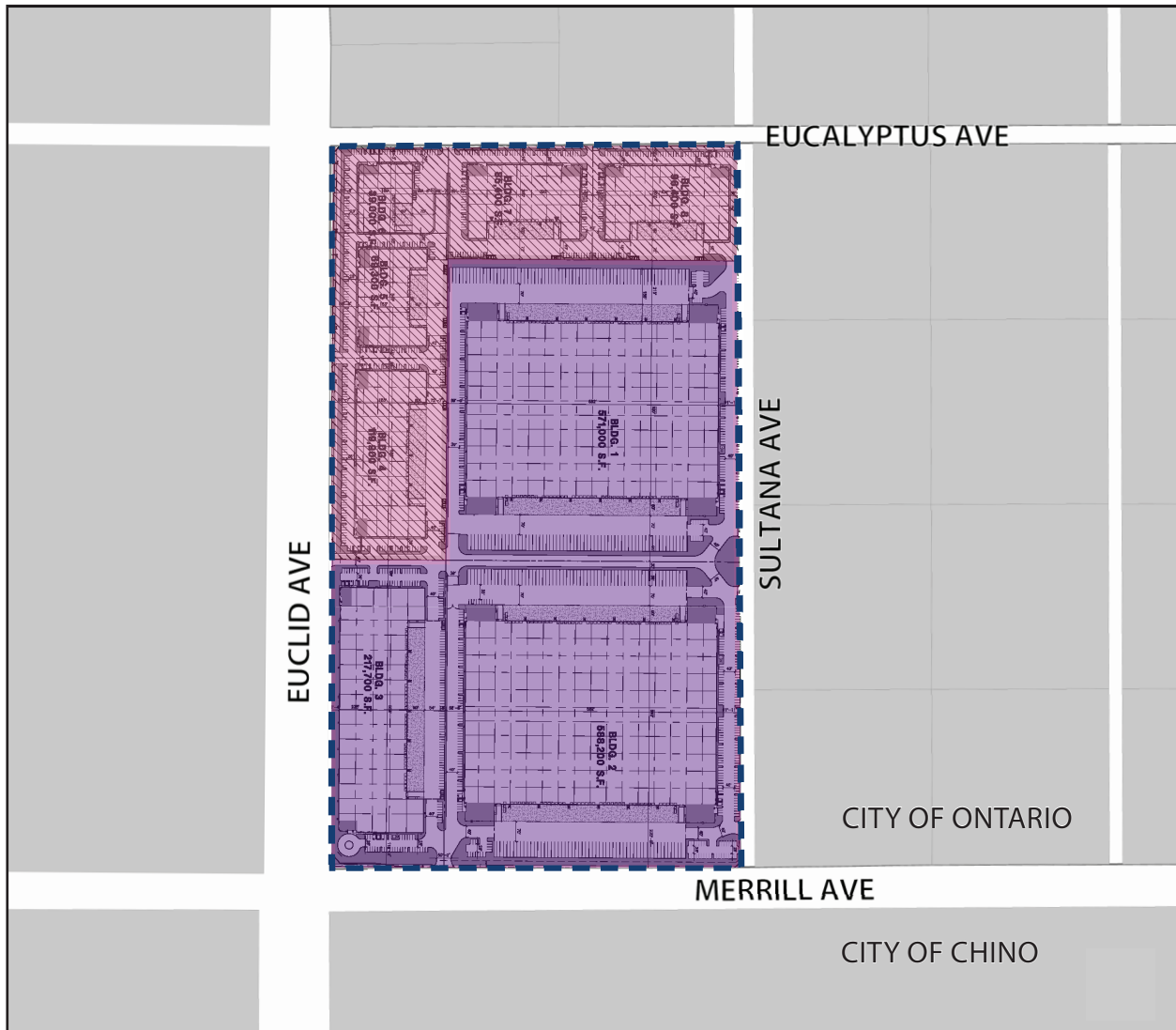
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Figure 3-14 - Conceptual Phasing Plan
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3.4.3 Plans, Programs, and Policies; and Project Design Features

Throughout the impact analysis in this EIR, reference is made to adopted Plans, Programs, and Policies (PPPs) which are applied to all development on consistent with federal, state, or local law. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. In addition, various measures have been incorporated into the project, Project Design Features (PDFs), which serve to reduce potentially significant impacts. The PDFs are identified and discussed in the impact analysis. Where the application of these measures does not reduce an impact to below a level of significance, project-specific mitigation is introduced. The City will include PPPs, PDFs, and mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) for the project to ensure their implementation.

3.5 INTENDED USES OF THE EIR

This DEIR examines the environmental impacts of the proposed Ontario Ranch Business Park General Plan Amendment, Specific Plan, Development Plan Review, Tentative Parcel Maps, and a Development Agreement. This DEIR also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of this DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Ontario, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

Lead Agency	Action
City of Ontario City Council	<ul style="list-style-type: none"> • Certification of the Ontario Ranch Business Park Specific Plan EIR • Adoption of the Mitigation Monitoring and Reporting Program • Approval of the General Plan Amendment • Adoption of the Ontario Ranch Business Park Specific Plan • Approval of the Development Plan Review • Approval of the Tentative Parcel Maps • Approval of the Development Agreement
Responsible Agencies	Action
San Bernardino County	<ul style="list-style-type: none"> • Well removal permit from County Health Department
City of Chino	<ul style="list-style-type: none"> • Street and drainage improvements
Caltrans	<ul style="list-style-type: none"> • Euclid Avenue improvements; encroachment permit
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a National Pollutant Discharge Elimination system (NPDES) Permit
Inland Empire Utilities Agency	<ul style="list-style-type: none"> • Recycled water and connection to trunk sewer line
Federal Aviation Administration	<ul style="list-style-type: none"> • Obstruction evaluation
State Water Resources Control Board	<ul style="list-style-type: none"> • Stormwater Pollution prevention Plan (SWPPP)
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of Air Quality permits for construction

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