

# CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA

February 26, 2019

Ontario City Hall  
303 East "B" Street, Ontario, California 91764

6:30 PM

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**WELCOME** to a meeting of the Ontario Planning/Historic Preservation Commission.

All documents for public review are on file in the Planning Department located at 303 E. B Street, Ontario, CA 91764.

- *Anyone wishing to speak during public comment or on a particular item should fill out a green slip and submit it to the Secretary.*
- *Comments will be limited to 5 minutes. Speakers will be alerted when their time is up. Speakers are then to return to their seats and no further comments will be permitted.*
- *In accordance with State Law, remarks during public comment are to be limited to subjects within the Commission's jurisdiction. Remarks on other agenda items will be limited to those items.*
- *Remarks from those seated or standing in the back of the chambers will not be permitted. All those wishing to speak including Commissioners and Staff need to be recognized by the Chair before speaking.*
- *The City of Ontario will gladly accommodate disabled persons wishing to communicate at a public meeting. Should you need any type of special equipment or assistance in order to communicate at a public meeting, please inform the Planning Department at (909) 395-2036, a minimum of 72 hours prior to the scheduled meeting.*
- *Please turn off all communication devices (phones and beepers) or put them on non-audible mode (vibrate) so as not to cause a disruption in the Commission proceedings.*

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## **ROLL CALL**

DeDiemar \_\_ Downs \_\_ Gage \_\_ Gregorek \_\_ Reyes \_\_ Willoughby \_\_

## **PLEDGE OF ALLEGIANCE TO THE FLAG**

**ANNOUNCEMENTS**

- 1) Agenda Items
- 2) Commissioner Items

**PUBLIC COMMENTS**

*Citizens wishing to address the Planning/Historic Preservation Commission on any matter that is not on the agenda may do so at this time. Please state your name and address clearly for the record and limit your remarks to five minutes.*

*Please note that while the Planning/Historic Preservation Commission values your comments, the Commission cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.*

**CONSENT CALENDAR ITEMS**

*All matters listed under CONSENT CALENDAR will be enacted by one summary motion in the order listed below. There will be no separate discussion on these items prior to the time the Commission votes on them, unless a member of the Commission or public requests a specific item be removed from the Consent Calendar for a separate vote. In that case, the balance of the items on the Consent Calendar will be voted on in summary motion and then those items removed for separate vote will be heard.*

**A-01. MINUTES APPROVAL**

Planning/Historic Preservation Commission Minutes of January 22, 2019, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP TIME EXTENTION FOR FILE NOS. PMTT10-002 (TT17449) AND PMTT10-001 (TT17450):**

A Time Extension of the expiration date of approval for: 1) Tentative Tract Map (TT 17449) to subdivide 18.72 acres of land into 97 lots and 15 lettered lots within the Z-Lot (Neighborhood 5) land use designation of the Countryside Specific Plan, located on south of Chino Avenue, north of the SCE utility corridor and east of the Cucamonga Creek Channel; and 2) Tentative Tract Map (TT 17450) to subdivide 16.82 acres of land into 138 lots and 16 lettered lots within the Cluster Court (Neighborhood 6) land use designation of the Countryside Specific Plan, located on south of Chino Avenue and east of the Cucamonga Creek Channel and northwest of the Lower Deer Creek Channel. The environmental impacts of this project were previously reviewed in conjunction with Countryside Specific Plan (PSP04-001) for which an EIR (SCH# 2004071001), was certified by the City Council on April 18, 2006. This application introduces no new significant environmental impacts. (APNs: 0218-131-11, 12, 22, 40, and 43) **Submitted by Forestar Countryside, LLC. City Council action is required.**

**A-03. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV18-026:**

A Development Plan (File No. PDEV18-026) to construct 464 single-family homes (138 4/6-Pack Courtyard Homes and 326 Conventional Single-Family Homes) within an age-qualified master planned, gated community on 137.56 acres of land located south of Eucalyptus Avenue between Hamner

Avenue and Mill Creek Avenue and north of Bellegrave Avenue, within Planning Area 5 (RD-5 4/6-Pack Courtyard), Planning Area 6 (RD-4/SFD Cottages), Planning Areas 7 thru 9 (RD-1 and RD-2/SFD 50' and 55' wide lots) districts of the Esperanza Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Esperanza Specific Plan (File No. PSP05-002), Environmental Impact Report (SCH#: 2002061047) certified by the City Council on February 6, 2007. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0218-252-17, 0218-332-11, 0218-722-04, 0218-722-05, 0218-722-06 and 0218-722-07) **submitted by Lennar Homes of California, Inc.**

### **PUBLIC HEARING ITEMS**

*For each of the items listed under PUBLIC HEARING ITEMS, the public will be provided an opportunity to speak. After a staff report is provided, the chairperson will open the public hearing. At that time the applicant will be allowed five (5) minutes to make a presentation on the case. Members of the public will then be allowed five (5) minutes each to speak. The Planning Commission may ask the speakers questions relative to the case and the testimony provided. The question period will not count against your time limit. After all persons have spoken, the applicant will be allowed three minutes to summarize or rebut any public testimony. The chairperson will then close the public hearing portion of the hearing and deliberate the matter.*

### **PLANNING COMMISSION ITEMS**

- B. ENVIRONMENTAL ASSESSMENT, PLANNED UNIT DEVELOPMENT, DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PUD17-003, PDEV17-034 & PCUP17-026:** 1) A Planned Unit Development (File No. PUD17-003) to establish development standards, design guidelines and infrastructure requirement for property located on 2.6 acres of land within the East Holt Mixed-Use (MU-2) zoning district; 2) A Development Plan (File No. PDEV17-034) to construct a phased commercial development on 2.6 acres of land, composed of a 4,662 square foot commercial car wash (Phase 1) and two multi-tenant retail buildings composed of 9,500 square feet (Phase 2); and 3) A Conditional Use Permit (File No. PCUP17-026) to establish a car wash use, on property located along the northwest corner of Holt Boulevard and Grove Avenue, within the East Holt Mixed-Use (MU-2) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, 1048-472-21) **submitted by Elba Inc. City Council action required for PUD only.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15332

**2. File No. PCUP17-026** (Conditional Use Permit)

Motion to Approve/Deny

**3. File No. PDEV17-034** (Development Plan)

Motion to Approve/Deny

**4. File No. PUD17-003** (Planned Unit Development)

Motion to recommend Approval/Denial

- C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA19-001**: A Development Code Amendment revising Section 5.03.420.A.1 for the purpose of clarifying current provisions addressing the processing of wireless telecommunications facilities, and consistent with FCC orders, add provisions governing small cell wireless facilities and the alteration and/or expansion of existing wireless telecommunications facilities. This project is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); **City Initiated. City Council action is required.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15061(b)(3)

**2. File No. PDCA19-001** (Development Code Amendment)

Motion to recommend Approval/Denial

**MATTERS FROM THE PLANNING/HISTORIC PRESERVATION COMMISSION**

- 1) Old Business
  - Reports From Subcommittees
    - Historic Preservation (Standing): Did not meet this month
- 2) New Business
- 3) Nominations for Special Recognition

**DIRECTOR'S REPORT**

- 1) Monthly Activity Report

*If you wish to appeal any decision of the Planning/Historic Preservation Commission, you must do so within ten (10) days of the Commission action. Please contact the Planning Department for information regarding the appeal process.*

*If you challenge any action of the Planning/Historic Preservation Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning/Historic Preservation Commission at, or prior to, the public hearing.*



I, Gwen Berendsen, Administrative Assistant, of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on **Friday, February 22, 2019**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.



\_\_\_\_\_  
Gwen Berendsen, Secretary Pro Tempore



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Cathy Wahlstrom, Planning Director  
Planning/Historic Preservation  
Commission Secretary

**CITY OF ONTARIO PLANNING COMMISSION/  
HISTORIC PRESERVATION MEETING**

**MINUTES**

**January 22, 2019**

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**CITY OF ONTARIO PLANNING COMMISSION/  
HISTORIC PRESERVATION MEETING**

**MINUTES**

**January 22, 2019**

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

**COMMISSIONERS**

**Present:** Chairman Delman, DeDiemar, Downs, Gage, Gregorek, and Reyes

**Absent:** Vice-Chairman Willoughby

**OTHERS PRESENT:** Planning Director Wahlstrom, Assistant Planning Director Zeledon, City Attorney Duran, via videoconference at 6:43 PM, Senior Planner Batres, Assistant Planner Aguilo, Development Administrative Officer Womble, Assistant City Engineer Lee, Building Official Rico and Planning Secretary Berendsen

**PLEDGE OF ALLEGIANCE TO THE FLAG**

The Pledge of Allegiance was led by Commissioner Gage.

**ANNOUNCEMENTS**

Ms. Wahlstrom stated that additional language has been added to clarify Item C and the revision is in front of them.

**PUBLIC COMMENTS**

No one responded from the audience.

**CONSENT CALENDAR ITEMS**

**A-01. MINUTES APPROVAL**

Planning/Historic Preservation Commission Minutes of November 27, 2018, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP EXTENSION REVIEW FOR FILE NO. PMTT16-013 (TM 20050):** A one-year Time Extension of the expiration date for the approval of File No. PMTT16-013, a Tentative Tract Map (TM 20050) to subdivide 3.47 acres of land for condominium purposes, located on the west side of Euclid Avenue, between Francis Avenue and Cedar Street, at 1910 South Euclid Avenue, within the MDR-18 (Medium Density Residential - 11.1 to

18.0 DUs/acre) and EA (Euclid Avenue) Overlay zoning districts. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15304 (Class 4, Minor Alterations to Land) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (APNs: 1050-381-04, 1050-381-05, 1050-381-06, 1050-381-07, 1050-381-08 and 1050-381-09); **submitted by 1902 Euclid Property LLC**. This item was continued from the adjourned December 17, 2018 special meeting.

### **PLANNING COMMISSION ACTION**

*It was moved by Downs, seconded by DeDiemar, to approve the Planning Commission Minutes of November 27, 2018, as written and Time Extension, File No. PMTT16-013. The motion was carried 5 to 0. Gregorek abstained*

### **PUBLIC HEARING ITEMS**

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS., PMTT18-006 AND PDEV18-014:** A Tentative Parcel Map No. 19904 (**File No. PMTT18-006**) to subdivide approximately 85 acres of land into nine (9) parcels and six (6) letter lots, and a Development Plan (**File No. PDEV18-014**) to construct nine (9) industrial buildings totaling 1,685,420 square feet, for property located along the southwest corner of Merrill Avenue and Archibald Avenue within the Business Park (Planning Area 1) and Industrial (Planning Area 2) land use designations of the Colony Commerce Center East Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Colony Commerce Center East Specific Plan (File No. PSP16-003) Environmental Impact Report (SCH# 2017031048) certified by City Council on May 1, 2018. This project introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with both policies and criteria of the Ontario International Airport Land Use Compatibility Plans (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APNs: 0218-311-02, 0218-311-03, 0218-311-08, 0218-311-10) **submitted by Colony Commerce Ontario East LP, a Delaware Limited Partnership**. This item was continued from the November 27, 2018 Planning Commission meeting to the December 17, 2018 special meeting, which was subsequently adjourned to the regular meeting of January 22, 2019, due to lack of quorum.
- C. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA18-002:** A Development Agreement (**File No. PDA18-002**) between the City of Ontario and Colony Commerce Ontario East LP, a Delaware Limited Partnership, to establish the terms and conditions for the development of a Tentative Parcel Map No. 19904 (**File No. PMTT18-006**), for property located along the southwest corner of Merrill Avenue and Archibald Avenue within the Business Park



(Planning Area 1) and Industrial (Planning Area 2) land use designations of the Colony Commerce Center East Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Colony Commerce Center East Specific Plan (File No. PSP16-003) Environmental Impact Report (SCH# 2017031048) certified by City Council on May 1, 2018. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with both policies and criteria of the Ontario International Airport Land Use Compatibility Plans (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APNs: 0218-311-02, 0218-311-03, 0218-311-08, 0218-311-10) **submitted by Colony Commerce Ontario East LP, a Delaware Limited Partnership.** This item was continued from the November 27, 2018 Planning Commission meeting to the December 17, 2018 special meeting, which was subsequently adjourned to the regular meeting of January 22, 2019, due to lack of quorum. **City Council Action is required.**

Senior Planner Batres, presented the staff report. He described the location and surrounding area, and the planning areas included in this project. He described the proposed site plan including the ingress, egress, parking, size of buildings, screen walls, architectural style and features, and landscaping. He stated the key points of the Development Agreement: 10 years with five year option, establishes the development impact fees, and states the infrastructure required. He stated that staff is recommending the Planning Commission approve File Nos. PMTT18-006 and PDEV18-014, and recommend for approval to the City Council File No. PDA18-002, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted clarification regarding exhibit U, which showed the PA 1 use as business park and PA 2 as industrial, and if business park is still allowed in industrial use area.

Mr. Batres stated that is correct, because business park use is a less intensive use than the industrial use.

Mr. Reyes wanted to know if there would be outdoor places for lunch or break areas for employees.

Mr. Batres stated yes there are several patio leisure locations between buildings.

Mr. Gage wanted clarification regarding the water utility improvements and water tank system, changes in the PDA.

Mr. Womble stated the changes are only clarification points giving the applicant the option to either construct an onsite water storage facility or the construction of the Eucalyptus water loop, but do not change the scope of service, and they are acceptable to the city and staff.

### **PUBLIC TESTIMONY**

Brent Caldwell, the representative for the applicant, appeared and spoke. He stated they have been working with staff for quite a while and it has gone well. He clarified that the business park along Merrill and Archibald was to provide better frontage because there is residential to the north and the east. He also clarified that because we are in the lower portion of the city and all the infrastructure isn't in place, the water clarifications enables them to move forward, before all the infrastructure is completed.

Mr. Delman asked if Mr. Caldwell if he accepted all the conditions of approval.

Mr. Caldwell stated that he did.

Mr. Downs wanted clarification regarding employee parking.

Mr. Caldwell stated that this would be determined by the owners and more specific on the map that shows the lot lines.

Mr. Hayes, owner of Planning Area 3, spoke regarding his property that is bounded on two sides by this proposed project, then Remington and Cucamonga Creek. He stated that this project will be eliminating Remington and he noticed they will be providing an access road, but wanted to look to the future and is concerned with long-term maintenance of the access road all the way to their access point and by the drainage pond. He stated he wanted to make sure the road is maintained so it is suitable for full trucks the whole length of the road. He also wants signage for them on the Archibald access to the road. He wanted to request care be taken on the CC & R's, as that will affect them the most, and wants to be part of this process.

Mr. Zeledon stated it is proposed that CC&R's would include maintenance and ingress and egress. He stated that fire is requiring emergency secondary access and the maintenance for this will also be in the CC&R's. He stated that both parties are going to need to work together regarding the maintenance and the city will facilitate this process through the CC&R's. He stated that with regards to signage, they will be allowed a monument sign along Archibald Ave.

As there was no one else wishing to speak, Chairman Delman closed the public testimony

There was no Planning Commission deliberation.

#### **PLANNING COMMISSION ACTION**

*It was moved by Reyes, seconded by Gage, to adopt a resolution to approve the Tentative Parcel Map, File No., PMTT18-006 (PM 19904), and the Development Plan, File No., PDEV18-014, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, and Reyes; NOES, none; RECUSE, none; ABSENT, Willoughby. The motion was carried 6 to 0.*

#### **PLANNING COMMISSION ACTION**

*It was moved by Gage, seconded by Gregorek, to recommend City Council adopt a resolution to approve the Development Agreement, File No., PDA18-002, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, and Reyes; NOES, none; RECUSE, none; ABSENT, Willoughby. The motion was carried 6 to 0.*

## **MATTERS FROM THE PLANNING COMMISSION**

### **Old Business Reports From Subcommittees**

**Historic Preservation (Standing):** This subcommittee met on January 10, 2019

- Tier 3 Determination of 115 West C Street.
- Tier 2 Determination of 123 West D Street which is the old phone company building.
- Discussed Model Colony Awards and it was mentioned that the subcommittee is asking for recommendations from the Planning Commission.

**Development Code Review (Ad-hoc):** This subcommittee did not meet.

**Zoning General Plan Consistency (Ad-hoc):** This subcommittee did not meet.

### **New Business**

## **NOMINATIONS FOR SPECIAL RECOGNITION**

None at this time.

## **DIRECTOR'S REPORT**

Ms. Wahlstrom stated the Monthly Reports are in their packet.

## **ADJOURNMENT**

Gregorek motioned to adjourn, seconded by Downs. The meeting was adjourned at 7:10 PM.

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Secretary Pro Tempore

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Vice-Chairman, Planning Commission



# PLANNING COMMISSION STAFF REPORT

February 26, 2019

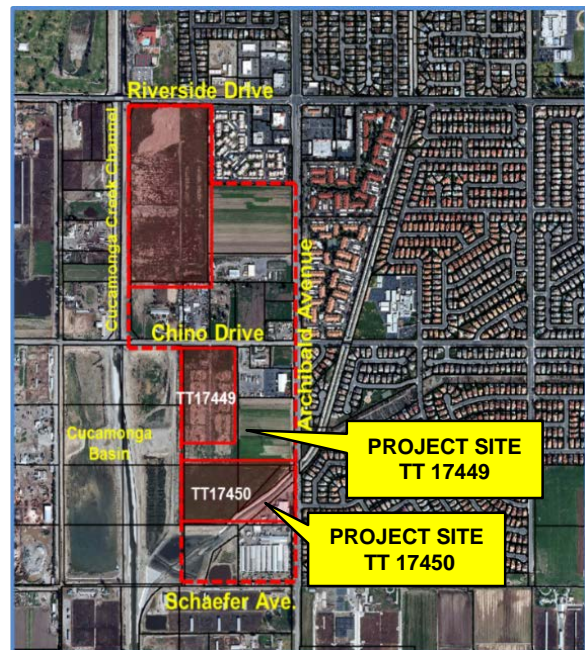
**FILE NOS.:** PMTT10-001 and PMTT10-002

**SUBJECT:** Time Extensions of the expiration date for: 1) Tentative Tract Map 17449 proposing to subdivide 18.72 acres of land into 97 lots and 15 lettered lots within the Z-lot (Neighborhood 5) land use designation of the Countryside Specific Plan, located south of Chino Avenue, north of the SCE utility corridor, and east of the Cucamonga Creek Channel; and 2) Tentative Tract Map 17450 proposing to subdivide 16.82 acres of land into 138 lots and 16 lettered lots within the Cluster Court (Neighborhood 6) land use designation of the Countryside Specific Plan, located south of Chino Avenue, east of the Cucamonga Creek Channel and northwest of the Lower Deer Creek Channel. (APNs: 0218-131-11, 12, 22, 40, and 43) **Submitted by Forestar Countryside, LLC. City Council action is required.**

**PROPERTY OWNER:** Forestar Countryside, LLC.

**RECOMMENDED ACTION:** That the Planning Commission recommend approval of a five-year time extension for File Nos. PMTT10-001 (TT 17450) and PMTT10-002 (TT 17449) to the City Council, pursuant to the facts and reasons contained in the staff report and attached resolutions.

**PROJECT SETTING:** The project site is comprised of 178 acres of land located north of Schafer Avenue, south of Chino Avenue, east of the Cucamonga Creek Channel, west of Archibald Avenue, within the Countryside Specific Plan area depicted in Figure 1. The project site is vacant and previously used for dairy and agriculture uses. The site is surrounded by a dairy and agriculture uses to the north, a church and single-family residences to the east. To the south and west, the site abuts an SCE easement, the Cucamonga Basin and the Deer Creek Channel.



**Figure 1: Project Location**

Case Planner:	Derrick Womble, Administrative Officer
Planning Director Approval:	
Submittal Date:	03/21/2018

Hearing Body	Date	Decision	Action
DAB	N/A	N/A	N/A
PC	02/26/2019		Recommend
CC	03/19/2019		Final

## **PROJECT ANALYSIS:**

[1] Background — On April 18, 2006, the City Council approved the Countryside Specific Plan. The Specific Plan provides for residential and recreational land uses and zoning, and defines the development regulations, requirements, and design guidelines governing development of the Specific Plan area. On February 22, 2011, the Planning Commission approved Tentative Tract Maps 17449 and 17450, to allow for the construction of the backbone infrastructure (streets and utilities) and parks, in conjunction with the development of 235 residential units.

PMTT10-001 – Tentative Tract Map 17450 (Exhibit “A”) proposed to subdivide 16.82 acres of land into 138 lots and 16 lettered lots within the Cluster Court (Neighborhood 6) land use designation of the Countryside Specific Plan with a minimum lot size of 2,862 square feet. The Tract Map will accommodate single-family detached homes, in a cluster court configuration, at a density of 8.2 dwelling units per acre, which is consistent with the Specific Plan (9.51 dwelling units per net acres maximum). The residential lots range in size from 2,943 square feet to 4,055 square feet, with an average lot size of 3,331 square feet.

PMTT10-002 – Tentative Tract Map 17449 (Exhibit “B”) proposes to subdivide 18.72 acres of land into 97 lots and 15 lettered lots within the Z-Lot (Neighborhood 5) land use designation of the Countryside Specific Plan with a minimum parcel size of 3,400 square feet. The Tract Map will accommodate Z-lot single-family detached homes at a density of 7.1 dwelling units per acre, which is consistent with the Specific Plan (7.68 dwelling units per net acres maximum). The Tract Map proposes lots that range in size from 3,400 square feet to 5,041 square feet, with an average lots size of 3,804 square feet.

Development Agreement – In conjunction with the tentative map approvals, the applicant entered into a Development Agreement, approved by the City Council on April 5, 2011. The Development Agreement with the City included, but was not limited to, provisions for development impact fees, affordable housing, public services funding, school financing, and tentative map approval time period. Under the Development Agreement, the tentative maps were approved initially for a five-year period, expiring on April 5, 2016, with the option of a five-year extension, to be approved by the City Council. However, per Assembly Bill 116, which automatically extended tract maps for an additional two years, revising the expiration date to April 5, 2018. The applicant submitted their request to extend on March 21, 2018, prior to the deadline to submit such extension requests, and is now seeking the exercise of the five-year extension.

Compliance – In reviewing the time extension requests, staff finds that the Countryside Specific Plan development standards remain unchanged from the February 2011 project approval. The conditions of approval require installation of all infrastructure improvements (sewer, water, etc.) necessary to serve the site. The applicant is a member of NMC Builders and is involved in the design of the backbone infrastructure necessary to serve

the site. The work being done by NMC Builders would provide the infrastructure to serve the site, consistent with the conditions of approval. Staff finds that the tentative maps are in compliance with TOP, current development standards (Countryside Specific Plan), and conditions of approval.

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

[1] City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Operate in a Businesslike Manner
- Pursue City's Goals and Objectives by Working with Other Governmental Agencies
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

[2] Vision.

**Distinctive Development:**

- Commercial and Residential Development
  - Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.

[3] Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

### **Land Use Element:**

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).
- Goal LU2: Compatibility between a wide range of uses.
  - LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

### **Housing Element:**

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.
  - H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
  - H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.
- Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

### **Community Economics Element:**

- Goal CE1: A complete community that provides for all incomes and stages of life.
  - CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.

- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

- CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

- CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

- CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

**Safety Element:**

- S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

**Community Design Element:**

- Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

- CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

- Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

- CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

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

- A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and



- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

➤ CD2-2 Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

➤ CD3-5 Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (819) and density (5-9 DU/AC) specified in the Available Land Inventory.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The project site is located within the Airport Influence Area of the Ontario International Airport and has been found to be consistent with the policies and criteria set forth within the Ontario International Airport Land Use Compatibility Plan.

**ENVIRONMENTAL REVIEW:** The environmental impacts of this project were previously reviewed in conjunction with Countryside Specific Plan (PSP04-001) for which an EIR (SCH# 2004071001), was adopted by the City Council on April 18, 2006. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

Exhibit "A"

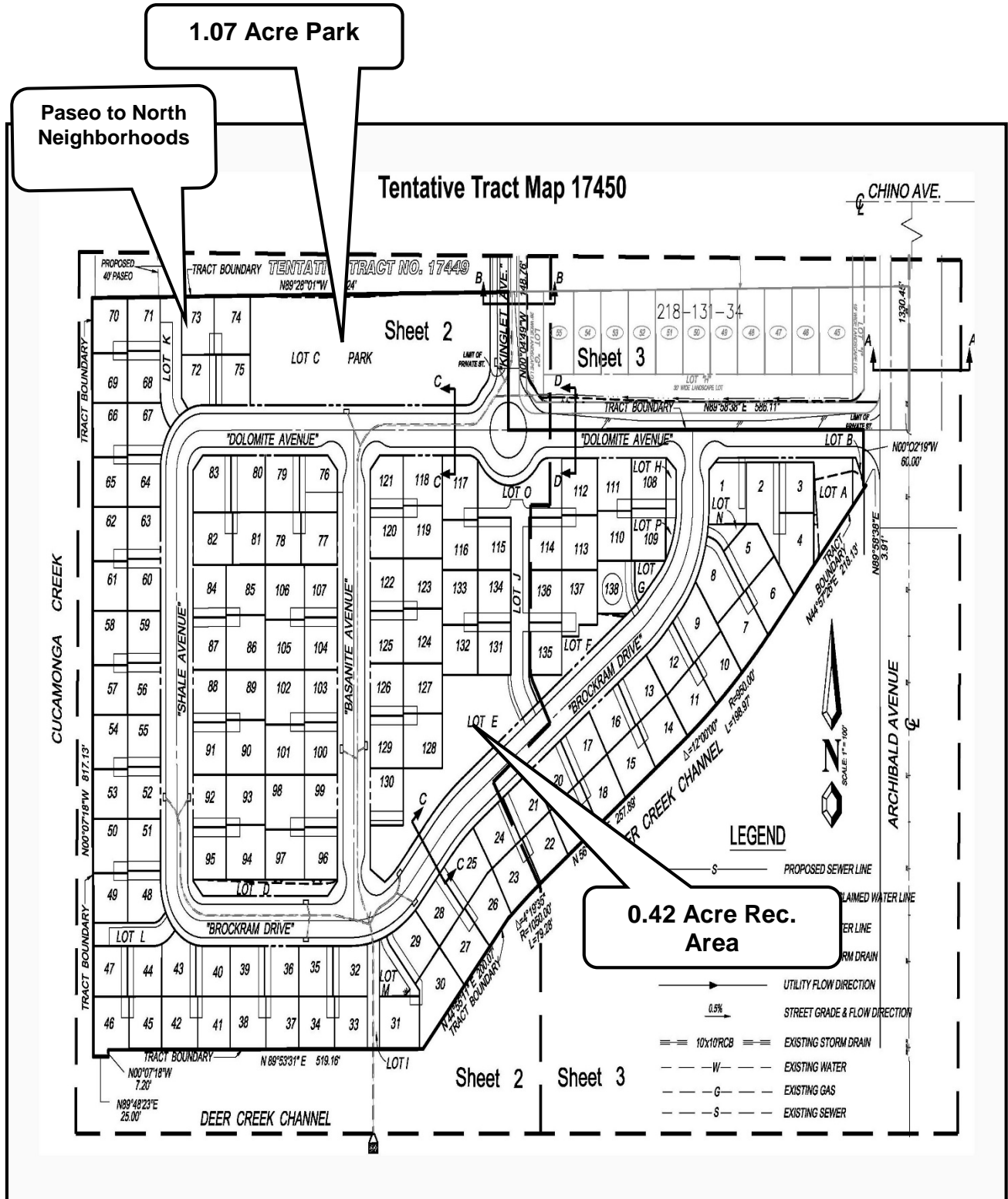
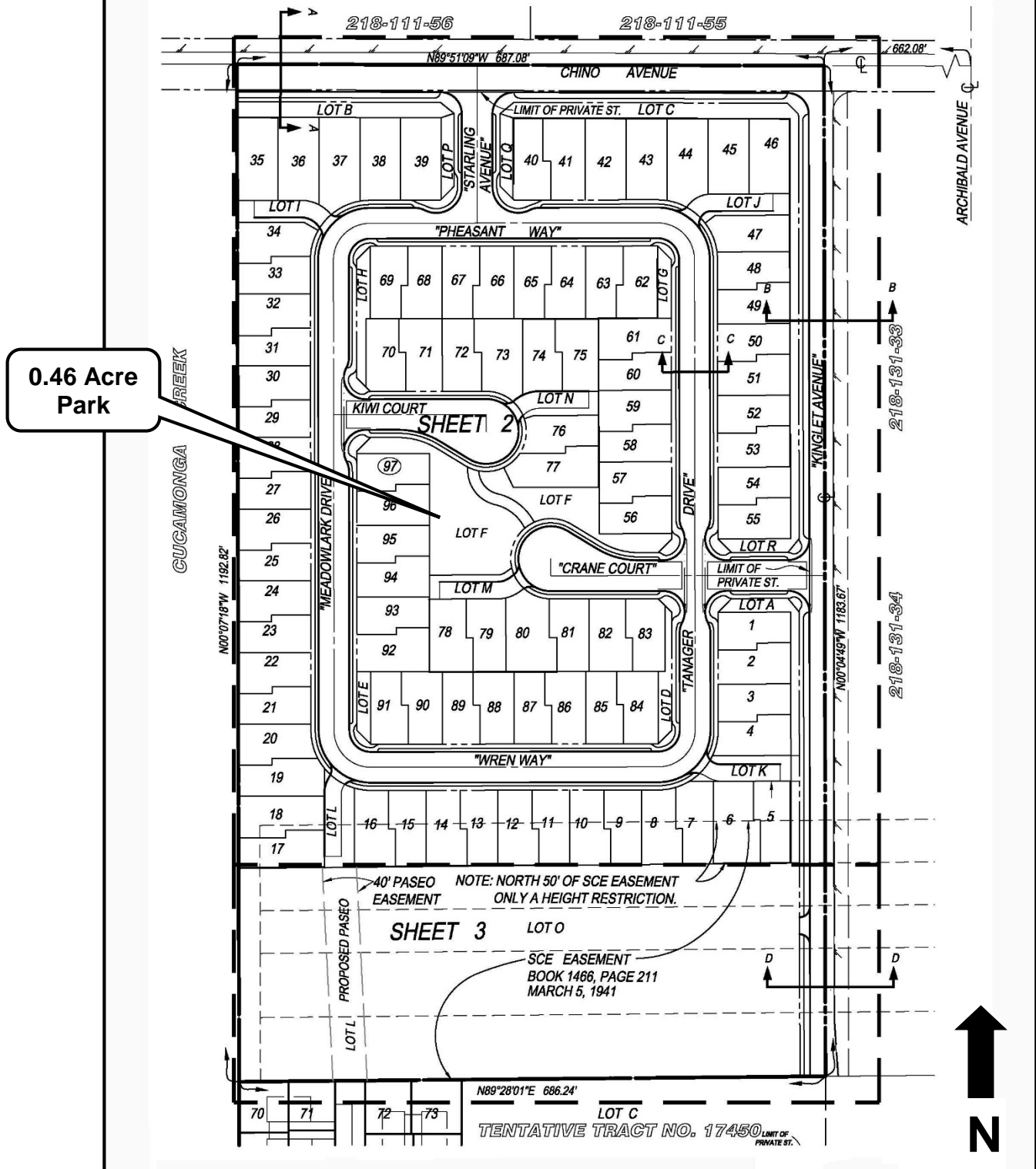


Exhibit "B"

Tentative Tract Map 17449



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF A FIVE YEAR TIME EXTENSION FOR FILE NO. PMTT10-001 (TT 17450), A REQUEST TO SUBDIVIDE 16.82 ACRES OF LAND INTO 138 LOTS AND 16 LETTERED LOTS WITHIN THE CLUSTER COURT (NEIGHBORHOOD 6) LAND USE DESIGNATION OF THE COUNTRYSIDE SPECIFIC PLAN, LOCATED SOUTH OF CHINO AVENUE, EAST OF THE CUCAMONGA CREEK CHANNEL, AND NORTHWEST OF THE LOWER DEER CREEK CHANNEL, AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 0218-131-11, 0218-131-12, 0218-131-22, 0218-131-40 AND 0218-131-43.

WHEREAS, FORESTAR COUNTYSIDE, LLC, ("Applicant") has filed an Application for the approval of a five-year time extension of the expiration date for the approval of a Tentative Tract Map, File No. PMTT10-001, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 16.82 acres of land generally located south of Chino Avenue, east of the Cucamonga Creek Channel and northwest of the Lower Deer Creek Channel within the Cluster Court (Neighborhood 6) of the Countryside Specific Plan, and is vacant land; and

WHEREAS, the Project site is within the Countryside Specific Plan, and surrounded by a dairy and agriculture uses to the north, single family residences to the east, to the south and west the site abuts the Cucamonga Basin and Deer Creek Channel; and

WHEREAS, on February 22, 2011, the Planning Commission approved Tentative Tract Map (TT 17450) for the subdivision of the property into 138 lots and 16 lettered lots; and

WHEREAS, on April 5, 2011, the City Council approved a development agreement for the property that provided an initial approval period of five (5) years for the tentative map and a possible extension of an additional five (5) years, subject to approval by the City Council; and

WHEREAS, the Applicant is now requesting a five-year time extension of the expiration date for the Tentative Tract Map approval pursuant to the Development Agreement Section 3.10 (Time Extensions), to facilitate the development to construct 138 units. The time extension will allow for the completion and City approval of Covenants, Conditions and Restrictions (CC&Rs) required to be recorded with the Final Tract Map; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act - Public Resources Code Section 21000 et seq. – (hereinafter referred to as

"CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the Countryside Specific Plan (File No. PSP04-001), for which an Environmental Impact Report (SCH# 2004071001) was certified by the City Council on April 18, 2006, and this Application introduces no new significant environmental impacts; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and act on the subject Application; and

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

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

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

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the requested Time Extension, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the previous Countryside Specific Plan (PSP04-001) for which an EIR (SCH# 2004071001) Certified EIR and supporting

documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with the Countryside Specific Plan Environmental Impact Report, certified by the City of Ontario City Council on April 18, 2006, in conjunction with File No. PSP04-001.

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

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

(4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and

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

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (141) and density (9.5 DU/AC) specified within the Countryside Specific Plan. Per the Available Land Inventory, the Countryside Specific Plan is required to provide 819 dwelling units with a density range of 5-9 DU/AC.

**SECTION 3: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the

Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed Tentative Tract Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.*** The proposed Tentative Tract Map is located within the Cluster Court (Neighborhood 6) land use designation of the Countryside Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life” (Goal LU1). Furthermore, the project will promote the City’s policy to “incorporate a variety of land uses and building types that contribute to a complete community where residents at all stages of life, employers, workers, and visitors, have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario” (Policy LU1-6 *Complete Community*).

(2) ***The design or improvement of the proposed Tentative Tract Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.*** The proposed Tentative Tract Map is located within the Cluster Court (Neighborhood 6) land use designation of the Countryside Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will promote the City’s policy to “create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of



housing types;

- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
  - Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
  - Landscaped parkways, with sidewalks separated from the curb.”
- (Policy CD2-2 *Neighborhood Design*).

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the Countryside Specific Plan, and is physically suitable for the type of residential development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) ***The site is physically suitable for the density/intensity of development proposed.*** The project site is proposed for residential development at [a density of 8.2 DUs/AC]. The project site meets the minimum lot area and dimensions of the Countryside Specific Plan, and is physically suitable for this proposed density / intensity of development.

(5) ***The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.*** The project site is not located in an area that has been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service, nor does the site contain any riparian habitat or other sensitive natural community, and no wetland habitat is present on site; therefore, the design of the subdivision, or improvements proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.

(6) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.*** The design of the proposed subdivision, and the general improvements existing or proposed on the project site, are not likely to cause serious public health problems. The project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or project implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the project site.

(7) ***The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.*** The proposed subdivision has provided for all necessary public easements and dedications for access

through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan and applicable area plans; (b) applicable specific plans or planned unit developments; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

**SECTION 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 6: Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

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

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26<sup>th</sup> day of February 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

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Cathy Wahlstorm  
Planning Director  
Secretary of Planning Commission

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

I, Gwen Berendesen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC19-XXX was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendesen  
Secretary Pro Tempore

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF A FIVE YEAR TIME EXTENSION FOR FILE NO. PMTT10-002 (TT 17449), A REQUEST TO SUBDIVIDE 18.72 ACRES OF LAND INTO 97 LOTS AND 15 LETTERED LOTS WITHIN THE Z-LOT (NEIGHBORHOOD 5) LAND USE DESIGNATION OF THE COUNTRYSIDE SPECIFIC PLAN, LOCATED SOUTH OF CHINO AVENUE, NORTH OF THE SCE UTILITY CORRIDOR, AND EAST OF THE CUCAMONGA CREEK CHANNEL, AND MAKING FINDINGS IN SUPPORT THEREOF – APN: 0218-131-12 AND 0218-131-22.

WHEREAS, FORESTAR COUNTYSIDE, LLC, ("Applicant") has filed an Application for the approval of a five-year time extension of the expiration date for the approval of a Tentative Tract Map, File No. PMTT10-002, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 18.72 acres of land generally located south of Chino Avenue, north of the SCE utility corridor and east of the Cucamonga Creek Channel, and is vacant land; and

WHEREAS, the Project site is within the Countryside Specific Plan, and surrounded by a single-family residences, dairy, and agriculture uses to the north, to the south, the site abuts an SCE easement, and a church is located to the east; and

WHEREAS, on February 22, 2011, the Planning Commission approved Tentative Tract Map (TT 17449) for the subdivision of the property into 97 lots and 15 lettered lots; and

WHEREAS, on April 5, 2011, the City Council approved a Development Agreement for the property that provided an initial approval period of five (5) years for the tentative map and a possible extension of an additional five (5) years, subject to approval by the City Council; and

WHEREAS, the Applicant is now requesting a five-year time extension of the expiration date for the Tentative Tract Map approval pursuant to the Development Agreement Section 3.10 (Time Extensions), to facilitate the development to construct 97 units. The time extension will allow for the completion and City approval of Covenants, Conditions and Restrictions (CC&Rs) required to be recorded with the Final Tract Map; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act - Public Resources Code Section 21000 et seq. – (hereinafter referred to as "CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the Countryside Specific Plan (File No. PSP04-001), for which an Environmental Impact Report (SCH# 2004071001) was certified by the City Council on April 18, 2006, and this Application introduces no new significant environmental impacts; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and act on the subject Application; and

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

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

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

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the requested Time Extension, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the previous Countryside Specific Plan (PSP04-001) for which an EIR (SCH# 2004071001) Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with the Countryside Specific Plan Environmental Impact Report, certified by the City of Ontario City Council on April 18, 2006, in conjunction with File No. PSP04-001.

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

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

(4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and

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

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (98) and density (7.7 DU/AC) specified within the Countryside Specific Plan. Per the Available Land Inventory, the Countryside Specific Plan is required to provide 819 dwelling units with a density range of 5-9 DU/AC.

**SECTION 3: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3]

Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed Tentative Tract Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.*** The proposed Tentative Tract Map is located within the Z-lot (Neighborhood 5) land use designation of the Countryside Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life” (Goal LU1). Furthermore, the project will promote the City’s policy to “incorporate a variety of land uses and building types that contribute to a complete community where residents at all stages of life, employers, workers, and visitors, have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario” (Policy LU1-6 *Complete Community*).

(2) ***The design or improvement of the proposed Tentative Tract Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.*** The proposed Tentative Tract Map is located within the Z-lot (Neighborhood 5) land use designation of the Countryside Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will promote the City’s policy to “create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;



- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
  - Landscaped parkways, with sidewalks separated from the curb.”
- (Policy CD2-2 *Neighborhood Design*).

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the Countryside Specific Plan, and is physically suitable for the type of residential development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) ***The site is physically suitable for the density/intensity of development proposed.*** The project site is proposed for residential development at [a density of 7.1 DUs/AC]. The project site meets the minimum lot area and dimensions of the Countryside Specific Plan, and is physically suitable for this proposed density / intensity of development.

(5) ***The design of the subdivision or the proposed improvements thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.*** The project site is not located in an area that has been identified as containing species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service, nor does the site contain any riparian habitat or other sensitive natural community, and no wetland habitat is present on site; therefore, the design of the subdivision, or improvements proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.

(6) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.*** The design of the proposed subdivision, and the general improvements existing or proposed on the project site, are not likely to cause serious public health problems. The project is not anticipated to involve the transport, use, or disposal of hazardous materials during either construction or project implementation, include the use of hazardous materials or volatile fuels, nor are there any known stationary commercial or industrial land uses within close proximity to the subject site that use/store hazardous materials to the extent that they would pose a significant hazard to visitors or occupants to the project site.

(7) ***The design of the subdivision, or the type of improvements thereon, will not conflict with easements acquired by the public at large for access through, or use of property within, the proposed subdivision.*** The proposed subdivision has provided for all necessary public easements and dedications for access through, or use of property within, the proposed subdivision. Furthermore, all such public easements and dedications have been designed pursuant to: (a) the requirements of the Policy Plan component of The Ontario Plan and applicable area

plans; (b) applicable specific plans or planned unit developments; (c) applicable provisions of the City of Ontario Development Code; (d) applicable master plans and design guidelines of the City; and (e) applicable Standard Drawings of the City.

**SECTION 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 6: Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

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

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26<sup>th</sup> day of February 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

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Cathy Wahlstorm  
Planning Director  
Secretary of Planning Commission

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

I, Gwen Berendesen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC19-XXX was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendesen  
Secretary Pro Tempore



**PLANNING COMMISSION  
STAFF REPORT**  
February 26, 2019

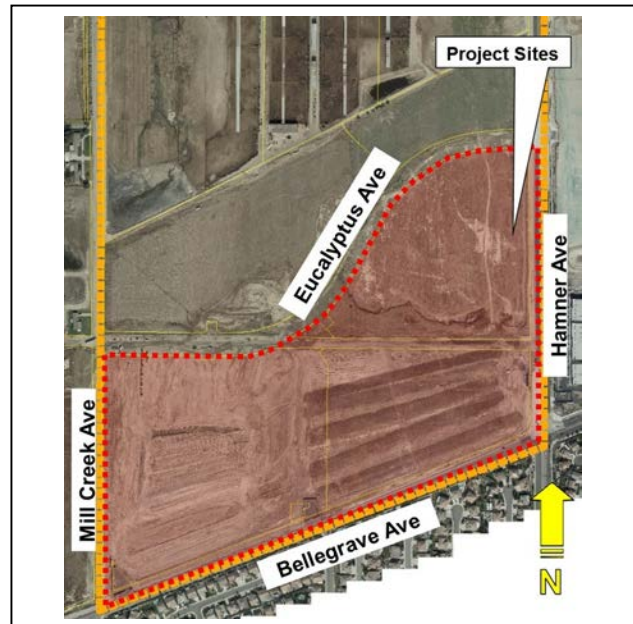
**FILE NO.:** PDEV18-026

**SUBJECT:** A Development Plan (File No. PDEV18-026) to construct 464 single-family homes (138 4/6-Pack Courtyard Homes and 326 Conventional Single-Family Homes) within an age-qualified master planned and gated community on 137.56 acres of land located south of Eucalyptus Avenue, between Hamner Avenue and Mill Creek Avenue, and north of Bellegrave Avenue, within Planning Area 5 (RD-5 4/6-Pack Courtyard), Planning Area 6 (RD-4/SFD Cottages), and Planning Areas 7 thru 9 (RD-1 and RD-2/SFD 50- and 55-foot wide lots) of the Esperanza Specific Plan. (APNs: 0218-252-17, 0218-332-11, 0218-722-04, 0218-722-05, 0218-722-06, and 0218-722-07) **submitted by Lennar Homes of California, Inc.**

**PROPERTY OWNER:** Lennar Homes of California, Inc.

**RECOMMENDED ACTION:** That the Planning Commission approve File No. PDEV18-026, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

**PROJECT SETTING:** The project site is comprised of 137.56 acres of land located south of Eucalyptus Avenue, between Hamner Avenue and Mill Creek Avenue, and north of Bellegrave Avenue, within Planning Area 5 (RD-5 4/6-Pack Courtyard), Planning Area 6 (RD-4/SFD Cottages), and Planning Areas 7 thru 9 (RD-1 and RD-2/SFD 50- and 55-foot wide lots) of the Esperanza Specific Plan zoning district, and is depicted in Figure 1: Project Location. The project site slopes gently from north to south and is currently rough graded. The properties to the north of the project site are within Planning Area 4 (RD-6 6/8-Pack Courtyard), Planning Area 10 (RD-3 SFD



**Figure 1: Project Location**

Case Planner:	Henry K. Noh
Planning Director Approval:	
Submittal Date:	7/9/18

Hearing Body	Date	Decision	Action
DAB	2/20/19	Approve	Recommend
PC	2/26/19		Final
CC			

2-Pack) and Planning Area 11 (School) of the Esperanza Specific Plan, and is currently vacant. The properties to the east and south are within the City of Eastvale. The property to the west of the project site is within the Specific Plan/Agriculture (SP/AG) zoning district and is currently vacant.

## PROJECT ANALYSIS:

[1] Background — The Esperanza Specific Plan and Environmental Impact Report (EIR) were approved by the City Council on February 6, 2007. The Esperanza Specific Plan established the land use designations, development standards, and design guidelines for 223 acres of land, which includes the potential development of 1,410 dwelling units (*Figure 2: The Esperanza Specific Plan Land Use Map*). Subsequent discretionary actions by the City include the following:

On February 27, 2007, the Planning Commission approved Tentative Tract Maps 17935 and 17936 (File Nos. PMTT06-013 and PMTT06-014) to subdivide 27.96 acres of land into 154 numbered residential lots and 11 lettered lots for public streets, landscape neighborhood edges and common open space purposes. The proposed parcels range in size from 2,640 square feet to 11,959 square feet. The average lot size is 3,819 square feet.

On March 27, 2007, the Planning Commission approved Tentative Tract Maps 17932 and 17933 (File Nos. PMTT06-004 and PMTT06-005) to subdivide 41.06 acres of land into 189 numbered residential lots and 4 lettered lots for public streets, landscape neighborhood edges and common open space purposes. The proposed parcels range in size from 4,050 square feet to 9,803 square feet. The average lot size is 6,004 square feet.

On June 24, 2014, the Planning Commission approved Tentative Tract Map 18878 (File No. PMTT13-006) to subdivide 18.69 acres of land into 135 numbered residential lots and 27 lettered lots for streets, landscape neighborhood edges and common open space purposes. The lots range in size from 3,108 square feet to 9,081 square feet, with an average lot size of 3,955 square feet.

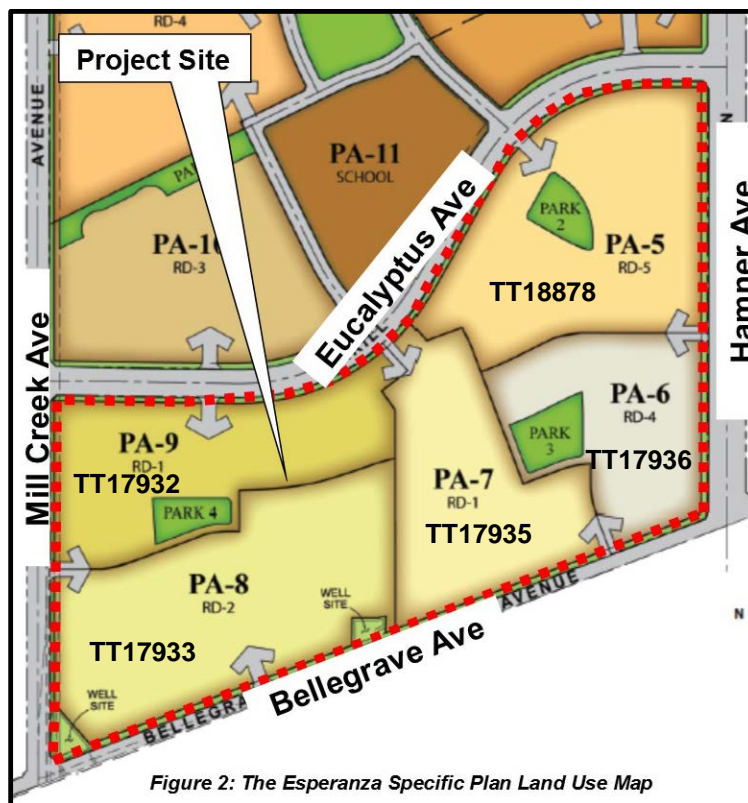


Figure 2: The Esperanza Specific Plan Land Use Map

On September 17, 2018, the Development Advisory Board approved a Development Plan (File No. PDEV18-015) to construct an 8,869-square foot clubhouse/recreation center on 2.29 acres of land. The clubhouse/recreation center will include a fitness and movement studio, two clubrooms, two gathering areas, men's and women's locker and shower rooms, a veranda, kitchen and buffet area, bocce ball courts, pickle ball courts and a pool and spa.

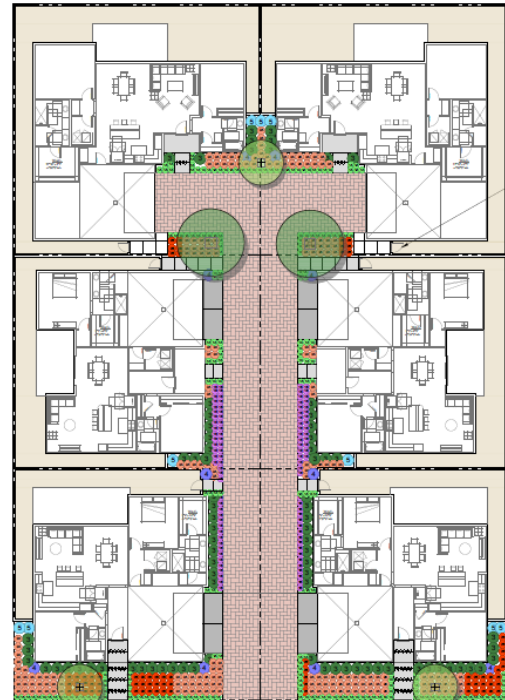
[2] Site Design/Building Layout — The project proposes the development of 464 single-family homes (138 4/6-Pack Cluster Homes and 326 Conventional Single-Family Homes) within an age-qualified master planned gated community (see Exhibit A – Site Plan, attached).

The 4/6-Pack Cluster (138 DUs) includes three floor plans with three architectural styles per plan (see Figures 3A and 3B: 4/6-Pack Cluster Site Plan). The three floor plans include the following:

- Plan 1: 1,418 square feet, 2 bedrooms, great room, covered patio and 2 baths.
- Plan 2: 1,517 square feet, 2 bedrooms, great room, covered patio and 2 baths.
- Plan 3: 1,558 square feet, 2 bedrooms, great room, covered patio and 2 baths (option ½ bath).

The proposed 4/6-Pack Cluster incorporates various design features, such as single-story massing, varied entries, great room and covered patios. The Cluster product is characterized by a decorative paved private lane that provides both garage and front entry access to each unit. Each unit will be provided a two-car garage and the two rear units will be provided a two-car driveway.

Plan 1 is oriented toward the public street (architecture forward), with the front entry and walkway fronting the street and garage access provided from the private lane. Plan 2 (center units) and Plan 3 (rear units) are marginally visible from the public street and both floor plans front onto the private lane. Plans 2 and 3 will provide front entry and garage access from the private lane.



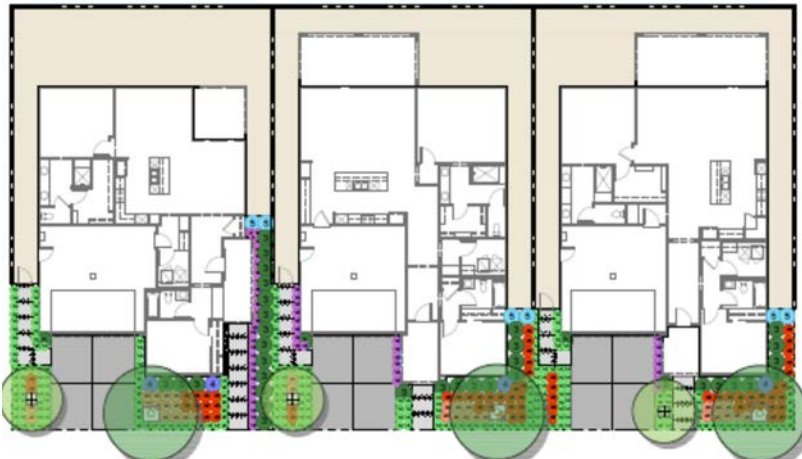
**Figure 3A: Conceptual 6-Pack Cluster Site Plan**



**Figure 3B: Conceptual 4-Pack Cluster Site Plan**

The 50-foot wide single-family conventional homes (215 DU) includes three floor plans with three architectural styles per plan (see Figure 4: Conceptual 50-Foot Wide Lot Site Plan). The three floor plans include the following:

- Plan 1: 1,381 square feet, 2 bedroom, covered patio and 2 baths.
- Plan 2: 1,552 square feet, 2 bedrooms, great room, covered patio and 2 baths.
- Plan 3: 1,558 square feet, 2 bedrooms, great room, covered patio and 2 baths.



**Figure 4: Conceptual 50—Foot Wide Lot Site Plan**

The 55-foot wide single-family conventional homes (111 DU) includes three floor plans with three architectural styles per plan (see Figure 5: Conceptual 55-Foot Wide Lot Site Plan). The three floor plans include the following:

- Plan 1: 1,821 square feet, 2 bedrooms (option 3<sup>rd</sup> bedroom), great room, den, covered patio and 2.5 baths.
- Plan 2: 1,846 square feet, 2 bedrooms (option 3<sup>rd</sup> bedroom), den, covered patio and 2.5 baths.



**Figure 5: Conceptual 55—Foot Wide Lot Site Plan**



- Plan 3: 2,135 square feet, 2 bedrooms (option 3<sup>rd</sup> bedroom), great room, den, covered patio and 2.5 baths.

The proposed single-family conventional dwellings will be oriented toward the street (architectural forward), with front entries and walks facing the street. Garage access will be taken from the public street.

All plans incorporate various design features such as horizontal and vertical building articulation, varied entry designs, front porches, covered patios and a great room. In addition, each home will have a two-car garage and two-car driveway. The homes feature mid recessed garages, which locates the garage a minimum of 6 to 8 feet behind the front elevation/living space. To minimize visual impacts of garages, techniques such as the use of horizontal and vertical massing of the front porches and entries, and garage door header trim and details will be incorporated on the various elevations.

[3] Site Access/Circulation — The project street frontage improvements along Eucalyptus Avenue, Hamner Avenue and Mill Creek Avenue will be constructed as a condition of Tract Maps 17749 and 18380 (“A” Maps). The project will provide two signalized gated entries along Eucalyptus Avenue, a third gated entry on Mill Creek Avenue. In addition, a gated egress will be provided on Hamner Avenue and on Bellegrave Avenue (see Exhibit A – Site Plan and Exhibit C – Conceptual Entry Gate Rendering, attached). Enhanced pavement will be provided at the gated entries along Eucalyptus Avenue and Mill Creek Avenue. The project is required to complete street improvements along all project frontages. The Eucalyptus Avenue improvements will include curb-to-curb street improvements, which includes a 12-foot wide parkway and a 23-foot wide neighborhood edge. The Hamner Avenue improvements will include a last lane street improvement, a 20-foot wide parkway and a 25-foot wide neighborhood edge. The Bellegrave Avenue improvements will include a last lane street improvement, a 12-foot wide parkway, and a 23-foot wide neighborhood edge. The Mill Creek Avenue improvements will include a half-width and an additional lane street improvement, a 12-foot wide parkway, and a 39-foot wide neighborhood edge. Additionally, the applicant is required to construct the interior tract streets and private lanes that will provide access to the future residents.

[4] Parking — The proposed 4/6-pack Cluster single-family homes will each provide an enclosed two-car garage, which is consistent with the requirements of the Esperanza Specific Plan and Development Code. In addition, the two rear units will provide a standard two-car driveway. 71 on-street parking spaces are provided in the vicinity of the 4/6-Pack Cluster single-family homes. The proposed single-family conventional homes will provide an enclosed two-car garage, a standard two-car driveway and 344 on-street parking spaces are provided in the vicinity of the single-family conventional homes. As demonstrated within Table 1, below, the project is required to provide a total of 928 parking spaces that are within an enclosed garage. The project is providing a total of 2,105 parking spaces (garage, driveway and on-street parking). Based on the Specific

Plan's minimum parking requirements for the 4/6-Pack Cluster and Single-family Conventional products, the development will be over parked by 1,177 parking spaces and will provide 4.54 spaces per unit, which should be more than adequate to accommodate both resident and visitor parking needs.

<b>Summary of Parking Analysis</b>						
<b>Product</b>	<b>Number of Units</b>	<b>Required 2-Car Garage Spaces</b>	<b>2-Car Driveway Spaces</b>	<b>On-Street Parking</b>	<b>Total Provided</b>	<b>+/- Parking</b>
SF 4/6-Pack Cluster	138	276	110	71	457	+181
SF Conventional	326	652	652	344	1648	+996
<b>Total</b>		<b>928</b>	<b>762</b>	<b>415</b>	<b>2105</b>	<b>+1177</b>
					4.54 spaces per unit	

[5] Architecture — The entire master planned and gated community proposes a Spanish/Tuscany architectural theme, and incorporates the Spanish Colonial, Monterey Ranch, and Tuscany architectural styles. The architectural styles complement one another through the overall scale, massing, proportions and details. The proposed home designs are consistent with the design guidelines of the Esperanza Specific Plan. Each architectural style will include the following (see Exhibit B – Floor Plans and Elevations, attached):

- Spanish Colonial: Varying gable and hipped roofs with “S” concrete roof tiles; exposed rafter tails; circular turret entry; stucco finish; smooth trowel arched or formal front entries; arched/recessed windows; decorative foam eaves; decorative recessed tile elements, with wrought iron below gable ends; faux chimney with decorative finial; decorative wing walls; and decorative window framing.
- Monterey Ranch: Varying gable, Dutch gable and hipped roofs, with “S” concrete roof tiles; wooden outlookers; horizontal siding and corbels below gable ends; a combination of brick veneer and stucco exteriors; covered front porches with simple wood post columns/decorative corbels/wood railing; and decorative shutters and window framing.
- Tuscany: Varying gable and hipped roofs, with “S” concrete roof tiles; exposed rafter tails; smooth trowel arched entries; decorative foam eaves; a combination of stone veneer and stucco exteriors; recessed elements with decorative wrought iron below gable ends; and decorative window framing.

[6] Landscaping — The approved related Tentative Tract Maps (File Nos. PMTT06-004/TT 17932, PMTT06-005/TT 17933, PMTT06-013/TT 17935, PMTT06-014/TT 17936, and PMTT13-006/TT 18878) and Development Plan (File No. PDEV18-015) will facilitate the construction of sidewalks, parkways, and open space areas within the project site. The Policy Plan component of The Ontario Plan (Policy PR1-1) requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The

proposed project is required to provide 3.53 acres of park to meet the minimum Policy Plan private park requirement. To satisfy the park requirement, the applicant is constructing an 8,869-square foot clubhouse/recreation center on 2.29 acres of land. The clubhouse/recreation center will include a fitness and movement studio, two clubrooms, two gathering areas, men's and women's locker and shower rooms, a veranda, kitchen and buffet area, bocce ball courts, pickle ball courts, and a pool and spa, and is located within the northeastern portion of the tract (see Exhibit D – Clubhouse/Recreation Center Renderings, attached). Additionally, two pocket parks located within the southeastern and northwestern portions of the community will be constructed.

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

[1] City Council Goals.

- Operate in a Businesslike Manner
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

[2] Vision.

**Distinctive Development:**

- Commercial and Residential Development
  - Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.

[3] Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

### **Land Use Element:**

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
  - LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).
- Goal LU2: Compatibility between a wide range of uses.
  - LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

### **Housing Element:**

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.
  - H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
  - H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.
- Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

### **Community Economics Element:**

- Goal CE1: A complete community that provides for all incomes and stages of life.

➤ CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.

▪ Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

➤ CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

➤ CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

➤ CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

#### **Safety Element:**

▪ Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.

➤ S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

#### **Community Design Element:**

▪ Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

- Building volume, massing, and height to provide appropriate scale and proportion;
- A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

➤ CD2-2 Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
  - Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
  - Landscaped parkways, with sidewalks separated from the curb.

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (500) and density (5.36 DU/AC) specified within the Esperanza Specific Plan. Per the Available Land Inventory, the Esperanza Specific Plan is required to provide 1,410 dwelling units with an overall density of 5-21 DU/AC.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The project site is located within the Airport Influence Area of the Ontario International Airport, and has been found to be consistent with the policies and criteria set forth within the Ontario International Airport Land Use Compatibility Plan.

**ENVIRONMENTAL REVIEW:** The environmental impacts of this project were previously reviewed in conjunction with the Esperanza Specific Plan (File No. PSP05-002), for which an Environmental Impact Report (SCH#: 2002061047) was certified by the City Council on February 6, 2007. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by this reference.

**CONDITIONS OF APPROVAL:** See attached department reports.

**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Rough Graded	Low Density Residential	Esperanza Specific Plan	PA 5-9 (RD-5 4/6-Pack Courtyard, RD-1 and 2/ SFD 50' and 55' Wide Lots and RD-4/SFD Cottages)
<i>North</i>	Vacant Prev. Ag/Dairy Uses	Low Density Residential and Public School	Esperanza Specific Plan	PA 4, PA 10 and PA 11 (RD-6/ 6/8-Pack Courtyard, RD-3/SFD 2-Pack and School)
<i>South</i>	City of Eastvale	N/A	N/A	N/A
<i>East</i>	City of Eastvale	N/A	N/A	N/A
<i>West</i>	Vacant Prev. Ag/Dairy Uses	Low Density Residential	Specific Plan/ Agriculture (SP/AG)	N/A

**General Site & Building Statistics – 4/6-Pack Cluster:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Minimum lot size (in SF):</i>	2,500 SF	3,192 SF - 7,104 SF	Y
<i>Front yard setback (in FT):</i>	10'	10'	Y
<i>Side yard setback (in FT):</i>	4'	4'	Y
<i>Rear yard setback (in FT):</i>	10'	10'	Y
<i>Maximum height (in FT):</i>	35'	18'-6"	Y

**General Site & Building Statistics – 50'- and 55'-Wide Single-Family Conventional:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Maximum coverage (in %):</i>	60	60	Y
<i>Minimum lot size (in SF):</i>	3,900 SF (50'-Wide) 4,800 (55'-Wide)	4,000 SF-11,630 SF (50'-Wide) 4,950 SF-10,126 SF (55'-Wide)	Y
<i>Front yard setback (in FT):</i>	10	10	Y
<i>Side yard setback (in FT):</i>	5	5	Y
<i>Rear yard setback (in FT):</i>	15	15	Y
<i>Maximum height (in FT):</i>	35	22'-0"	Y



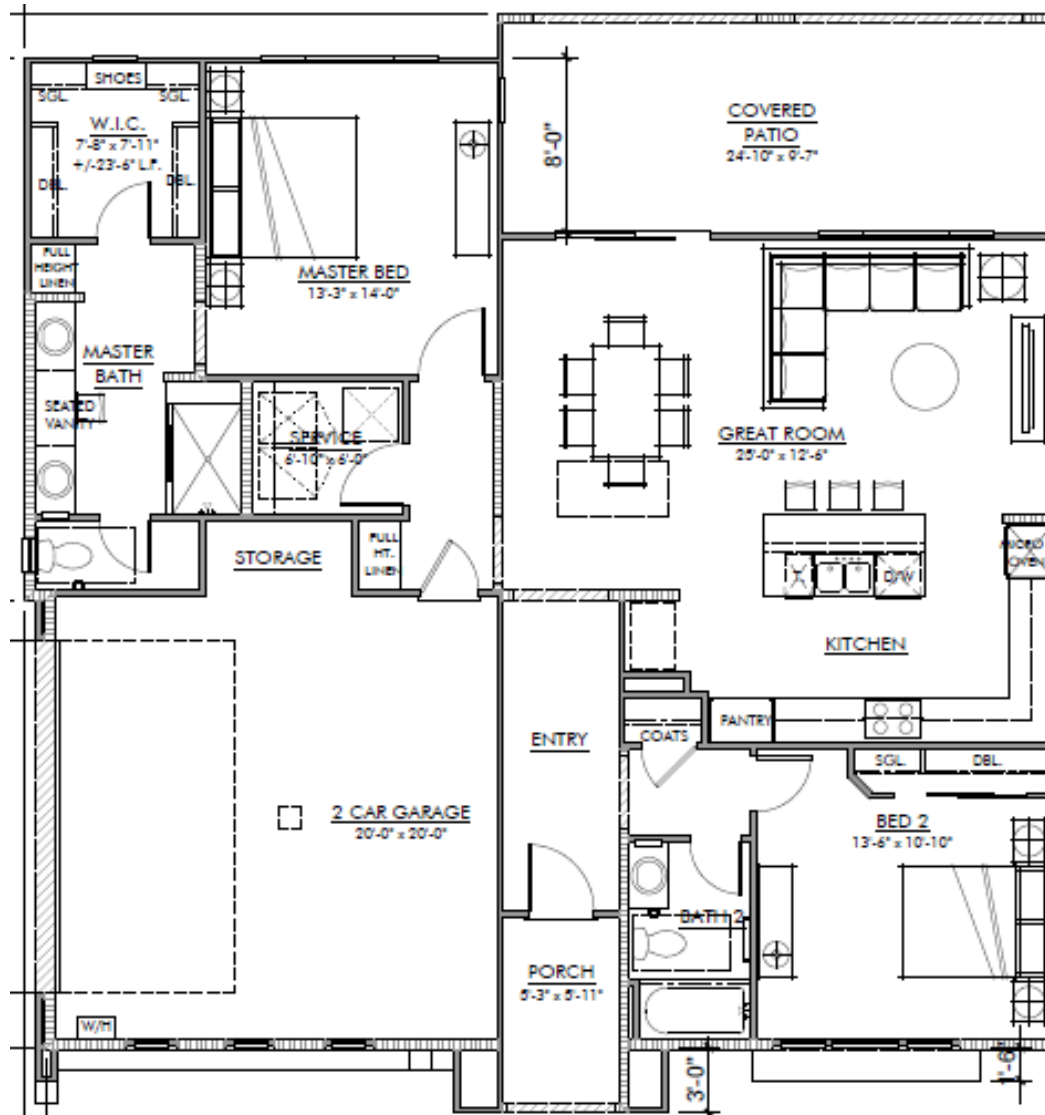
**Exhibit A—SITE PLAN**



**Legend**

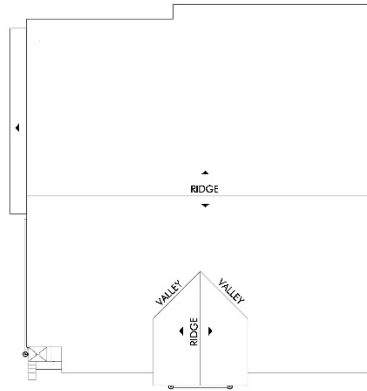
- 1. Signalized Gated Entry
- 2. Gated Entry
- 3. Gated Egress

**Exhibit B1—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 1**



**Exhibit B1—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 1 SPANISH COLONIAL**

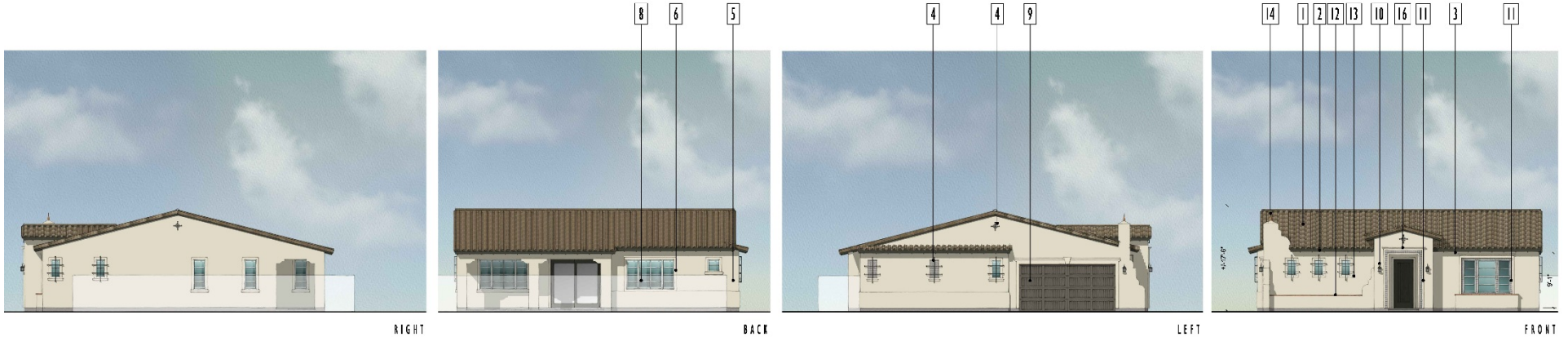
- WOOD RAFTER TAILS
- DECORATIVE TILE RECESS WITH METAL BLEND END DETAIL
- ICCO FINISH
- ICCO FINISH TRIM ON STUCCO
- ICCO FINISH CORBEL
- W/AL WINDOW SYSTEM
- W/AL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD PROJECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- W/AL WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- BLEND END VENT
- W/AL TROWEL STUCCO FINISH AT ARCH FEATURE
- W/AL CAP AT LOW WALL
- W/AL RAILING



ROOF PLAN  
 3:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

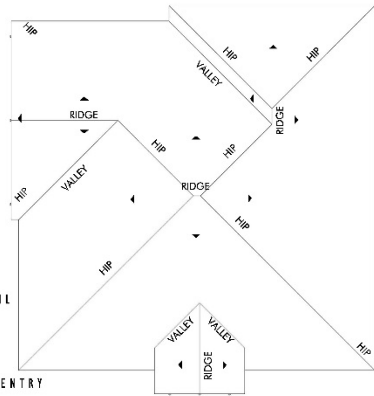


PERSPECTIVE



**Exhibit B1—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 1 MONTEREY RANCH**

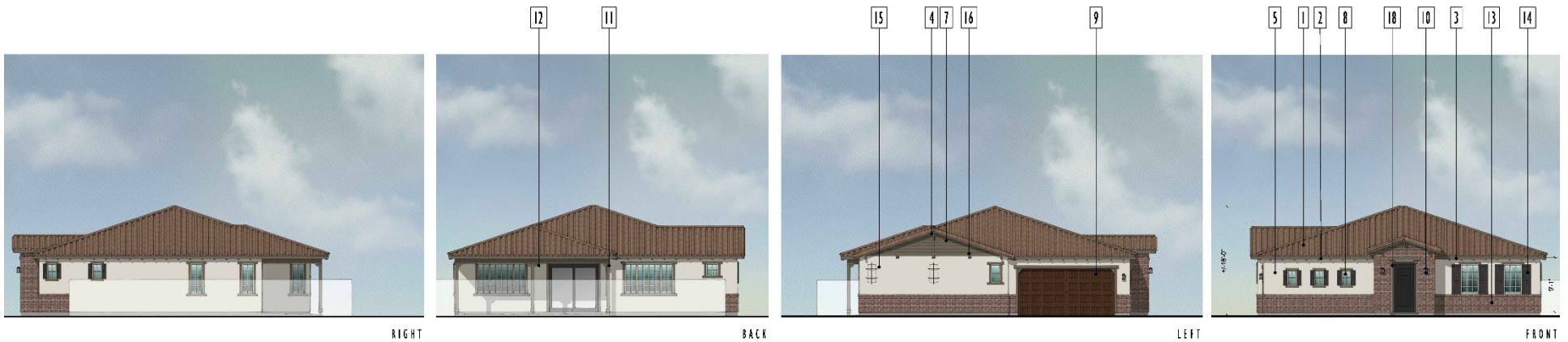
- CCO FINISH
- CCO FINISH TRIM ON STUCCO
- VENTILATED LAP SIDING
- YL WINDOW SYSTEM
- SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT TUBE
- OD POST
- OD CORBEL
- CK VENEER WHERE SHOWN
- DECORATIVE SHUTTERS WHERE SHOWN
- CCO FINISH RECESS WITH METAL DETAIL
- CCO FINISH CORBEL TYP.
- OD RAILING
- OD LOOK TRIM AND CORBELS AT MAIN ENTRY
- OD FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 12" RAKE

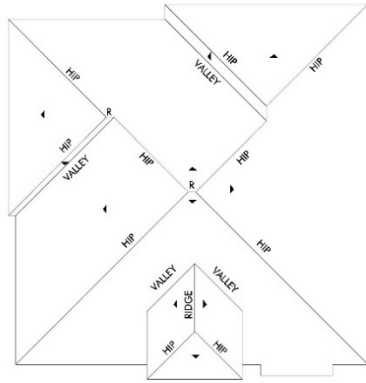


PERSPECTIVE



**Exhibit B1—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 1 TUSCANY**

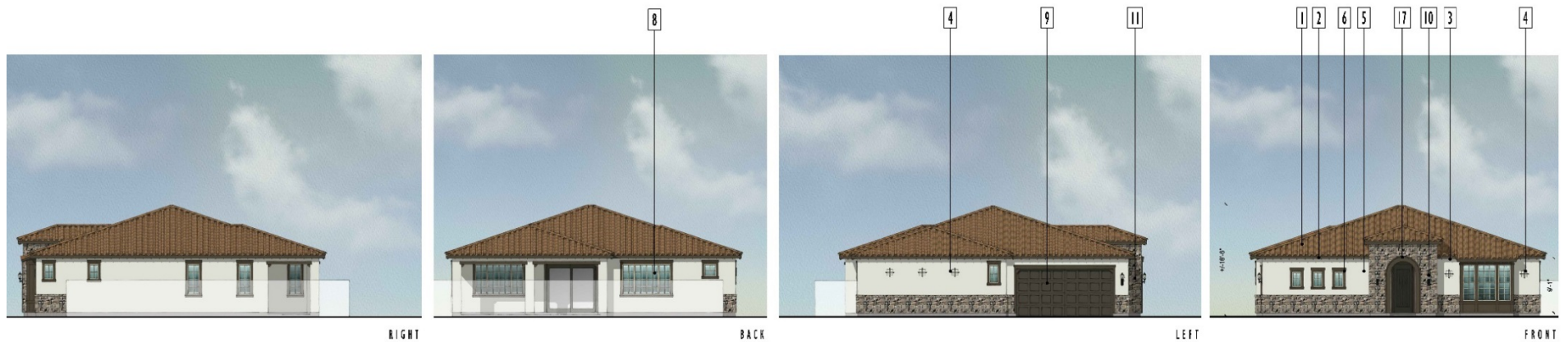
- CO FINISH
- CO FINISH TRIM ON STUCCO
- CO FINISH WAINSCOT
- L WINDOW SYSTEM
- .L SECTIONAL GARAGE DOOR
- IRATIVE DOWNWARD
- ETED LIGHT FIXTURE
- E VENEER WHERE SHOWN
- IRATIVE COMPOSITE TRIM SURROUND
- IRATIVE WOOD & COMPOSITE SHUTTERS
- RE SHOWN
- .E END VENT
- IRATIVE TILE WHERE SHOWN
- CO FINISH CORBEL
- 3TH TROWEL STUCCO FINISH AT ENTRY
- :H FEATURE
- CO FINISH TRIM AND CORBELS
- D LOOK TRIM AND CORBELS AT MAIN ENTRY
- :H FEATURES TYP.
- CO FINISH CORNICE



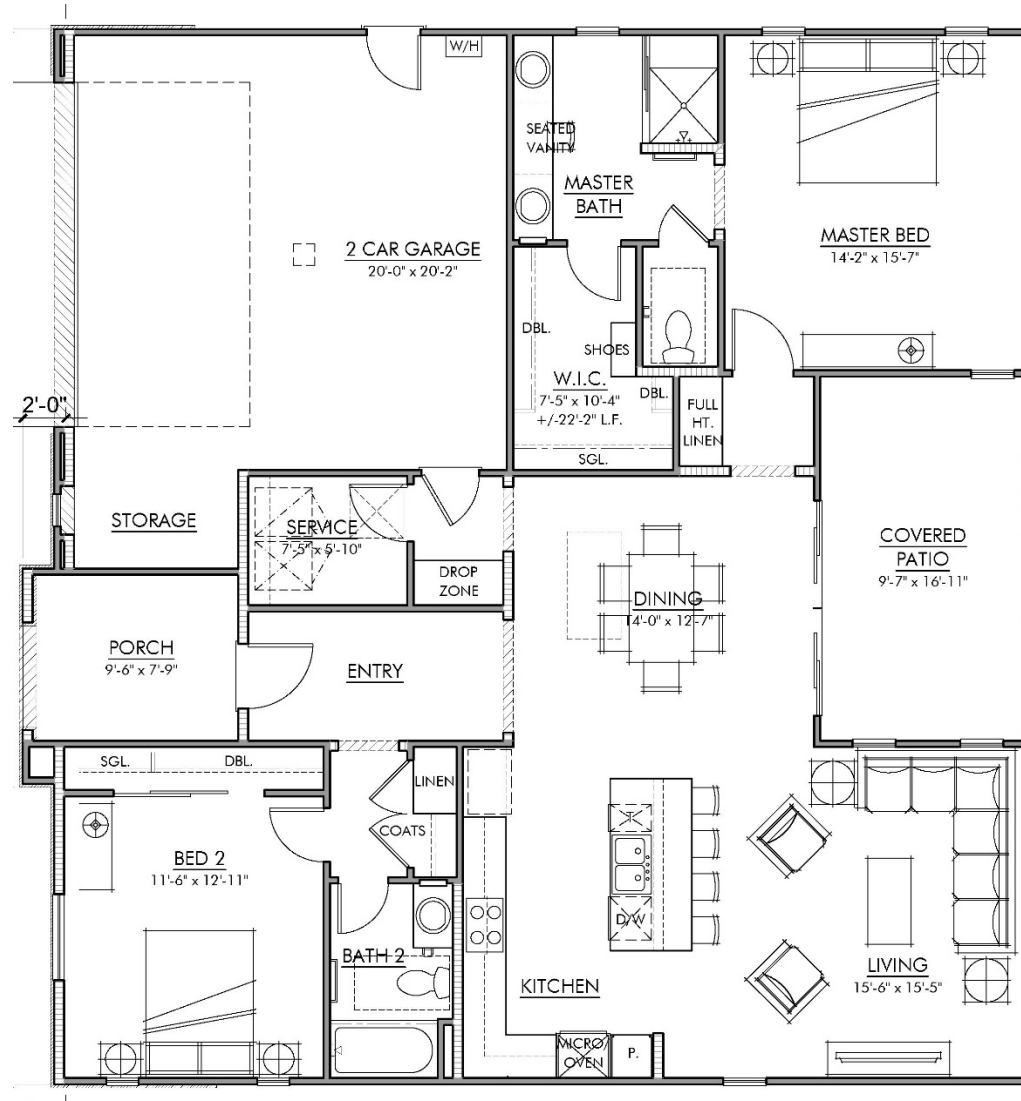
ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" BAKE



PERSPECTIVE



**Exhibit B2—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 2**



**Exhibit B2—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 2 SPANISH COLONIAL**

- GABLE END DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH CORBEL
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- SHELF WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- GABLE END VENT
- SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- TILE CAP AT LOW WALL
- METAL RAILING



ROOF PLAN  
 3:12 PITCH U.W.O.  
 18\"/>

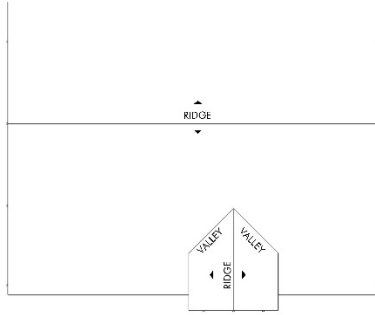


PERSPECTIVE



**Exhibit B2—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 2 MONTEREY RANCH**

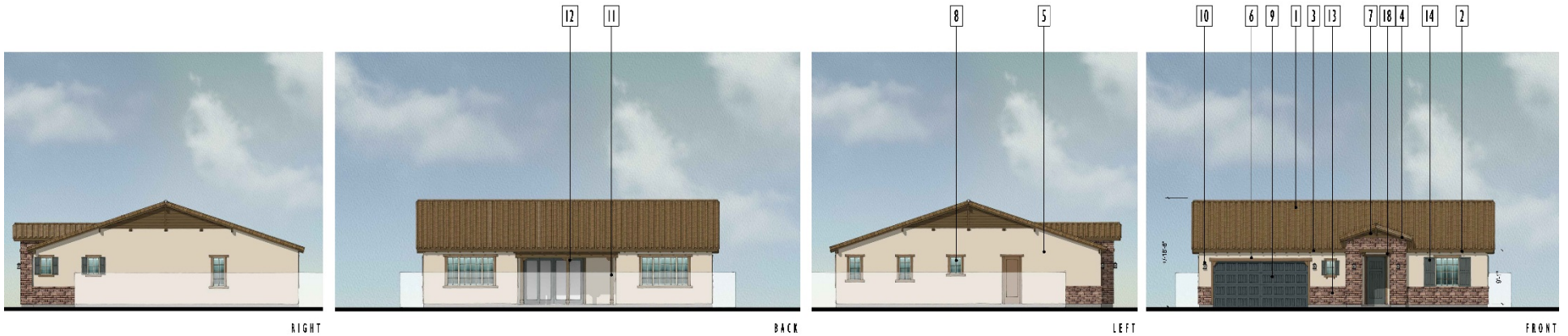
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- CEMENTITIOUS LAP SIDING
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- WOOD POST
- WOOD CORBEL
- BRICK VENEER WHERE SHOWN
- DECORATIVE SHUTTERS WHERE SHOWN
- STUCCO FINISH RECESS WITH METAL DETAIL
- STUCCO FINISH CORBEL TYP.
- WOOD RAILING
- WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.W.O.  
 12" EAVE, 12" RAKE



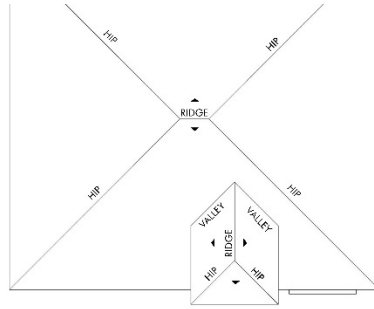
PERSPECTIVE





**Exhibit B2—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 2 TUSCANY**

- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH WAINSCOT
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- STONE VENEER WHERE SHOWN
- DECORATIVE COMPOSITE TRIM SURROUND
- DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- GABLE END VENT
- DECORATIVE TILE WHERE SHOWN
- STUCCO FINISH CORBEL
- SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- STUCCO FINISH TRIM AND CORBELS
- WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.
- STUCCO FINISH CORNICE



ROOF PLAN  
 4:12 PITCH U.W.O.  
 12" EAVE, 6" RAKE



PERSPECTIVE



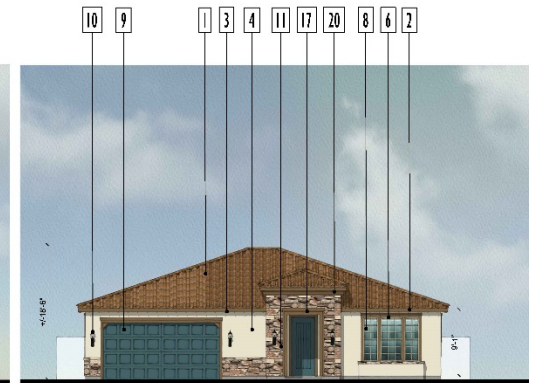
RIGHT



BACK

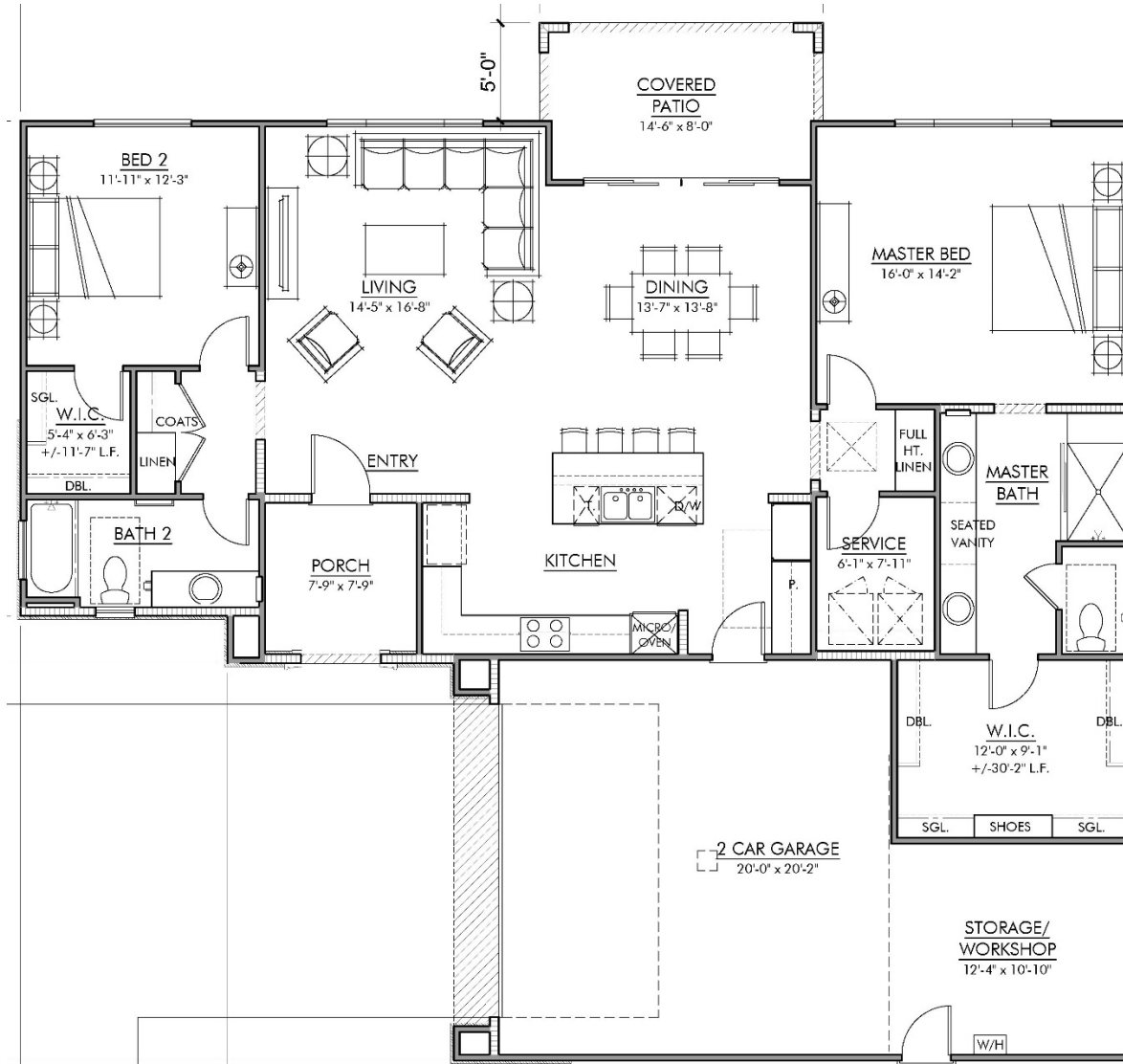


LEFT



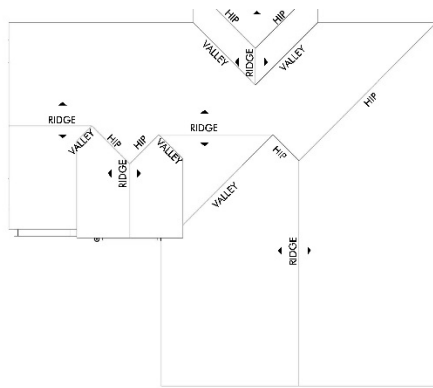
FRONT

**Exhibit B3—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 3**



**Exhibit B3—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 3 SPANISH COLONIAL**

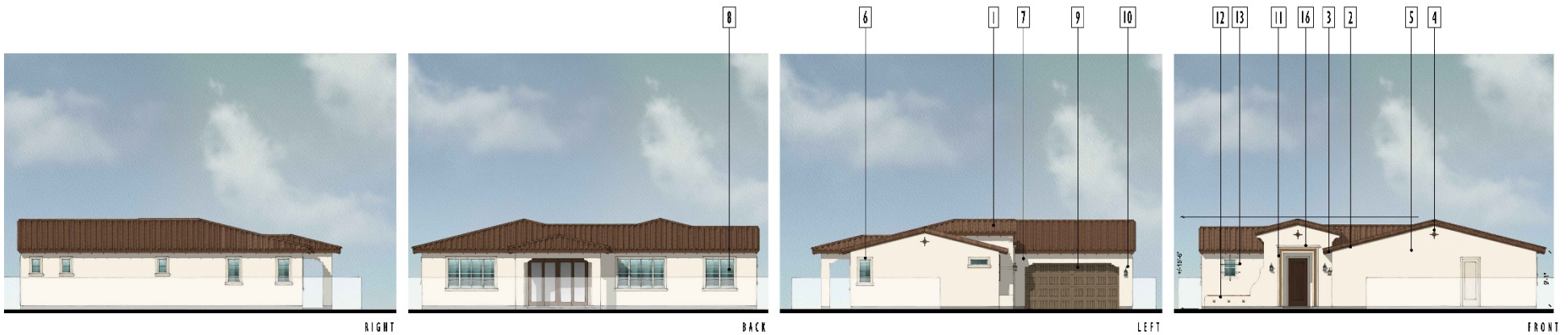
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH CORBEL
- NYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- WELF WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- TABLE END VENT
- TOOTH TROWEL STUCCO FINISH AT ARCH FEATURE
- TILE CAP AT LOW WALL
- METAL RAILING



ROOF PLAN  
 3:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

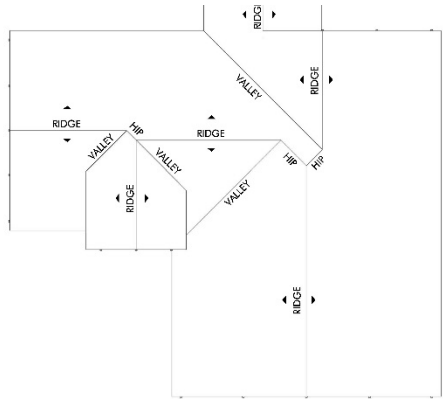


PERSPECTIVE



**Exhibit B3—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 3 MONTEREY RANCH**

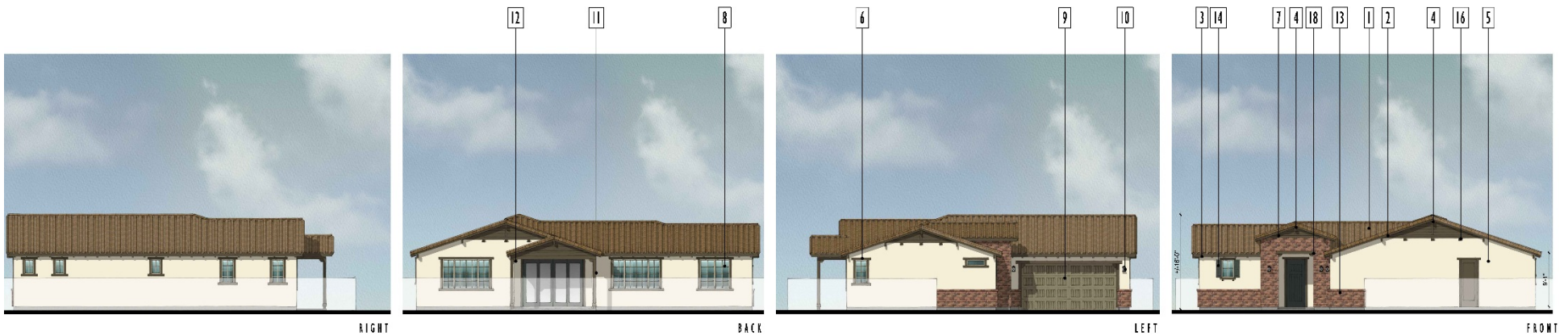
- UCCO FINISH
- UCCO FINISH TRIM ON STUCCO
- MENTITIOUS LAP SIDING
- NYL WINDOW SYSTEM
- TAL SECTIONAL GARAGE DOOR
- CORATIVE DOWNWARD DIRECTED LIGHT CTURE
- IOD POST
- IOD CORBEL
- ICK YENEER WHERE SHOWN
- CORATIVE SHUTTERS WHERE SHOWN
- UCCO FINISH RECESS WITH METAL DETAIL
- UCCO FINISH CORBEL TYP.
- IOD RAILING
- IOD LOOK TRIM AND CORBELS AT MAIN ENTRY
- RCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 12" RAKE

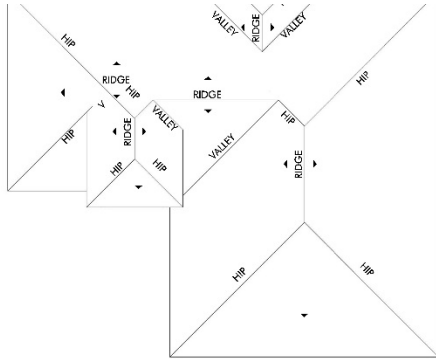


PERSPECTIVE



**Exhibit B3—FLOOR PLANS AND ELEVATIONS – 4/6 PACK-CLUSTER: PLAN 3 TUSCANY**

- ICCO FINISH TRIM ON STUCCO
- ICCO FINISH WAINSCOT
- YL WINDOW SYSTEM
- FAL SECTIONAL GARAGE DOOR
- ORATIVE DOWNWARD EJECTED LIGHT FIXTURE
- INE VENEER WHERE SHOWN
- ORATIVE COMPOSITE TRIM SURROUND
- ORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- BLE END VENT
- ORATIVE TILE WHERE SHOWN
- ICCO FINISH CORBEL
- JOOTH TROWEL STUCCO FINISH AT ENTRY
- RCH FEATURE
- ICCO FINISH TRIM AND CORBELS
- OD LOOK TRIM AND CORBELS AT MAIN ENTRY
- RCH FEATURES TYP.
- ICCO FINISH CORNICE



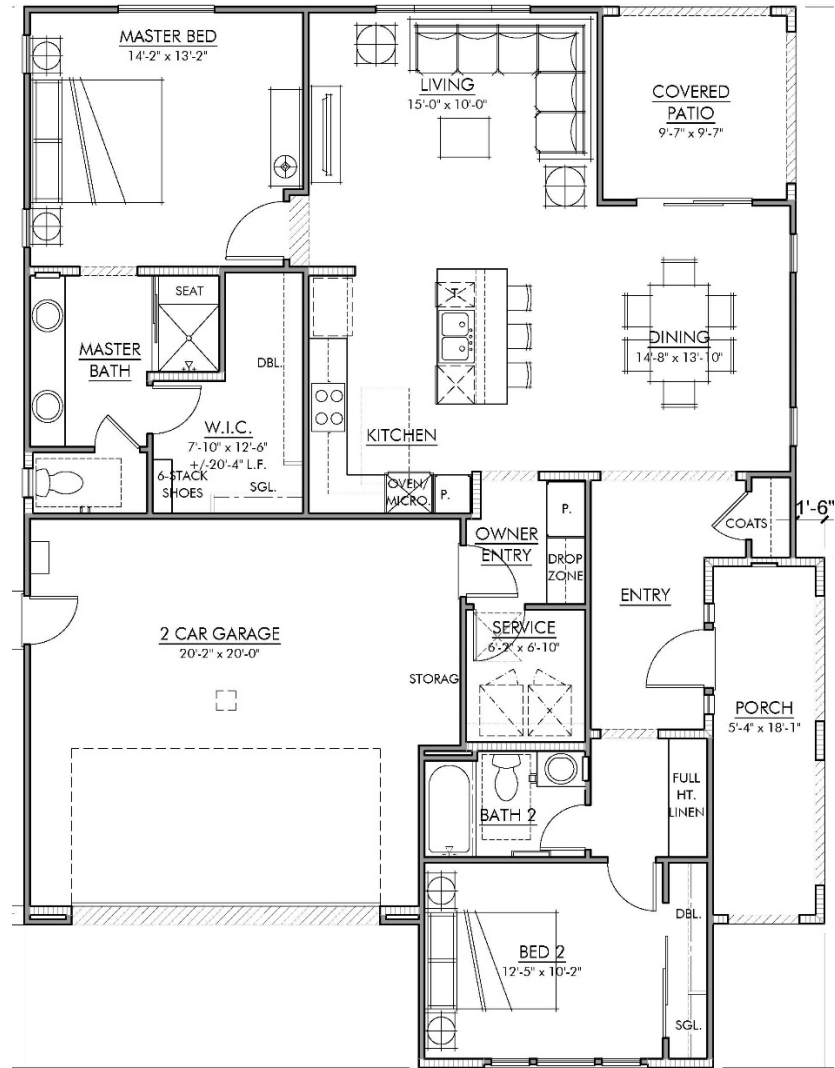
ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



PERSPECTIVE

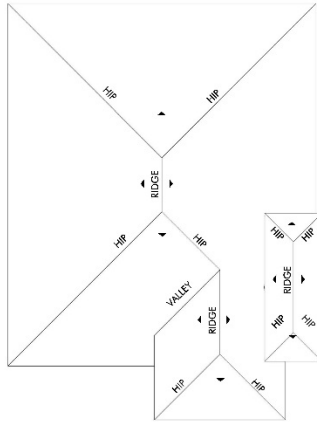


**Exhibit B4—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 1**



**Exhibit B4—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 1 SPANISH COLONIAL**

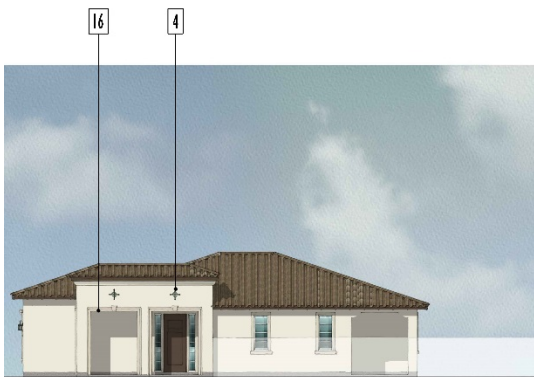
- WOOD RAFTER TAILS
- DECORATIVE TILE RECESS WITH METAL GABLE END DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH CORBEL
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- SHelf WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- GABLE END VENT
- SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- TILE CAP AT LOW WALL
- METAL RAILING



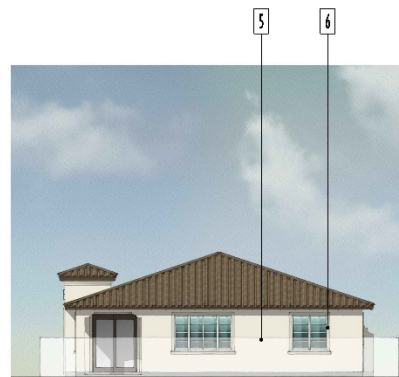
ROOF PLAN  
 3:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE



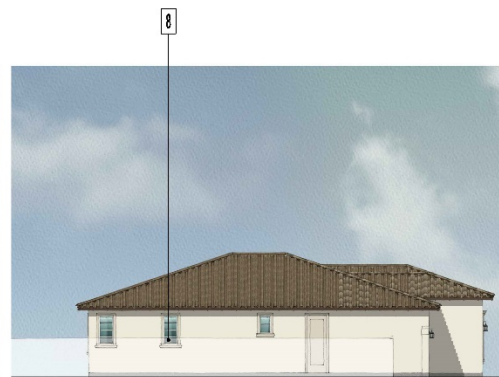
PERSPECTIVE



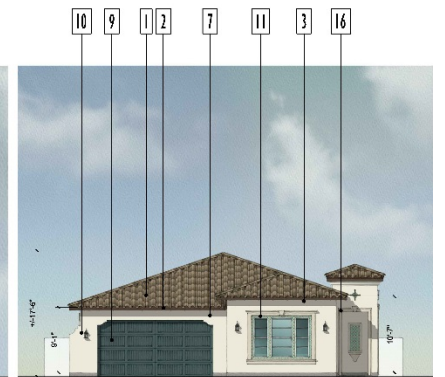
RIGHT



BACK



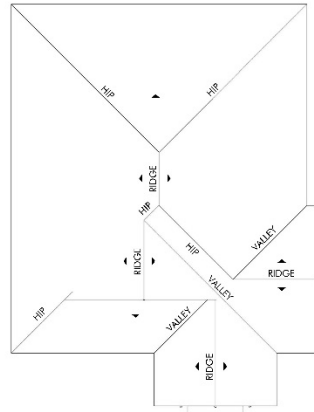
LEFT



FRONT

**Exhibit B4—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 1 MONTEREY RANCH**

- 4 WOOD OR COMPOSITE OUTLOOKER
- 5 STUCCO FINISH
- 6 STUCCO FINISH TRIM ON STUCCO
- 7 CEMENTITIOUS LAP SIDING
- 8 VINYL WINDOW SYSTEM
- 9 METAL SECTIONAL GARAGE DOOR
- 10 DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 11 WOOD POST
- 12 WOOD CORBEL
- 13 BRICK VENEER WHERE SHOWN
- 14 DECORATIVE SHUTTERS WHERE SHOWN
- 15 STUCCO FINISH RECESS WITH METAL DETAIL
- 16 STUCCO FINISH CORBEL TYP.
- 17 WOOD RAILING
- 18 WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 12" RAKE



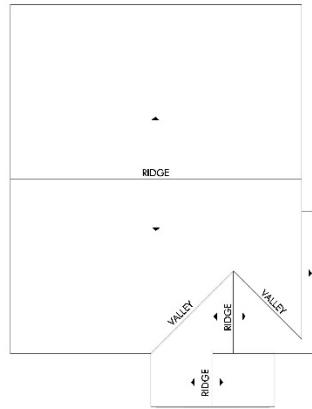
PERSPECTIVE





**Exhibit B4—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 1 TUSCANY**

- WOOD RAFTER TAILS
- STUCCO FINISH RECESS WITH METAL DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH WAINSCOT
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- STONE VENEER WHERE SHOWN
- DECORATIVE COMPOSITE TRIM SURROUND
- DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- GABLE END VENT
- DECORATIVE TILE WHERE SHOWN
- STUCCO FINISH CORBEL
- SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- STUCCO FINISH TRIM AND CORBELS
- WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.
- STUCCO FINISH CORNICE



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



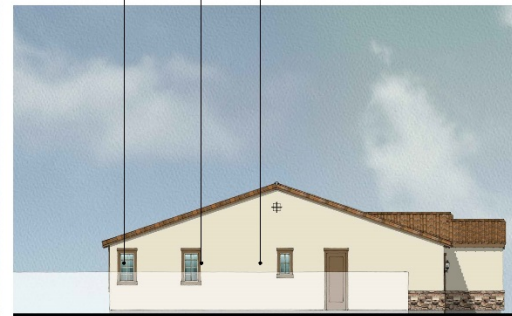
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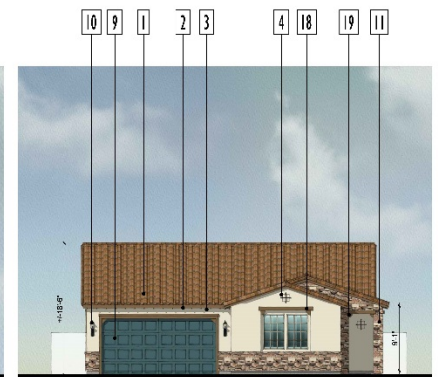
RIGHT



BACK

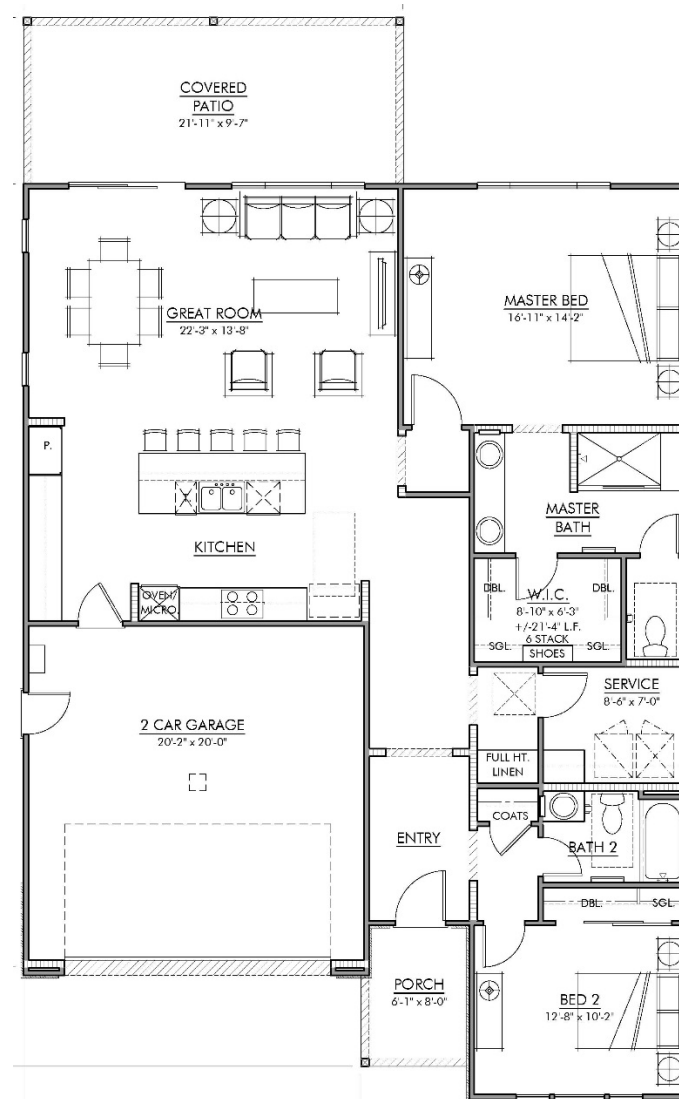


LEFT



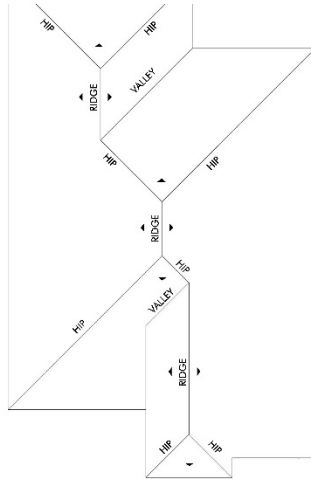
FRONT

**Exhibit B5—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 2**



**Exhibit B5—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 2 SPANISH COLONIAL**

- WOOD FASCIA BOARD
- WOOD RAFTER TAILS
- DECORATIVE TILE RECESS WITH METAL GABLE END DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH CORBEL
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- SHELF WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- GABLE END VENT
- SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- TILE CAP AT LOW WALL
- METAL RAILING



ROOF PLAN  
 3:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

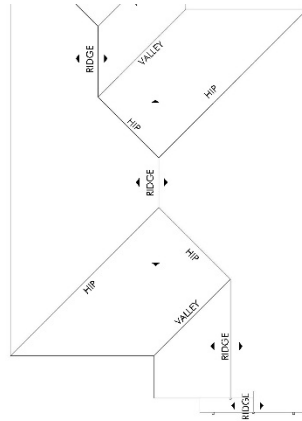


PERSPECTIVE



**Exhibit B5—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 2 MONTEREY RANCH**

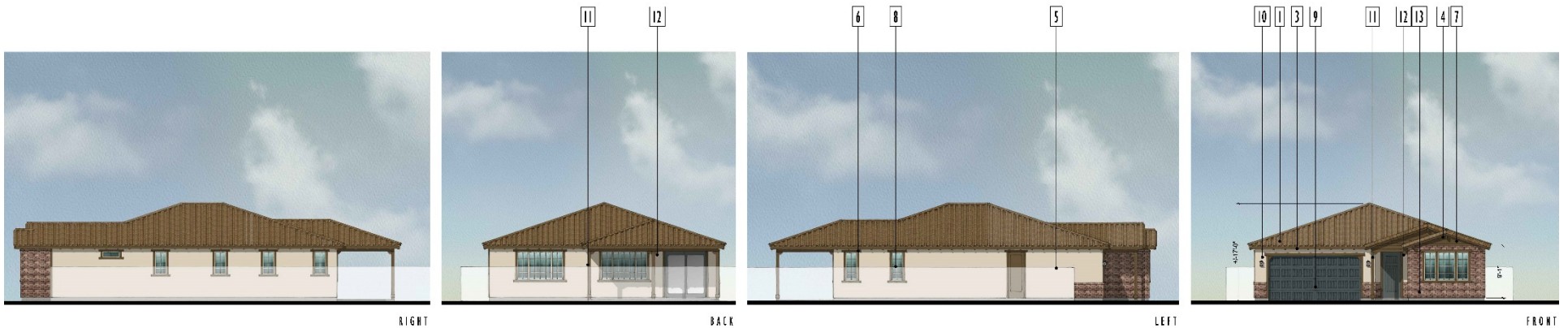
- 5 STUCCO FINISH
- 6 STUCCO FINISH TRIM ON STUCCO
- 7 CEMENTITIOUS LAP SIDING
- 8 VINYL WINDOW SYSTEM
- 9 METAL SECTIONAL GARAGE DOOR
- 10 DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 11 WOOD POST
- 12 WOOD CORBEL
- 13 BRICK VENEER WHERE SHOWN
- 14 DECORATIVE SHUTTERS WHERE SHOWN
- 15 STUCCO FINISH RECESS WITH METAL DETAIL
- 16 STUCCO FINISH CORBEL TYP.
- 17 WOOD RAILING
- 18 WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 12" RAKE

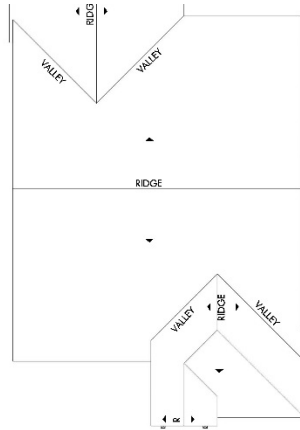


PERSPECTIVE



**Exhibit B5—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL: PLAN 2 TUSCANY**

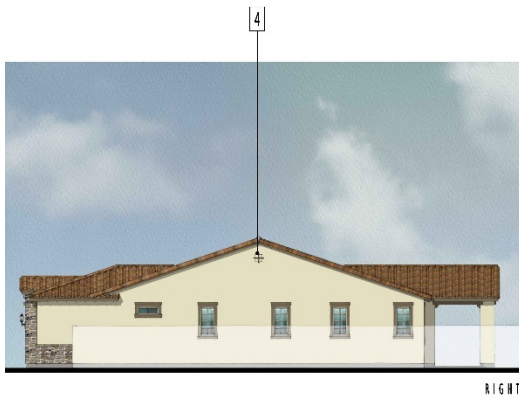
- 4 STUCCO FINISH RECESS WITH METAL DETAIL
- 5 STUCCO FINISH
- 6 STUCCO FINISH TRIM ON STUCCO
- 7 STUCCO FINISH WAINSCOT
- 8 VINYL WINDOW SYSTEM
- 9 METAL SECTIONAL GARAGE DOOR
- 10 DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 11 STONE VENEER WHERE SHOWN
- 12 DECORATIVE COMPOSITE TRIM SURROUND
- 13 DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- 14 GABLE END VENT
- 15 DECORATIVE TILE WHERE SHOWN
- 16 STUCCO FINISH CORBEL
- 17 SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- 18 STUCCO FINISH TRIM AND CORBELS
- 19 WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.
- 20 STUCCO FINISH CORNICE



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



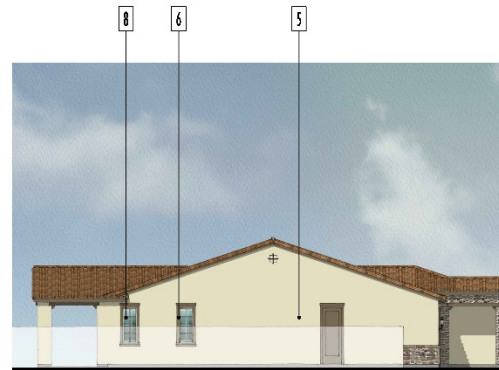
PERSPECTIVE



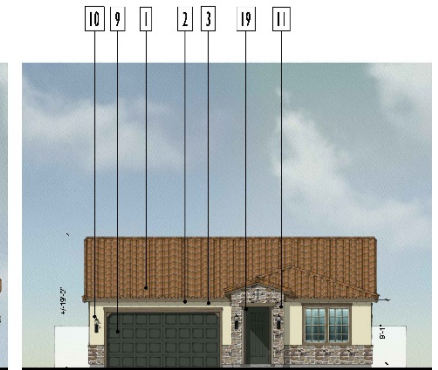
RIGHT



BACK

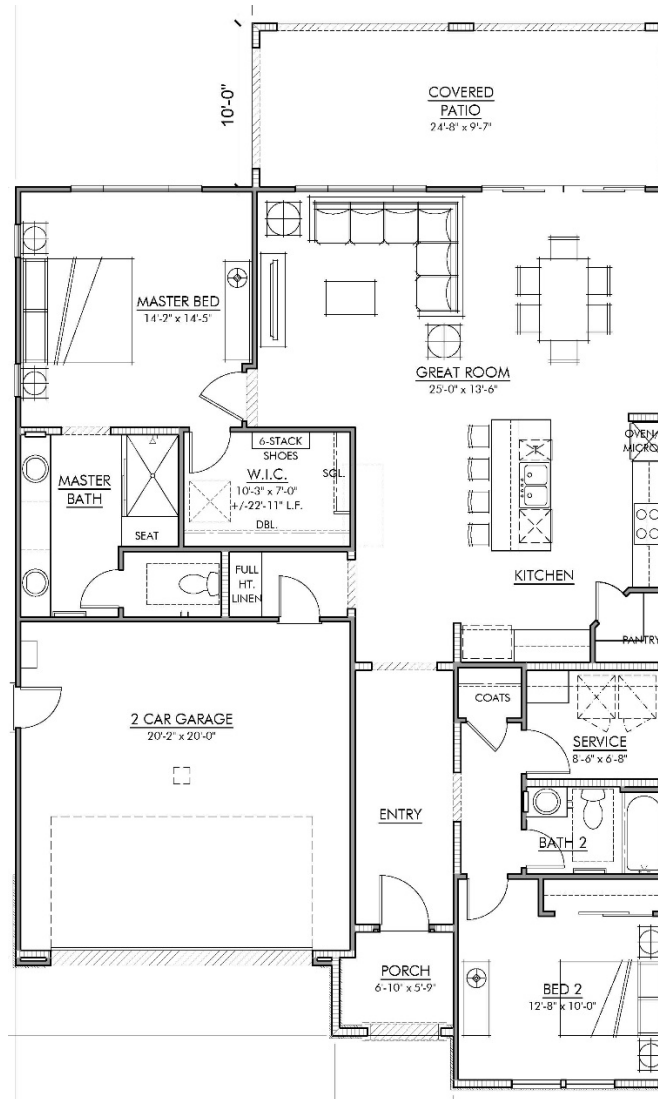


LEFT



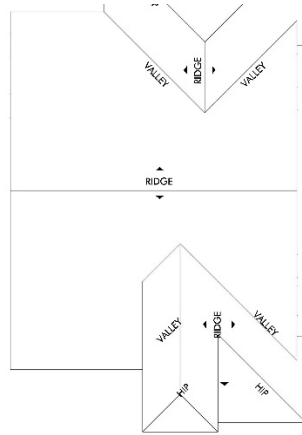
FRONT

**Exhibit B6—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL PLAN 3**



**Exhibit B6—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL PLAN 3 SPANISH COLONIAL**

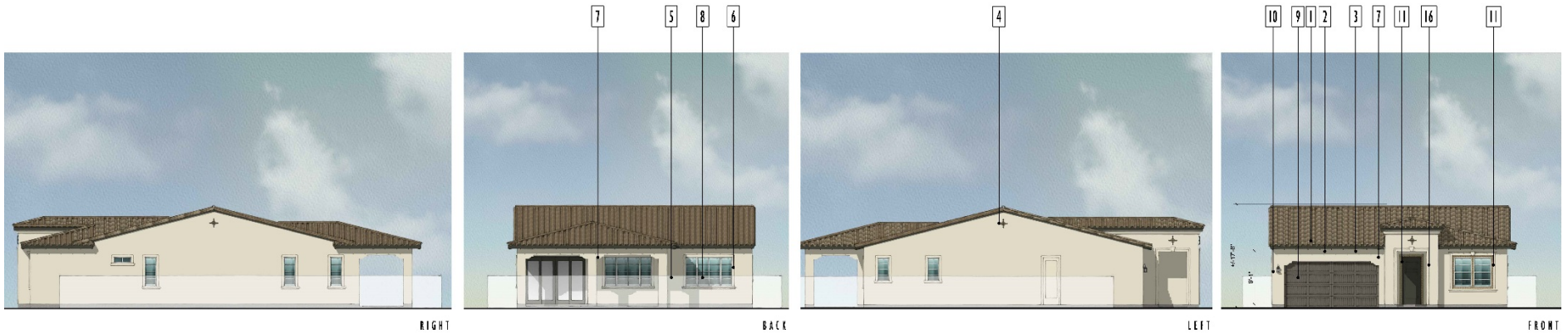
- DECORATIVE TILE RECESS WITH METAL
- GABLE END DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH CORBEL
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- SHelf WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- GABLE END VENT
- SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- TILE CAP AT LOW WALL
- METAL RAILING



ROOF PLAN  
 3:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

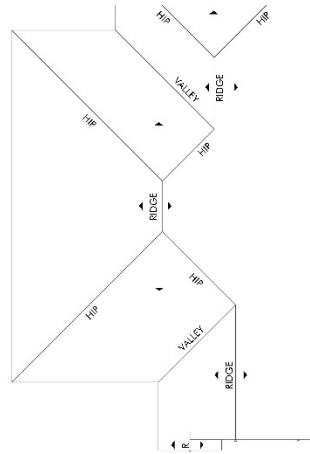


PERSPECTIVE



**Exhibit B6—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL PLAN 3 MONTEREY RANCH**

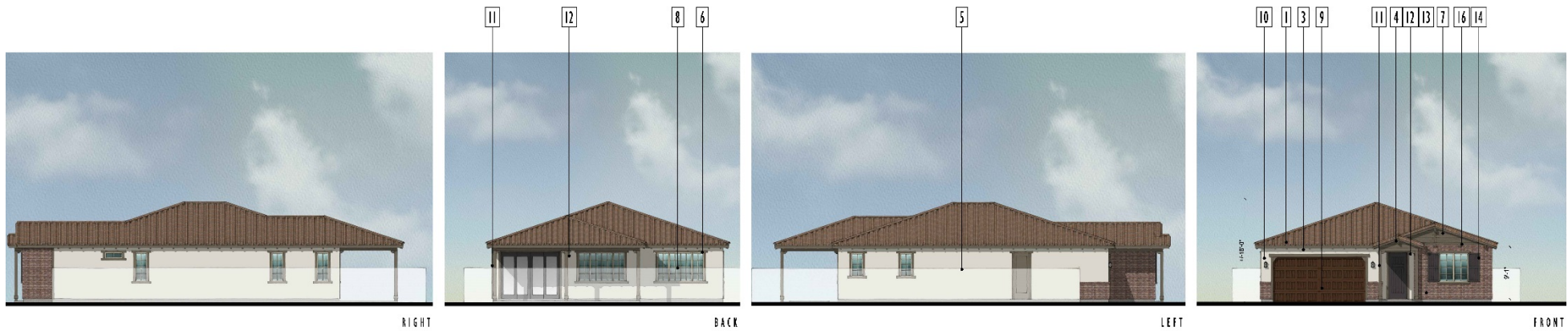
- 4] WOOD OR COMPOSITE OUTLOOKER
- 5] STUCCO FINISH
- 6] STUCCO FINISH TRIM ON STUCCO
- 7] CEMENTITIOUS LAP SIDING
- 8] VINYL WINDOW SYSTEM
- 9] METAL SECTIONAL GARAGE DOOR
- 10] DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 11] WOOD POST
- 12] WOOD CORBEL
- 13] BRICK VENEER WHERE SHOWN
- 14] DECORATIVE SHUTTERS WHERE SHOWN
- 15] STUCCO FINISH RECESS WITH METAL DETAIL
- 16] STUCCO FINISH CORBEL TYP.
- 17] WOOD RAILING
- 18] WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.W.O.  
 12" EAVE, 12" RAKE



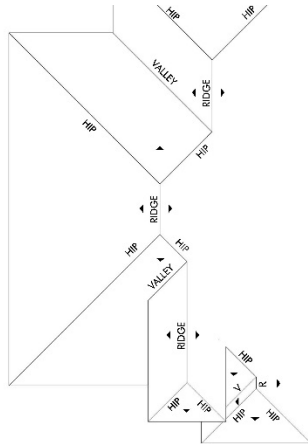
PERSPECTIVE





**Exhibit B6—FLOOR PLANS AND ELEVATIONS – 50'-WIDE LOT CONVENTIONAL PLAN 3 TUSCANY**

- WOOD RAFTER TAILS
- STUCCO FINISH RECESS WITH METAL DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH WAINSCOT
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- STONE VENEER WHERE SHOWN
- DECORATIVE COMPOSITE TRIM SURROUND
- DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- GABLE END VENT
- DECORATIVE TILE WHERE SHOWN
- STUCCO FINISH CORBEL
- SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- STUCCO FINISH TRIM AND CORBELS
- WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.
- STUCCO FINISH CORNICE



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



PERSPECTIVE



RIGHT



BACK

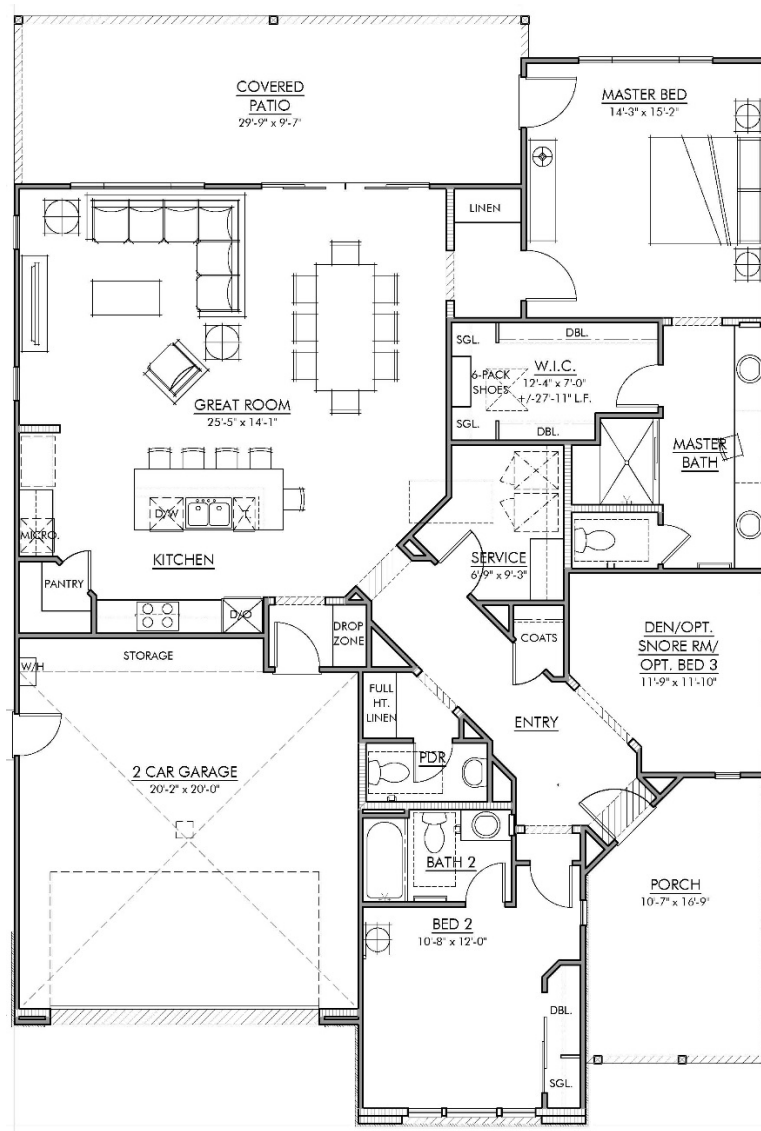


LEFT



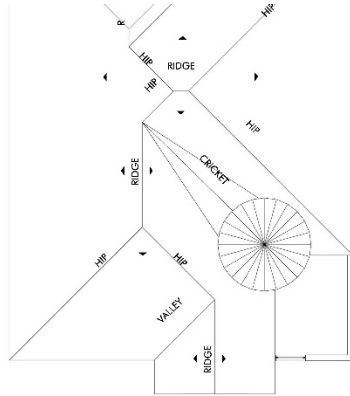
FRONT

**Exhibit B7—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 1**



**Exhibit B7—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 1 SPANISH COLONIAL**

- 1] GABLE END DETAIL
- 2] STUCCO FINISH
- 3] STUCCO FINISH TRIM ON STUCCO
- 4] STUCCO FINISH CORBEL
- 5] VINYL WINDOW SYSTEM
- 6] METAL SECTIONAL GARAGE DOOR
- 7] DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 8] DECORATIVE TILE RECESS SURROUND
- 9] SHELF WITH TILE CAP
- 10] DECORATIVE METAL DETAIL
- 11] DECORATIVE FINIAL
- 12] GABLE END VENT
- 13] SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- 14] TILE CAP AT LOW WALL
- 15] METAL RAILING



ROOF PLAN  
 4:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

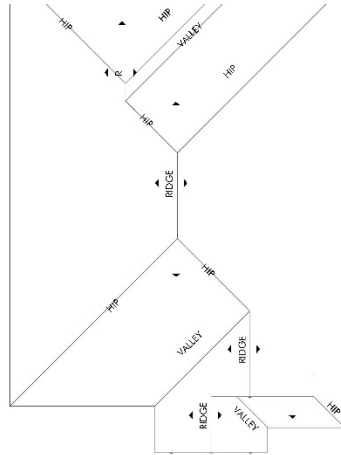


PERSPECTIVE



**Exhibit B7—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 1 MONTEREY RANCH**

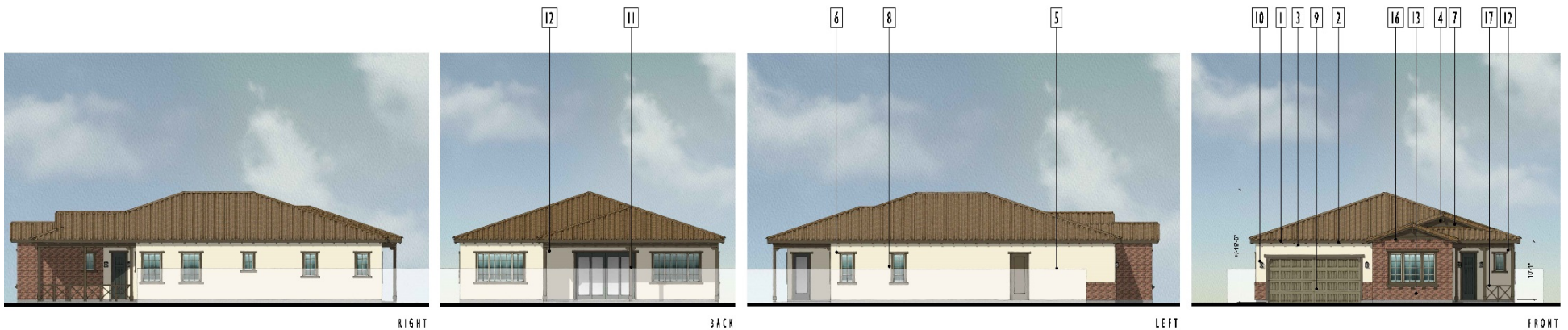
- 4] WOOD OR COMPOSITE OUTLOOKER
- 5] STUCCO FINISH
- 6] STUCCO FINISH TRIM ON STUCCO
- 7] CEMENTITIOUS LAP SIDING
- 8] VINYL WINDOW SYSTEM
- 9] METAL SECTIONAL GARAGE DOOR
- 0] DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 1] WOOD POST
- 2] WOOD CORBEL
- 3] BRICK VENEER WHERE SHOWN
- 4] DECORATIVE SHUTTERS WHERE SHOWN
- 5] STUCCO FINISH RECESS WITH METAL DETAIL
- 6] STUCCO FINISH CORBEL TYP.
- 7] WOOD RAILING
- 8] WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH D.N.O.  
 12" EAVE, 12" RAKE

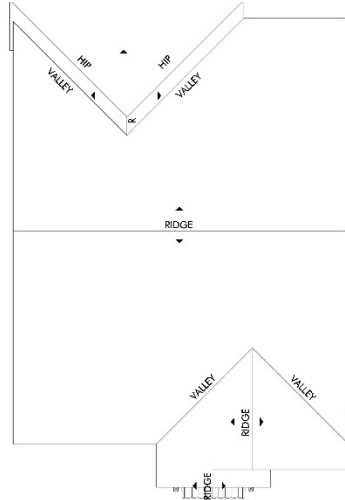


PERSPECTIVE



**Exhibit B7—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 1 TUSCANY**

- WOOD RAFTER TAILS
- STUCCO FINISH RECESS WITH METAL DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH WAINSCOT
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- STONE VENEER WHERE SHOWN
- DECORATIVE COMPOSITE TRIM SUAROUND
- DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- GABLE END VENT
- DECORATIVE TILE WHERE SHOWN
- STUCCO FINISH CORBEL
- SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- STUCCO FINISH TRIM AND CORBELS
- WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY
- PORCH FEATURES TYP.
- STUCCO FINISH CORNICE



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



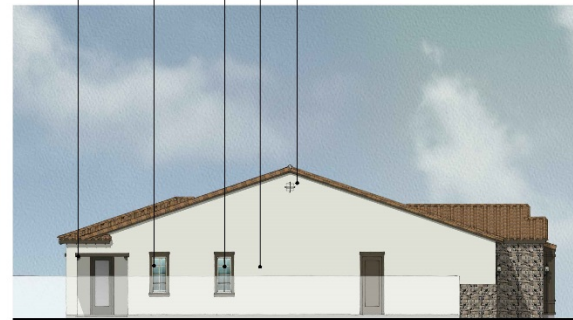
PERSPECTIVE



RIGHT



BACK

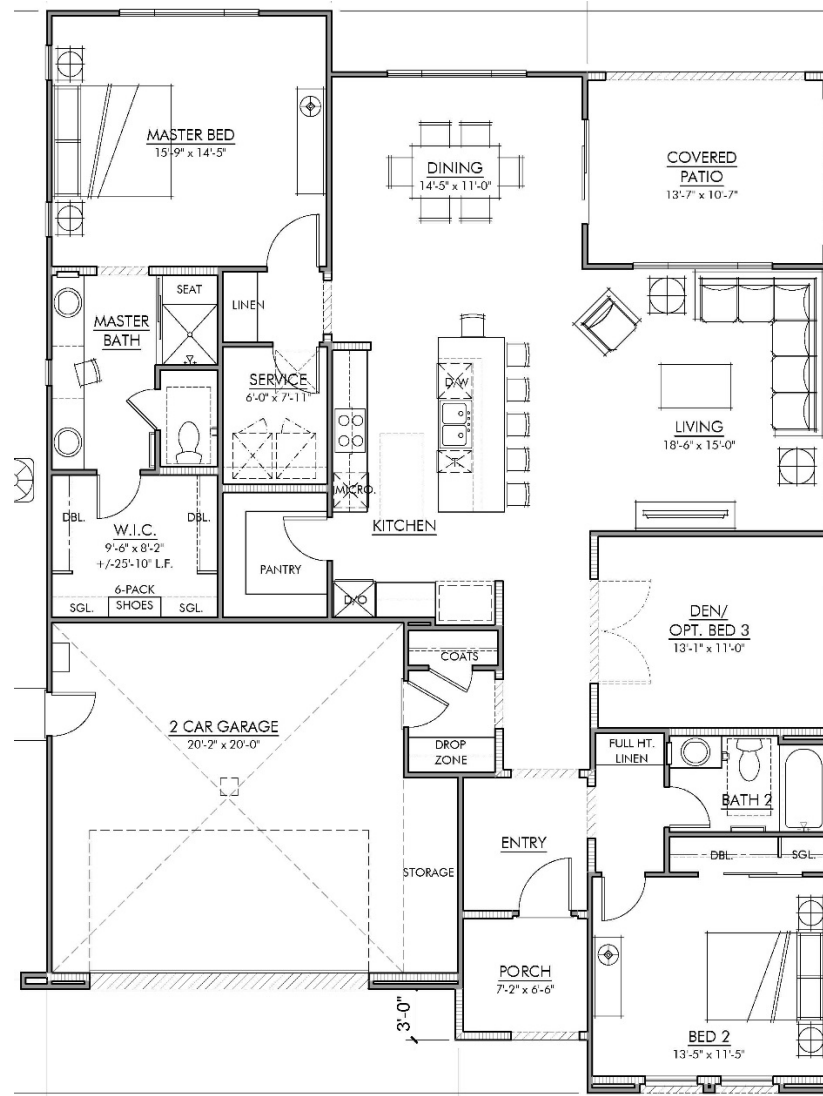


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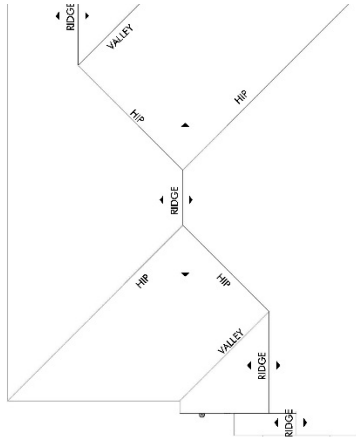
FRONT

**Exhibit B8—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 2**



**Exhibit B8—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 2 SPANISH COLONIAL**

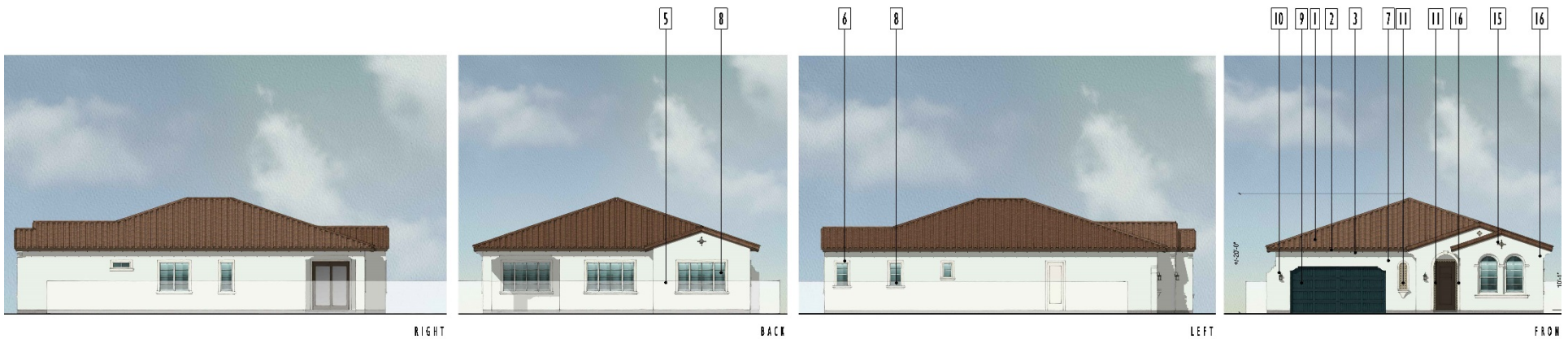
- WOOD RAFTER TAILS
- DECORATIVE TILE RECESS WITH METAL
- GABLE END DETAIL
- STUCCO FINISH
- STUCCO FINISH TRIM ON STUCCO
- STUCCO FINISH CORBEL
- VINYL WINDOW SYSTEM
- METAL SECTIONAL GARAGE DOOR
- DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- DECORATIVE TILE RECESS SURROUND
- SHelf WITH TILE CAP
- DECORATIVE METAL DETAIL
- DECORATIVE FINIAL
- GABLE END VENT
- SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- TILE CAP AT LOW WALL
- METAL RAILING



ROOF PLAN  
 4:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

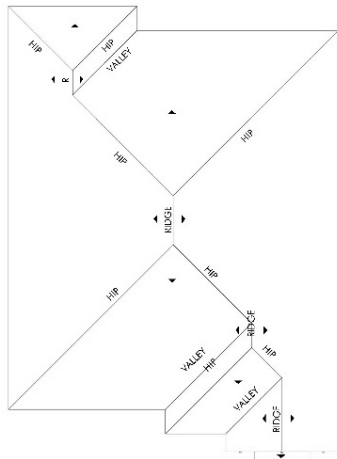


PERSPECTIV



**Exhibit B8—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 2 MONTEREY RANCH**

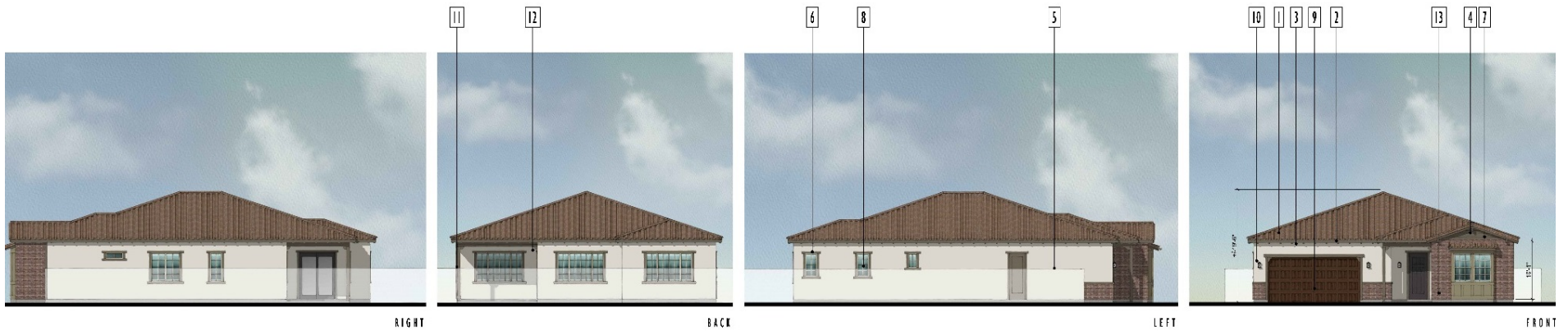
- ☐ WOOD RAFTER TAILS
- ☐ WOOD OR COMPOSITE OUTLOOKER
- ☐ STUCCO FINISH
- ☐ STUCCO FINISH TRIM ON STUCCO
- ☐ CEMENTITIOUS LAP SIDING
- ☐ VINYL WINDOW SYSTEM
- ☐ METAL SECTIONAL GARAGE DOOR
- ☐ DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- ☐ WOOD POST
- ☐ WOOD CORBEL
- ☐ BRICK VENEER WHERE SHOWN
- ☐ DECORATIVE SHUTTERS WHERE SHOWN
- ☐ STUCCO FINISH RECESS WITH METAL DETAIL
- ☐ STUCCO FINISH CORBEL TYP.
- ☐ WOOD RAILING
- ☐ WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 12" RAKE



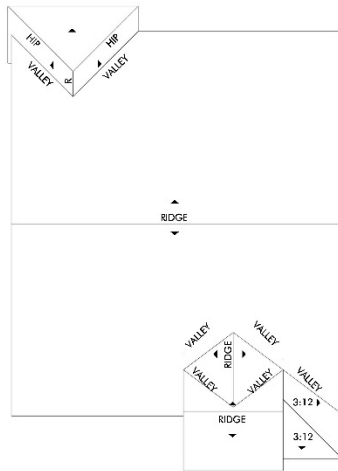
PERSPECTIVE





**Exhibit B8—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 2 TUSCANY**

- 1 STUCCO FINISH RECESS WITH METAL DETAIL
- 2 STUCCO FINISH
- 3 STUCCO FINISH TRIM ON STUCCO
- 4 STUCCO FINISH WAINSCOT
- 5 VINYL WINDOW SYSTEM
- 6 METAL SECTIONAL GARAGE DOOR
- 7 DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 8 STONE VENEER WHERE SHOWN
- 9 DECORATIVE COMPOSITE TRIM SURROUND
- 10 DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- 11 GABLE END VENT
- 12 DECORATIVE TILE WHERE SHOWN
- 13 STUCCO FINISH CORBEL
- 14 SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- 15 STUCCO FINISH TRIM AND CORBELS
- 16 WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.
- 17 STUCCO FINISH CORNICE



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



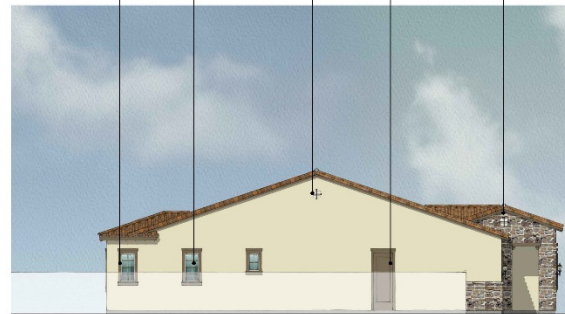
PERSPECTIVE



RIGHT



BACK

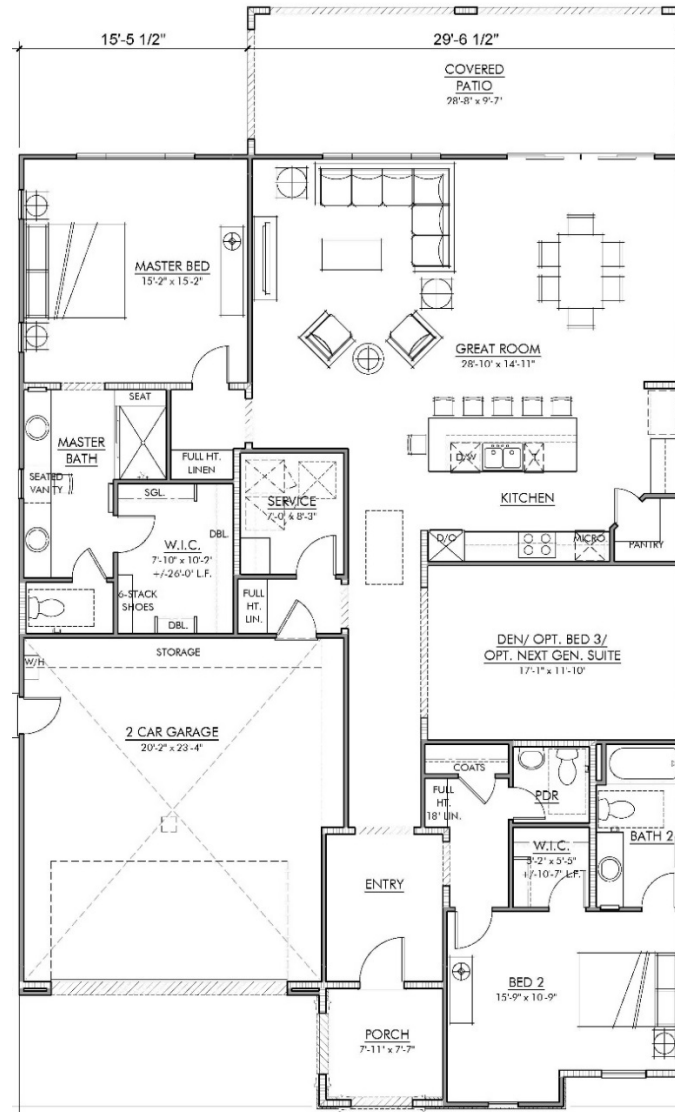


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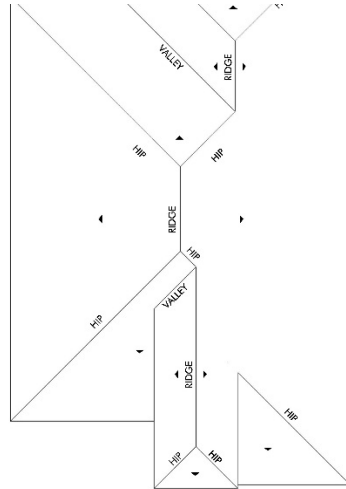
FRONT

**Exhibit B9—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 3**



**Exhibit B9—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 3 SPANISH COLONIAL**

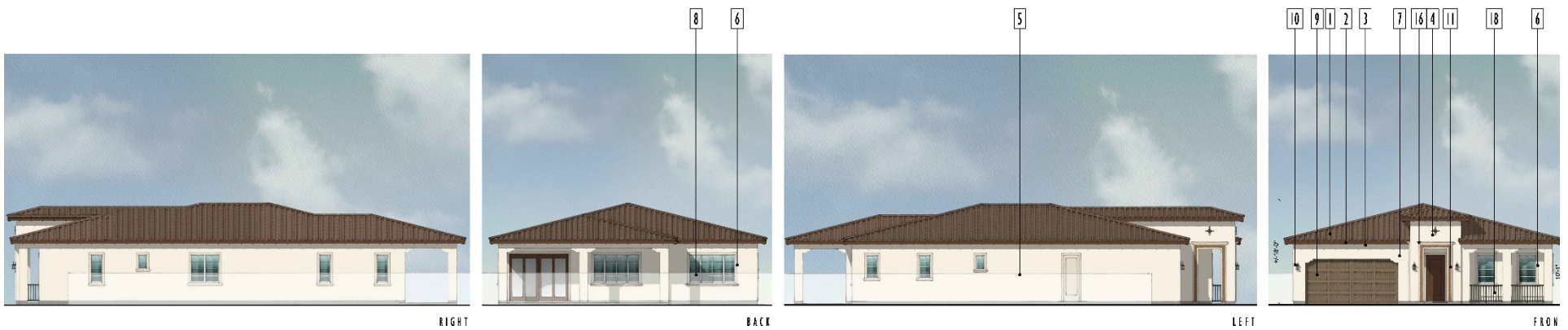
- 3] WOOD RAFTER TAILS
- 4] DECORATIVE TILE RECESS WITH METAL GABLE END DETAIL
- 5] STUCCO FINISH
- 6] STUCCO FINISH TRIM ON STUCCO
- 7] STUCCO FINISH CORBEL
- 8] VINYL WINDOW SYSTEM
- 9] METAL SECTIONAL GARAGE DOOR
- 10] DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 11] DECORATIVE TILE RECESS SURROUND
- 2] SHELF WITH TILE CAP
- 3] DECORATIVE METAL DETAIL
- 4] DECORATIVE FINIAL
- 5] GABLE END VENT
- 6] SMOOTH TROWEL STUCCO FINISH AT PORCH FEATURE
- 7] TILE CAP AT LOW WALL
- 8] METAL RAILING



ROOF PLAN  
 3:12 PITCH U.N.O.  
 18" EAVE, TIGHT RAKE

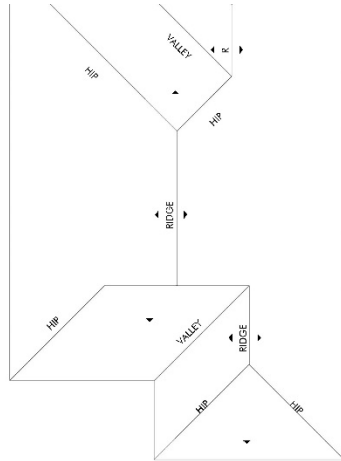


PERSPECTIVE



**Exhibit B9—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 3 MONTEREY RANCH**

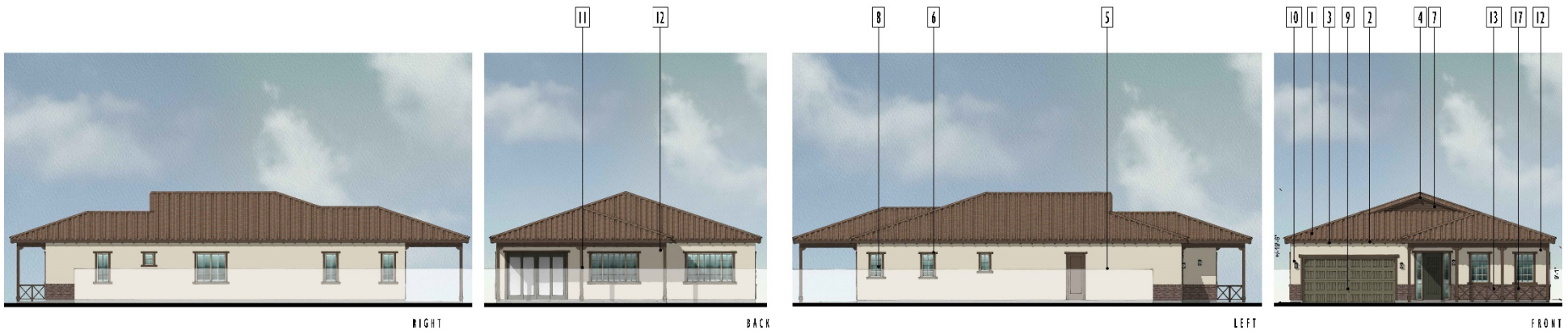
- 4 WOOD OR COMPOSITE OUTLOOKER
- 5 STUCCO FINISH
- 6 STUCCO FINISH TRIM ON STUCCO
- 7 CEMENTITIOUS LAP SIDING
- 8 VINYL WINDOW SYSTEM
- 9 METAL SECTIONAL GARAGE DOOR
- 10 DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 11 WOOD POST
- 12 WOOD CORBEL
- 13 BRICK VENEER WHERE SHOWN
- 14 DECORATIVE SHUTTERS WHERE SHOWN
- 15 STUCCO FINISH RECESS WITH METAL DETAIL
- 16 STUCCO FINISH CORBEL TYP.
- 17 WOOD RAILING
- 18 WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.



ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 12" RAKE

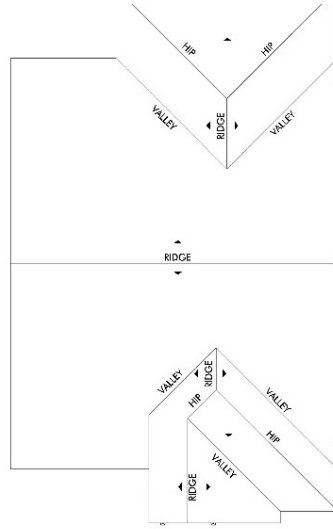


PERSPECTIVE



**Exhibit B9—FLOOR PLANS AND ELEVATIONS – 55'-WIDE LOT CONVENTIONAL PLAN 3 TUSCANY**

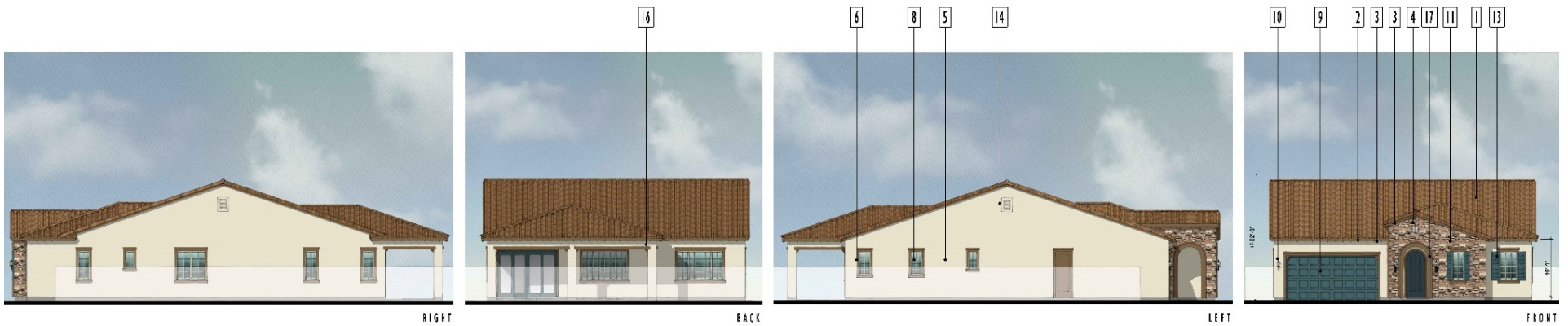
- 6] WOOD FINISH BURNED
- 3] WOOD RAFTER TAILS
- 4] STUCCO FINISH RECESS WITH METAL DETAIL
- 5] STUCCO FINISH
- 6] STUCCO FINISH TRIM ON STUCCO
- 7] STUCCO FINISH WAINSCOT
- 8] VINYL WINDOW SYSTEM
- 9] METAL SECTIONAL GARAGE DOOR
- 0] DECORATIVE DOWNWARD DIRECTED LIGHT FIXTURE
- 1] STONE VENEER WHERE SHOWN
- 2] DECORATIVE COMPOSITE TRIM SURROUND
- 3] DECORATIVE WOOD & COMPOSITE SHUTTERS WHERE SHOWN
- 4] GABLE END VENT
- 5] DECORATIVE TILE WHERE SHOWN
- 6] STUCCO FINISH CORBEL
- 7] SMOOTH TROWEL STUCCO FINISH AT ENTRY PORCH FEATURE
- 8] STUCCO FINISH TRIM AND CORBELS
- 9] WOOD LOOK TRIM AND CORBELS AT MAIN ENTRY PORCH FEATURES TYP.
- 0] STUCCO FINISH CORNICE



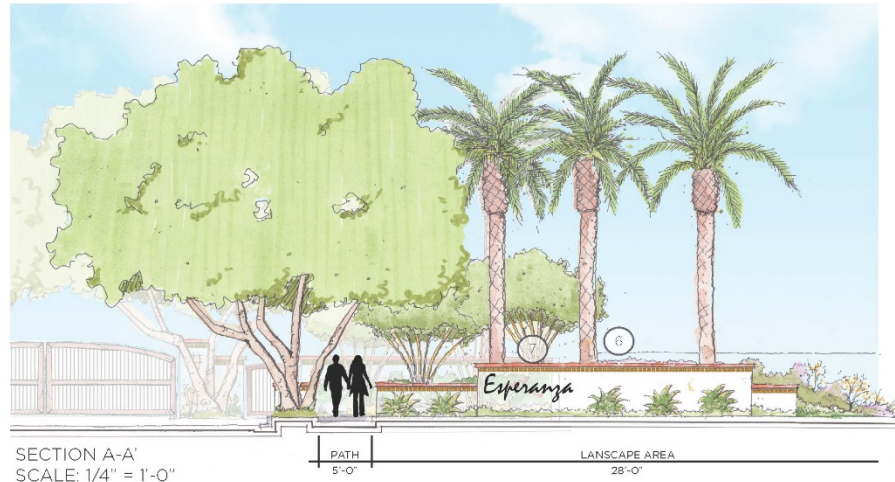
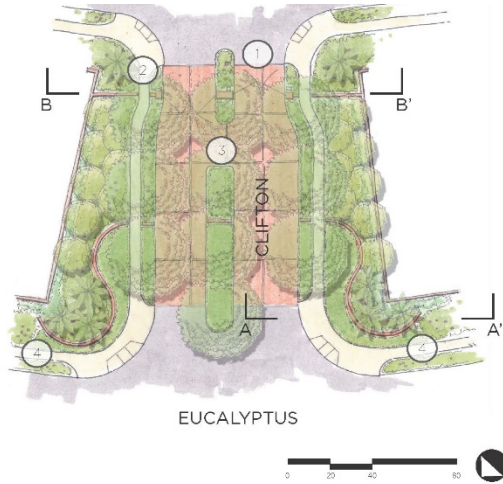
ROOF PLAN  
 4:12 PITCH U.N.O.  
 12" EAVE, 6" RAKE



PERSPECTIVE



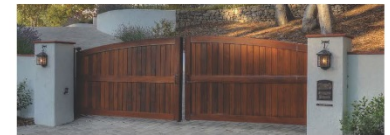
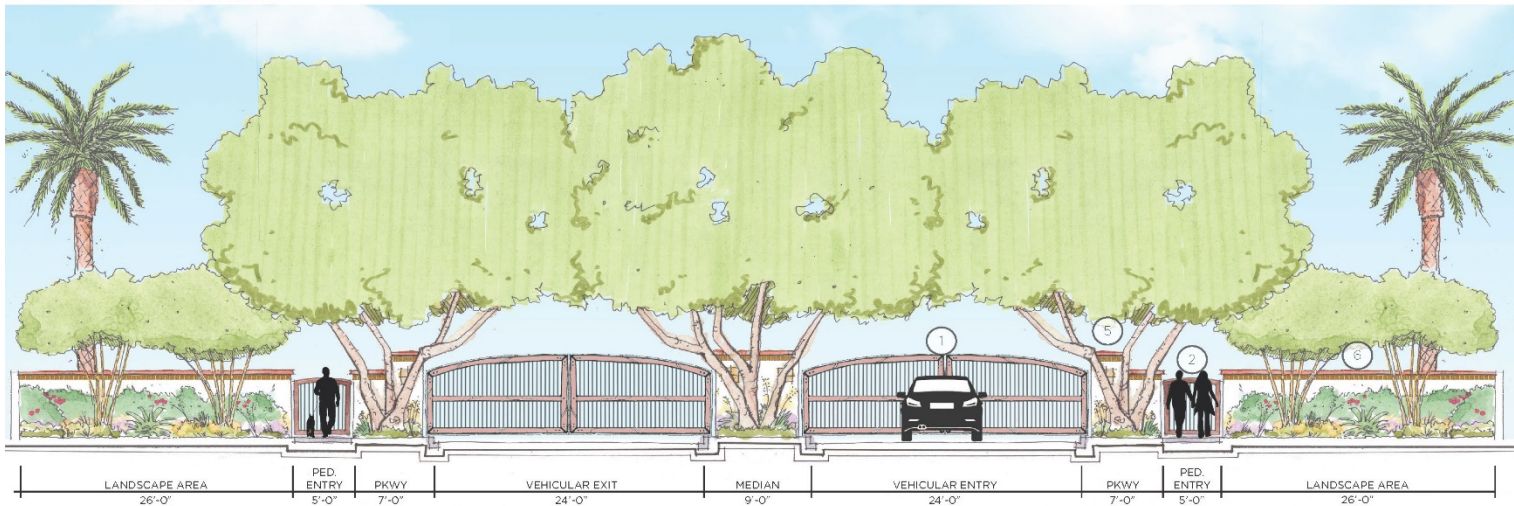
**Exhibit C — CONCEPTUAL ENTRY GATE RENDERINGS**



**LEGEND**

- ① VEHICULAR GATE
- ② PEDESTRIAN GATE
- ③ TURN AROUND
- ④ PERIMETER PATH
- ⑤ SMOOTH STUCCO PILASTER
- ⑥ SMOOTH STUCCO WALL
- ⑦ NEIGHBORHOOD ENTRY SIGN

**TYPICAL NEIGHBORHOOD ENTRY**



**Exhibit D—CLUBHOUSE/RECREATION CENTER SITE PLAN**



**Exhibit D—CLUBHOUSE/RECREATION CENTER RENDERINGS**





***Exhibit D—CLUBHOUSE/RECREATION CENTER RENDERING***



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-026, A DEVELOPMENT PLAN TO CONSTRUCT 464 SINGLE-FAMILY HOMES (138 4/6-PACK COURTYARD HOMES AND 326 CONVENTIONAL SINGLE-FAMILY HOMES) WITHIN AN AGE-QUALIFIED MASTER PLANNED AND GATED COMMUNITY ON 137.56 ACRES OF LAND LOCATED SOUTH OF EUCALYPTUS AVENUE, BETWEEN HAMNER AVENUE AND MILL CREEK AVENUE, AND NORTH OF BELLEGRAVE AVENUE, WITHIN PLANNING AREA 5 (RD-5 4/6-PACK COURTYARD), PLANNING AREA 6 (RD-4/SFD COTTAGES), AND PLANNING AREAS 7 THRU 9 (RD-1 AND RD-2/SFD 50- AND 55-FOOT WIDE LOTS) OF THE ESPERANZA SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0218-252-17, 0218-332-11, 0218-722-04, 0218-722-05, 0218-722-06, AND 0218-722-07.

WHEREAS, Lennar Homes of California, Inc. ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-026, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 137.56 acres of land generally located south of Eucalyptus Avenue, between Hamner Avenue and Mill Creek Avenue, and north of Bellegrave Avenue, within Planning Area 5 (RD-5 4/6-Pack Courtyard), Planning Area 6 (RD-4/SFD Cottages), and Planning Areas 7 thru 9 (RD-1 and RD-2/SFD 50- and 55-foot wide lots) of the Esperanza Specific Plan, and is presently rough graded; and

WHEREAS, properties to the north of the project site are within Planning Area 4 (RD-6 6/8-Pack Courtyard), Planning Area 10 (RD-3 SFD 2-Pack) and Planning Area 11 (School) of the Esperanza Specific Plan and is currently vacant. The properties to the east and south are within the City of Eastvale and are developed with a business park (east) and single-family dwellings (south). The property to the west of the project site is within the Specific Plan/Agriculture (SP/AG) zoning district and is currently vacant; and

WHEREAS, on February 27, 2007, the Planning Commission approved the related Tentative Tract Maps 17935 and 17936 (File Nos. PMTT06-013 and PMTT06-014) to subdivide 27.96 acres of land into 154 numbered residential lots and 11 lettered lots for public streets, landscape neighborhood edges and common open space purposes. The proposed parcels range in size from 2,640 square feet to 11,959 square feet. The average lot size is 3,819 square feet; and

WHEREAS, on March 27, 2007, the Planning Commission approved the related Tentative Tract Maps 17932 and 17933 (File Nos. PMTT06-004 and PMTT06-005) to subdivide 41.06 acres of land into 189 numbered residential lots and 4 lettered lots for

public streets, landscape neighborhood edges and common open space purposes. The proposed parcels range in size from 4,050 square feet to 9,803 square feet. The average lot size is 6,004 square feet; and

WHEREAS, on June 24, 2014, the Planning Commission approved the related Tentative Tract Map 18878 (File No. PMTT13-006) to subdivide 18.69 acres of land into 135 numbered residential lots and 27 lettered lots for streets, landscape neighborhood edges and common open space purposes. The lots range in size from 3,108 square feet to 9,081 square feet, with an average lot size of 3,955 square feet; and

WHEREAS, on September 17, 2018, the Development Advisory Board approved a related Development Plan (File No. PDEV18-015) to construct an 8,869-square foot clubhouse/recreation center on 2.29 acres of land. The clubhouse/recreation center will include a fitness and movement studio, two clubrooms, two gathering areas, men's and women's locker and shower rooms, a veranda, kitchen and buffet area, bocce ball courts, pickle ball courts and a pool and spa; and

WHEREAS, the Development Plan proposes to construct 464 single-family homes (138 4/6-Pack Courtyard Homes and 326 Conventional Single-Family Homes) within an age-qualified master planned and gated community. The development meets the Development Standards of the RD-5 4/6-Pack Courtyard, RD-4/SFD Cottages, and RD-1 and RD-2/SFD 50- and 55-foot wide lots of the Esperanza Specific Plan; and

WHEREAS, three floor plans are proposed with three architectural styles (Spanish Colonial, Monterey Ranch and Tuscan) per plan for the 4/6-Pack Cluster, 50-foot and 55-foot wide single-family conventional homes; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the Esperanza Specific Plan (File No. PSP05-002), for which an Environmental Impact Report (SCH#: 2002061047) was certified by the City Council on February 6, 2007, and this Application introduces no new significant environmental impacts; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and act on the subject Application; and

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

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

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

WHEREAS, on February 20, 2019, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB19-001, recommending the Planning Commission approve the Application; and

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the decision-making authority for the Project, the Planning Commission has reviewed and considered Environmental Impact Report (SCH#: 2002061047) Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with the Esperanza Specific Plan Environmental Impact Report, certified by the City of Ontario City Council on February 6, 2007, in conjunction with File No. PSP05-002.

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

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

(4) The previous Certified EIR reflects the independent judgment of the Planning Commission; and

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

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

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

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

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

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

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

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

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

**SECTION 3: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (500) and density (5.36 DU/AC) specified within the Esperanza Specific Plan. Per the Available Land Inventory, the Esperanza Specific Plan is required to provide 1,410 dwelling units with an overall density of 5-21 DU/AC.

**SECTION 4: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

**SECTION 5: *Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing,

and upon the specific findings set forth in Section 1 through 4, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Low Density Residential land use district of the Policy Plan Land Use Map, and the Esperanza Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The Development Plan has been required to comply with all provisions of the Esperanza Specific Plan. Future neighborhoods within the Esperanza Specific Plan and surrounding area will provide for diverse housing and highly amenitized neighborhoods that will be compatible in design, scale and massing to the proposed development.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the Esperanza Specific Plan, including standards relative to the particular land use proposed (single-family residential), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Esperanza Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Esperanza Specific Plan. Additionally, the environmental impacts of this project were previously reviewed in conjunction with the Esperanza Specific Plan Environmental Impact Report (SCH#2002061047). This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed

for consistency with the general development standards and guidelines of the Esperanza Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (single-family residential homes). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Esperanza Specific Plan.

**SECTION 6: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 7: *Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

**SECTION 8: *Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

**SECTION 9: *Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26<sup>th</sup> day of February 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary to the Planning Commission

Planning Commission Resolution  
File No. PDEV18-026  
February 26, 2019  
Page 9

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV18-026  
Departmental Conditions of Approval**

*(Departmental conditions of approval follow this page)*



City of Ontario  
Planning Department  
303 East B Street  
Ontario, California 91764  
Phone: 909.395.2036  
Fax: 909.395.2420

**Planning Department**  
**Land Development Division**  
**Conditions of Approval**

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**Meeting Date:** February 20, 2019  
**File No:** PDEV18-026  
**Related Files:** PMTT06-004, PMTT06-005, PMTT06-013, PMTT06-014, PMTT13-006 and PDEV18-015

**Project Description:** A Development Plan (File No. PDEV18-026) to construct 464 single-family homes (138 4/6-Pack Courtyard Homes and 326 Conventional Single-Family Homes) within an age-qualified master planned gated community on 137.56 acres of land located south of Eucalyptus Avenue between Hamner Avenue and Mill Creek Avenue and north of Bellegrave Avenue, within Planning Area 5 (RD-5 4/6-Pack Courtyard), Planning Area 6 (RD-4/SFD Cottages), Planning Areas 7 thru 9 (RD-1 and RD-2/SFD 50' and 55' wide lots) districts of the Esperanza Specific Plan. (APNs: 0218-252-17, 0218-332-11, 0218-722-04, 0218-722-05, 0218-722-06 and 0218-722-07) **submitted by Lennar Homes of California, Inc.**

**Prepared By:** Henry K. Noh, Senior Planner  
Phone: 909.395.2429 (direct)  
Email: hnoh@ontarioca.gov

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The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

**1.0 Standard Conditions of Approval.** The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

**2.0 Special Conditions of Approval.** In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

**2.1 Time Limits.**

(a) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

**2.2 General Requirements.** The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

**2.3** Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Landscape Planning Division.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

**2.4** Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**2.5** Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

**2.6** Site Lighting.

(a) Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

**2.7** Mechanical and Rooftop Equipment.

(a) All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

**2.8** Security Standards. The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.9** Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noised levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

**2.10** Disclosure Statements.

(a) A copy of the Public Report from the Department of Real Estate, prepared for the subdivision pursuant to Business and Professions Code Section 11000 et seq., shall be provided to each prospective buyer of the residential units and shall include a statement to the effect that:

(i) This tract is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) Some of the property adjacent to this tract is zoned for agricultural uses and there could be fly, odor, or related problems due to the proximity of animals.

(iii) The area south of Riverside Drive lies within the San Bernardino County Agricultural Preserve. Dairies currently existing in that area are likely to remain for the foreseeable future.

(iv) This tract is part of a Landscape Maintenance District. The homeowner(s) will be assessed through their property taxes for the continuing maintenance of the district.

#### 2.11 Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with the Esperanza Specific Plan (File No. PSP05-002), for which an Environmental Impact Report (SCH#: 2002061047) was certified by the City Council on February 6, 2007. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed.

(b) If human remains are found during project grading/excavation/construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and Native American consultation has been completed (if deemed applicable).

(c) If any archeological or paleontological resources are found during project grading/excavation/construction, the area shall not be disturbed until the significance of the resource is determined. If determined to be significant, the resource shall be recovered by a qualified archeologist or paleontologist consistent with current standards and guidelines, or other appropriate measures implemented.

2.12 Indemnification. The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

#### 2.13 Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act (CEQA). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

(b) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

#### 2.14 Additional Requirements.

(a) Off-Site Subdivision Signs.

The City Council has authorized the Baldy View Chapter of the Building Industry Association to manage a standardized off-site directional sign program on a non-profit basis. The program uses uniform sign structures and individual identification and directional signs for residential development. **No other off-site signing is authorized.** (For additional information, contact the Baldy View Chapter BIA at (909) 945-1884.

(b) The applicant shall contact the Ontario Post Office to determine the size and location of mailboxes for this project. The location of the mailboxes shall be submitted to the Planning Department for review and approval prior to the issuance of building permits.

(c) The applicant (Developer) shall be responsible for providing fiber to each home per City requirements and standards.

(d) Dairy Separation Requirement for Residential Development.

The following separation requirements from existing dairies/feed lots shall apply to new residential development or structures used for public assembly purposes from existing dairies/feed lots.

A minimum 100' separation shall be required between a new residential, commercial or industrial development or structure used for public assembly and an existing animal feed trough, corral/pen or an existing dairy/feed lot including manure stockpiles and related wastewater detention basins. The 100-foot separation requirement may be satisfied by an off-site easement acceptable to the Planning Director with adjacent properties, submitted with the initial final map and recorded prior to or concurrent with the final map.

(e) Prior to the issuance of the 70<sup>th</sup> home certificate of occupancy within TT 18878, the Open Space Lot U (Clubhouse/Recreation Facility) shall be fully constructed.

(f) Prior to the issuance of the 106<sup>th</sup> home certificate of occupancy within TT 17936 and TT 17932, the Open Space Lots B and I (Pocket Parks) shall be fully constructed.

(g) The gated vehicular entryways shall be constructed with enhanced pavement and shall be reviewed and approved by the Planning Department prior to the issuance of grading permits.

(h) All 4/6-Pack Cluster private lanes shall be constructed with enhanced pavement and shall be reviewed and approved by the Planning Department prior to the issuance of grading permits.

(i) Prior to the issuance of the 232<sup>nd</sup> home certificate of occupancy within the development, the City Gateway Monument and the two Primary Community Monument signs shall be fully constructed.

(j) Prior to the issuance of the 232<sup>nd</sup> home certificate of occupancy within the development, the applicant shall construct decorative tubular steel fencing and gates along the Chino Basin Desalter Authority property frontages along Bellegrave Avenue.

(k) All applicable conditions of approval of Development Agreement (File No. PDA06-002) shall apply to this development.

(l) All applicable conditions of approval of the Esperanza Specific Plan shall apply to this development.

**(m)** All applicable conditions of approval of the "A" Maps TT 18380 and 20233 and "B" Maps 17935 and 17936 (File Nos. PMTT06-013 and PMTT06-014), 17932 and 17933 (File Nos. PMTT06-004 and PMTT06-005), and 18878 (File No. PMTT13-006) shall apply to this development plan.





City of Ontario  
 Planning Department  
 303 East B Street  
 Ontario, California 91764  
 Phone: 909.395.2036  
 Fax: 909.395.2420

**Table 1: GHG Reduction Measures Screening Table for Residential Development**

*ESPERANZA - PDEV18-026*

Feature	Description	Assigned Point Values	Project Point Values
<b>Reduction Measure PS E1: Residential Energy Efficiency</b>			
<b>Building Envelope</b>			
Insulation	2008 Baseline (walls: R-13; roof/attic: R-30)	0	
	Modestly Enhanced Insulation (walls: R-13; roof/attic: R-38)	12	12
	Enhanced Insulation (rigid wall insulation: R-13; roof/attic: R-38)	15	
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher, roof/attic R-38 or higher)	18	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC))	0	
	Modestly Enhanced Window Insulation {0.4 U-Factor, 0.32 SHGC}	6	
	Enhanced Window Insulation {0.32 U-Factor, 0.25 SHGC}	7	7
	Greatly Enhanced Window Insulation {0.28 or less U-Factor, 0.22 or less SHGC}	9	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	10	10
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	12	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	14	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (Q11 or equivalent)	10	10
	Blower Door HERS Verified Envelope Leakage or equivalent	8	
Thermal Storage of Building	Thermal storage Is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		
	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	2	
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4	
Heating/Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0	
	Modest Duct insulation (R-6)	7	
	Enhanced Duct Insulation (R-8)	8	8
	Distribution loss reduction with inspection (HERS Verified Duct leakage or equivalent)	12	12
Space Heating/Cooling Equipment	2008 Minimum HVAC Efficiency (SEER 13/60% AFUE or 7.7 HSPF}	0	
	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	4	4
	High Efficiency HVAC (SEER 15/72% AFUE or 8.5 HSPF)	7	
	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	9	

**Table 1: GHG Reduction Measures Screening Table for Residential Development**

Feature	Description	Assigned Point Values	Project Point Values
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0	
	Improved Efficiency Water Heater (0.675 Energy Factor)	12	
	High Efficiency Water Heater (0.72 Energy Factor)	15	
	Very High Efficiency Water Heater (0.92 Energy factor)	18	18
	Solar Pre-heat System (0.2 Net Solar Fraction)	4	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day, reducing the need for artificial lighting during daylight hours:		
	<ul style="list-style-type: none"> <li>All peripheral rooms within the living space have at least one window (required)</li> </ul>	0	
	<ul style="list-style-type: none"> <li>All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)</li> </ul>	1	
	<ul style="list-style-type: none"> <li>All rooms daylighted</li> </ul>	2	
Artificial Lighting	2008 Minimum (required)	0	
	Efficient lights (25% of In-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15 to 40 watt fixtures, 60 lumens/watt for fixtures >40watt)	8	
	High Efficiency lights (50% of in-unit fixtures are high efficacy)	10	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	12	12
Appliances	Energy Star Refrigerator (new)	1	
	Energy Star Dish Washer (new)	1	
	Energy Star Washing Machine (new)	1	
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.	5	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st*	4	
Energy Star Homes	EPA Energy Star for Homes (version 3 or above)	25	
Independent Energy Efficiency Calculations	Provide point values based upon energy efficiency modeling of the Project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Other	This allows innovation by the applicant to provide design features that Increases the energy efficiency of the project not provided In the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Residential Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing residential dwelling units to further the point value of their project. Retrofitting existing residential dwelling units within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants to participate in this program will be evaluated based upon, but not limited to, the following;	TBD	
	<ul style="list-style-type: none"> <li>Will the energy efficiency retrofit project benefit low income or disadvantaged residents?</li> </ul>		

**Table 1: GHG Reduction Measures Screening Table for Residential Development**

Feature	Description	Assigned Point Values	Project Point Values
	<ul style="list-style-type: none"> <li>Does the energy efficiency retrofit project fit within the overall assumptions in reduction measures associated with existing residential retrofits?</li> </ul>		
	<ul style="list-style-type: none"> <li>Does the energy efficiency retrofit project provide co-benefits important to the City?</li> </ul>		
	<ul style="list-style-type: none"> <li>Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.</li> </ul>		
<b>Reduction Measure PS E2: Residential Renewable Energy Generation</b>			
Photovoltaic	Solar Photovoltaic panels installed on individual homes or in collective neighborhood arrangements, such that the total power provided augments:		
	<ul style="list-style-type: none"> <li>Solar Ready Homes (sturdy roof and solar ready service panel)</li> </ul>	2	
	<ul style="list-style-type: none"> <li>10% of the power needs of the project</li> </ul>	10	10
	<ul style="list-style-type: none"> <li>20% of the power needs of the project</li> </ul>	15	
	<ul style="list-style-type: none"> <li>30% of the power needs of the project</li> </ul>	20	
	<ul style="list-style-type: none"> <li>40% of the power needs of the project</li> </ul>	28	
	<ul style="list-style-type: none"> <li>50% of the power needs of the project</li> </ul>	35	
	<ul style="list-style-type: none"> <li>60% of the power needs of the project</li> </ul>	38	
	<ul style="list-style-type: none"> <li>70% of the power needs of the project</li> </ul>	42	
	<ul style="list-style-type: none"> <li>80% of the power needs of the project</li> </ul>	46	
	<ul style="list-style-type: none"> <li>90% of the power needs of the project</li> </ul>	52	
	<ul style="list-style-type: none"> <li>100% of the power needs of the project</li> </ul>	58	
Wind Turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the area's capability to support wind turbines should be evaluated prior to choosing this feature.		
	Individual wind turbines at homes or collective neighborhood arrangements of wind turbines such that the total power provided augments:		
	<ul style="list-style-type: none"> <li>10% of the power needs of the project</li> </ul>	10	
	<ul style="list-style-type: none"> <li>20% of the power needs of the project</li> </ul>	15	
	<ul style="list-style-type: none"> <li>30% of the power needs of the project</li> </ul>	20	
	<ul style="list-style-type: none"> <li>40% of the power needs of the project</li> </ul>	28	
	<ul style="list-style-type: none"> <li>50% of the power needs of the project</li> </ul>	35	
	<ul style="list-style-type: none"> <li>60% of the power needs of the project</li> </ul>	38	
	<ul style="list-style-type: none"> <li>70% of the power needs of the project</li> </ul>	42	
	<ul style="list-style-type: none"> <li>80% of the power needs of the project</li> </ul>	46	
	<ul style="list-style-type: none"> <li>90% of the power needs of the project</li> </ul>	52	
<ul style="list-style-type: none"> <li>100% of the power needs of the project</li> </ul>	58		
Off-Site Renewable Energy Project	The applicant may submit a proposal to supply an off-site renewable energy project, such as renewable energy retrofits of existing homes that will help implement renewable energy within the City. These off-site renewable energy retrofit project proposals will be determined on a case by case basis, and must be accompanied by a detailed plan that documents the quantity of renewable energy the proposal will generate. Point values will be determined, based upon the energy generated by the proposal.	TBD	

**Table 1: GHG Reduction Measures Screening Table for Residential Development**

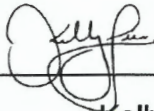
Feature	Description	Assigned Point Values	Project Point Values
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy, and the point values allowed, will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
<b>Reduction Measure PS W1: Residential Water Conservation</b>			
<b>Irrigation and Landscaping</b>			
Water Efficient Landscaping	Limit conventional turf to < 50% of required landscape area	0	
	limit conventional turf to < 25% of required landscape area	4	
	No conventional turf (warm season turf to < 50% of required landscape area and/or low water using plants are allowed)	6	<b>6</b>
	Only California Native Plants that requires no irrigation or some supplemental Irrigation	8	
Water Efficient Irrigation Systems	Low precipitation spray heads < .75"/hour, or drip irrigation	2	<b>2</b>
	Weather based Irrigation control systems or moisture sensors (demonstrate systems 20% reduced water use)	3	<b>3</b>
Recycled Water	Recycled connections (purple pipe) to irrigation system on site	6	<b>6</b>
Water Reuse	Gray water Reuse System collects Gray water from clothes washers, showers and faucets for Irrigation use,	12	
Storm Water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	
<b>Potable Water</b>			
Showers	Water Efficient Showerheads (2.0 gpm)	3	
Toilets	Water Efficient Toilets (1.5 gpm)	3	
Faucets	Water Efficient faucets (1.28 gpm)	3	
Dishwasher	Water Efficient Dishwasher (6 gallons per cycle or less)	1	
Washing Machine	Water Efficient Washing Machine (Water factor < 5.5)	1	
WaterSense	EPA WaterSense Certification	12	
<b>Reduction Measure PS T1: Land Use Based Trips and VMT Reduction</b>			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon a Transportation Impact Analysis (TIA) demonstrating trip reductions and/or reductions in vehicle miles traveled. Suggested ranges:	TBD	
	▪ Diversity of land uses complementing each other (2-28 points)		
	▪ Increased destination accessibility other than transit ( 1-18 points)		
	▪ Increased transit accessibility (1-25 points)		
	▪ Infill location that reduces vehicle trips or VMT beyond the measures described above (points TBD based on traffic data).		
Residential Near Local Retail	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled.	TBD	

**Table 1: GHG Reduction Measures Screening Table for Residential Development**

Feature	Description	Assigned Point Values	Project Point Values
(residential only projects)	The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT)		
Other Trip Reduction Measures	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
<b>Reduction Measure PS T2: Bicycle Master Plan</b>			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways.	TBD	
	Provide bicycle paths within project boundaries.	TBD	
	Provide bicycle path linkages between residential and other land uses.	2	
	Provide bicycle path linkages between residential and transit.	5	
<b>Reduction Measure PS T3: Neighborhood Electric Vehicle Infrastructure</b>			
Electric Vehicle Recharging	Provide circuit and capacity in garages of residential units for use by an electric vehicle. Charging stations are for on-road electric vehicles legally able to drive on all roadways including Interstate Highways and freeways	1	1
	Install electric vehicle charging stations in the garages of residential units	8	
<b>Total Points Earned by Residential Project:</b>			<b>121</b>

**CERTIFICATION**

I, the undersigned, hereby certify that the statements and information provided in this **GHG Reduction Measures Screening Table**, and in any attached exhibits, present the data and information required for this application to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Date: 2/12/2019 Signature:  (Title 24 Consultant)  
 Name (print or type): Kelly Lieu



# CITY OF ONTARIO MEMORANDUM

## ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development and Environmental], Traffic/Transportation Division, Ontario Municipal Utilities Company, IT Department and Management Services Department)

**DATE:** February 12, 2019

**DAB MEETING DATE:** February 20, 2019

**PROJECT ENGINEER:** Miguel Sotomayor, Associate Engineer MS  
909-395-2108

**PROJECT PLANNER:** Henry Noh, Senior Planner  
909-395-2429

**PROJECT:** PDEV18-026 - A Development Plan to construct 464 age-qualified detached single family dwellings on approximately 137.56 acres of land within, Esperanza Specific Plan (APN: 0218-332-11, 0218-332-12 and 0218-252-17)

**APPLICANT:** Lennar Homes of CA, Inc.

**LOCATION:** SEC of Eucalyptus Avenue and Mill Creek Avenue

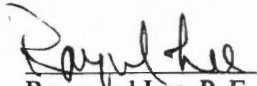
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This project shall comply with the requirements set forth in the General Standard Conditions of Approval adopted by the City Council (Resolution No. 2017-027) and the Project Specific Conditions of Approval specified herein. The Applicant shall be responsible for the completion of all conditions prior to issuance of permits and/or occupancy clearance.

1. All the required improvements for this tract shall be subject to completion of the required public improvements including public utilities beyond the tract limits as specified in Esperanza Specific Plan, the Development Agreement and the Conditions of Approval for TM-17932, 17933, 17935, 17936 and 18878.
2. The applicant/developer shall submit a Water Quality Management Plan (WQMP) for TM-18878. This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbcounty.gov/dpw/land/npdes.asp>.



3. The applicant/developer shall dedicate a public utility easement on the alleys with public utilities (easement shall be dedicated on the applicable B-Maps). Show on site plan.
4. The applicant/developer shall provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents) prior to final subdivision map approval.
5. The applicant/developer shall provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability) prior to final subdivision map approval.
6. The applicant/developer shall design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet handhole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet handhole.
7. Pay all Development Impact Fees (DIF) to the Building Department prior to building permit issuance.
8. The applicant/developer shall provide documentation of ground water well abandonment prior to approval of the Precise Grading Plans.
9. RW Program Requirements: In order to receive RW service, the applicant shall comply with each of the following:
  - a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
    - i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
    - ii. Submit an Engineering Report (ER) to the City detailing recycled water usage for review and approval by the City and the State.
10. Solid Waste Collections: The Developer shall provide the buyers of Lots 86 through 95 an informational disclosure with map exhibit showing the designated can placement locations for collections for these lots, based upon the designated collections locations on the Parking/Trash Analysis, revision 1/15/2019. This informational disclosure with map exhibit shall be submitted with Precise Grading Plan for review and approval of Ontario Municipal Utility Company.
11. Solid Waste Handling Plan (SWHP): Prior to approval of any building permits, the Parking/Trash Analysis submitted on 1/24/2019 shall be revised into a SWHP and be submitted with the Precise Grading Plan for review and approval of Ontario Municipal Utility Company. The SWHP Sheet shall demonstrate compliance with the "Solid Waste Handling Plan Requirements".

  
Raymond Lee, P. E.      2/6/19  
Assistant City Engineer      Date

  
Bryan Litley, P. E.      2/12/19  
Principal Engineer      Date

**CITY OF ONTARIO  
LANDSCAPE PLANNING  
DIVISION**

**303 East "B" Street, Ontario, CA 91764**

**PRELIMINARY PLAN CORRECTIONS**

**Sign Off**

*Carolyn Bell*  
Carolyn Bell, Sr. Landscape Architect

1/23/19  
Date

Reviewer's Name:  
**Carolyn Bell, Sr Landscape Architect**

Phone:  
**(909) 395-2237**

D.A.B. File No.:  
PDEV18-026 Rev 2

Case Planner:  
Henry Noh

Project Name and Location:

Esperanza PA 5 and PA 11 Single Family Homes  
NEC Bellegrave & Hamner TM18878, TM17935, TM17936, TM17932, TM17933

Applicant/Representative:

Lennar Homes of California – Ryan Woosley  
980 Montecito Dr Ste 302  
Corona, CA 92879

- |                                     |   |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <b>A Preliminary Landscape Plan (dated 7/11/18) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.</b> |
| <input type="checkbox"/>            | <b>A Preliminary Landscape Plan (dated ) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>  |

**A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE**

**Civil/ Site Plans**

1. Correct section A-A Millcreek, 21-45' **landscape buffer zone**, to identify this area. Is this an SCE easement? If so, show the SCE trail per the Ontario Ranch Streetscape Master Plan and show the sidewalk and parkway (missing on landscape plan).
2. Correct Section D-D Eucalyptus Ave north side to show the DG 8' multi-purpose trail within the neighborhood edge adjacent to the 5' concrete sidewalk. Change 23' future landscape lot to 18' Neighborhood Edge. Change south side to show 12' ROW and 18' neighborhood edge per the Ontario Ranch Streetscape Master Plan.
3. Change section F-2 and any other section from 2:1 slopes to 3:1 slopes.
4. Show transformers located in planter areas, and set back 5' from paving, **wherever possible to allow for landscape screening.**
5. ~~Show corner homes with a 10' setback at side yards adjacent to street fronts to allow 5' from house to block wall and 5' from block wall to sidewalk.~~
6. Move utilities to the min. setback including light standards, fire hydrants, water and sewer lines to not conflict with required tree locations 8' wide space 30' oc. Coordinate civil plans with landscape plans.
7. Typical lot drainage shall include a catch basin with gravel sump below each before exiting property, if no other water quality infiltration is provided.
8. Note and show on plans: all AC units shall be located in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side shall be added for access.

**Landscape Plans**



9. Revise sidewalk on Mill Creek, Hamner and Bellegrave and Eucalyptus to match civil plans with the Engineering standard parkway and sidewalk, not meandering or trails.
10. Provide detailed concept landscape plans per the Landscape Development Guidelines: call out all construction and landscape materials and preliminary dimensions; provide a plant palette and irrigation notes for each project type (models, clusters, rec building park, pocket park, etc. Revise
11. **Show 5' wide min landscape area between the sidewalk and single family residence side yard wall.** See lots 21, 22, 30, 39 etc. in TM 17933 and all other lots with street front side yards.
12. Locate light standards, fire hydrants, water and sewer lines to not conflict with required tree locations. Show all utilities on the landscape plans.
13. Show parkway landscape and **street trees spaced 30' apart, mulch only 8'x8' at trees**
14. Call out type of proposed irrigation system (dripline and tree stream spray bubblers) and include preliminary MAWA calculation.
15. Show landscape hydrozones to separate low water from moderate water landscape. Moderate water landscape only for north and east exposures. Add WUCOLS designation to legends.
16. Replace invasive, high water using, short lived, high maintenance or poor performing plants: Plants that do not tolerate clay or compacted soils, high alkaline soils, frost or freezes, deciduous shrubs or groundcovers, plants with thorns or spines; plants requiring frequent pruning. Provide a select list of plants for each project type not every plant possible.
17. Show street trees for this project per the Ontario Ranch Streetscape Master Plan for master planned streets.
18. Provide shade trees on the south and west sides of buildings, play areas and seating areas.
19. **Show 8' diameter of mulch only at new trees, 12' min. at existing or large trees in parks.** Keep irrigation dripline outside of mulched root zone.
20. Note for agronomical soil testing. Include report on landscape plans. For phased projects, a new report is required for each phase or a min of every 6 homes in residential developments.
21. Call out all fences and walls, materials proposed and heights.
22. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
23. Residential projects shall include a stub-out for future back yard irrigation systems.
24. **Residential projects shall include a 30" wide solid surface walkway (concrete, pavers, etc.) on at least one side to access the back yard and for trash receptacles.**
25. Show 25% of trees California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
26. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
27. Provide phasing map for multi-phase projects.
28. Revise the vegetable garden to a permanent and maintained usable park space that will be attractive all year and most residents can use. **Include proposed programing and extra maintenance staff planned** for outdoor kitchen/ bar and vegetable garden maintenance. **Reduce size** of DG area and raised vegetable beds and **add hedges for screening when not in season, ornamental** gardens, lawns, and seating areas, play features, and paths. **Add natural play features such as boulders, DG paths, logs (precast) or other natural play components for adults and visiting kids. Design for a small quantity of vegetable plots and provide adjacent lawn area that can be converted to more vegetable garden space if residents are interested and maintenance is successful.**
29. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is

spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree Foundation – Planting Soil Specifications.

30. **After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:**

Plan Check—5 or more acres .....	\$2,326.00
Inspection—Construction (up to 3 inspections per phase) .....	<u>\$278.00</u>
<b>Total.....</b>	<b>\$2,604.00</b>
Inspection—Field – any additional.....	\$83.00

Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Henry Noh, Senior Planner  
Planning Department

**FROM:** Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Fire Department

**DATE:** July 22, 2018

**SUBJECT:** PDEV18-026 - A Development Plan approval to construct 464 age-qualified detached single-family dwellings on approximately 137.56 acres of land located between Mill Creek Avenue and Hamner Avenue, south of Merrill Avenue, and north of Bellgrave Avenue, within the PA5 - PA11 land use district of the Esperanza Specific Plan (APNs: 0218-332-11, 0218-332-12, and 0218-252-17). Related Files: PMTT06-003 (A Map: TM 17749; and B Maps: TM 17935, TM 17936, TM 18878) and PMTT06-056 (A Map: TM 18380; and B Maps: TM 17932, TM 17933)

- 
- The plan **does** adequately address Fire Department requirements at this time.
- Standard Conditions of Approval apply, as stated below.

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### **SITE AND BUILDING FEATURES:**

- A. 2016 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies 1,400 – 1,600 Sq. Ft.
- D. Number of Stories: 1
- E. Total Square Footage: 1,400 – 1,600 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): R

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- ☒ 1.1 The following are the Ontario Fire Department ("Fire Department") requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards ("Standards.") It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov](http://www.ontarioca.gov), click on "Fire Department" and then on "Standards and Forms."
- ☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- ☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.
- ☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.
- ☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.
- ☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- ☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.
- ☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.
- ☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### 3.0 WATER SUPPLY

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### 4.0 FIRE PROTECTION SYSTEMS

- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard Choose an item.. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finished) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

### 5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.

- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- ☒ 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Henry Noh, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** July 23, 2018

**SUBJECT:** PDEV18-026: A DEVELOPMENT PLAN TO CONSTRUCT 464 AGE-QUALIFIED DETACHED HOMES WITHIN THE ESPERANZA SPECIFIC PLAN

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The “Standard Conditions of Approval” contained in Resolution No. 2017-027 apply. The applicant shall read and be thoroughly familiar with these conditions, including but not limited to, the requirements listed below.

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor. Planned landscaping shall not obstruct lighting and light fixtures shall meet the vandal-resistant requirement.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to call Douglas Sorel at (909) 408-1873 regarding any questions or concerns.

**CITY OF ONTARIO**  
**BROADBAND OPERATIONS**  
303 East "B" Street, Ontario, CA 91764

Plan Check Sheet	
Sign Off	
Broadband Operations	8/20/2018

Reviewer's Name: <b>Anna Vaca, Sr. Systems Analyst</b>	Phone: <b>909-395-2349</b>
D.A.B. File No.: <b>PDEV18-026</b>	Plan check #:
Project Name and Location: <b>Development plan approval to construct 464 single family dwellings on approximately 137.56 acres between Mill Creek Ave. &amp; Hamner Ave, south of Merrill Ave and north of Bellgrave Ave.</b>	
Sent to: <b>Henry Noh</b>	
<input type="checkbox"/>	Plan does adequately address the departmental concerns at this time.
<input type="checkbox"/>	Plan does not adequately address the departmental concerns at this time.
<input checked="" type="checkbox"/>	<b>It is recommended that the following conditions be incorporated into the Project's conditions of approval.</b>

CONDITIONS OF APPROVAL – PDEV18-026	
<input checked="" type="checkbox"/>	1. The City of Ontario is developing a fiber-optic telecommunications system throughout the city commonly known as OntarioNet. The fiber-optic telecommunications system is capable of providing advanced Internet/data services to homes and businesses in feasible areas within the city. OntarioNet will provide community related services including: traffic management; online civic services; meter reading; educational services; and a variety of other community services. OntarioNet and the high-speed data services it provides will keep the city on par with the modern workforce and ever changing lifestyles of the people and the community.
<input checked="" type="checkbox"/>	2. Communication systems proposed on-site facilities will be placed underground within a duct and structure system to be installed by the developer, as illustrated in Exhibit A, "Fiber Optics Plan". Maintenance of the installed system will be the responsibility of the City and/or Special District fiber optic entity and not that of the developer, private homeowners association or private homeowners. Development of the project requires the installation by the developer of all fiber optic infrastructure necessary to service the project as a standalone development.
<input checked="" type="checkbox"/>	3. The City requires public utility easement for fiber optics on all private aisles/alley ways.
<input checked="" type="checkbox"/>	4. Trenching, joint trenching, and boring shall be used to install the fiber-optic conduits. Fiber-optic conduit placement will generally be in a joint trench with Street Light conduits or in a separate trench/bore and in the Right-of-Way (ROW) generally placed behind the sidewalk. Resulting conduit placement will be on the north side of street and the east side of street based on the direction of the street. Properly sized handholes shall be placed along the conduit path no greater than 500-feet apart in major streets and no greater than 300-feet apart within in-tract community streets. Handholes shall be strategically placed to allow for efficient entrance into commercial buildings, and residential properties and multi-dwelling units.
<input checked="" type="checkbox"/>	5. Structured Wiring – An integrated structured wiring system (low-voltage wiring) provides infrastructure for today's technology applications and the framework for the future technology advances. Requirements and benefits of a structured wiring system include: <ul style="list-style-type: none"> <li>Residential (single-family and multi-family), commercial and industrial developments shall adhere to the City's Structured Wiring ordinance</li> </ul>



**CONDITIONS OF APPROVAL – PDEV18-026**

		<ul style="list-style-type: none"><li>• Allows for uniform receipt &amp; distribution of technology services</li><li>• Ensures scalability of wiring for future technology advances</li><li>• Provides consistent &amp; identical wiring protocols throughout developments</li><li>• Enables the property infrastructure to interface efficiently with broadband networks for highest bandwidth capacity</li><li>• Adoption of these standards will minimize retrofitting required to ensure new property owners are capable of the latest technologies and services</li></ul>
<input checked="" type="checkbox"/>	6.	Building Entrance (Multi-family) - Design and install fiber optic conduit at a minimum depth of 36 inches. Trenching shall be per City Standard for Commercial Buildings. (1) 2-inch HDPE SDR-11 (Smoothwall) roll pipe (Orange) duct. Install locate/tracer wires minimum 12AWG within conduit bank and fiber warning tape 18-inch above the uppermost duct.
<input checked="" type="checkbox"/>	7.	Multi-family and commercial properties shall terminate conduit in an electrical room adjacent to the wall no less than five inches above the finished floor. A 20" width X length 36" space shall be reserved on the plywood wall for OntarioNet equipment. This space shall be labeled "OntarioNet Only". Ontario Conduit shall be labeled "OntarioNet"
<input checked="" type="checkbox"/>	8.	A minimum 1.5-inch joint use telecommunications conduit with pull-rope from the multi-family or commercial building communal telecom/electrical room/closet to each multi-family or commercial building unit shall be installed. See Structured Wiring Checklist on City's website for additional details.
<input checked="" type="checkbox"/>	9.	A Fiber Optics Improvement Design Plan sheet should be part of the Design Plan submission and should be provided in digital format (PDF) as well, on future revisions

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Henry Noh  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** July 23, 2018  
**SUBJECT:** PDEV18-026

- 
- The plan **does** adequately address the departmental concerns at this time.  
 No comments  
 Report below.

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### Conditions of Approval

1. All water and sewer serving more than one building is to be public, not private.

KS:lm

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-026

Address: NEC Mill Creek Ave & Bellgrave Ave

APN: 0218-332-11, 0218-332-12 & 0218-252-17

Existing Land Use: Single Family Residential

Proposed Land Use: Development Plan to construct 464 Single Family Residential homes

Site Acreage: 137.5 ac Proposed Structure Height: 22 FT

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Henry Noh

Date: 8/1/18

CD No.: 2018-059

PALU No.: n/a

### The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input type="radio"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input type="radio"/> FAA Notification Surfaces	<input type="radio"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="radio"/> 65 - 70 dB CNEL	<input type="radio"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 200 + FT	
<input type="radio"/> Zone 5			

### The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1   
  Zone 2   
  Zone 3   
  Zone 4   
  Zone 5   
  Zone 6

Allowable Height: \_\_\_\_\_

## CONSISTENCY DETERMINATION

This proposed Project is:  Exempt from the ALUCP     Consistent     Consistent with Conditions     Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

See attached condition.

Airport Planner Signature: \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-059  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the Airport Land Use Compatibility Plan (ALUCP) for ONT. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

#### NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.



**PLANNING COMMISSION  
STAFF REPORT**  
February 26, 2019

**FILE NOS.:** PUD17-003, PDEV17-034 & PCUP17-026

**SUBJECT:** A request for approval of certain entitlements to facilitate the development of 2.6 acres of land located at the northwest corner of Holt Boulevard and Grove Avenue, within the MU-2 (East Holt Mixed Use) zoning district including: [1] A Planned Unit Development (File No. PUD17-003) to establish development standards, design guidelines and infrastructure requirements; [2] A Development Plan (File No. PDEV17-034) to construct a phased commercial development composed of a 4,662 square foot commercial car wash (Phase 1) and two multi-tenant retail buildings totaling 9,500 square feet (Phase 2); and [3] A Conditional Use Permit (File No. PCUP17-026) to establish a car wash (APNs: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, and 1048-472-21); **submitted by Elba Inc., City Council action required for PUD only.**

**PROPERTY OWNER:** Elba Inc.

**RECOMMENDED ACTION:** That the Planning Commission: [1] recommend the City Council approve File No. PUD17-003, pursuant to the facts and reasons contained in the staff report and attached resolution; and [2] approve File Nos. PDEV17-034 and PCUP17-026 pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval contained in the attached department reports.

**PROJECT SETTING:** As depicted in Figure 1: Project Location, the project site is comprised of 2.6 acres of land located at the northwest corner of Holt Boulevard and Grove Avenue, within the MU-2 (East Holt Mixed Use) zoning district. The project site encompasses six parcels that will be consolidated into one irregularly shaped parcel.



**Figure 1: Project Site**

Case Planner:	Luis E. Batres
Planning Director Approval:	
Submittal Date:	7-26-17

Hearing Body	Date	Decision	Action
DAB	12-17-18	Approved	Recommend
PC	2-26-19		Recommend (PUD) Final (PDEV & CUP)
CC	3-19-19		Final (PUD)

The site is bordered by residential uses to the north, and vacant land to the west, south and east.

**PROJECT ANALYSIS:**

[1] Background — The Applicant, Elba, Inc., is requesting approval of certain entitlements to facilitate the development of the project site, including:

- A Planned Unit Development (File No. PUD17-003) to establish development standards, design guidelines and infrastructure requirements;
- A Development Plan (File No. PDEV17-034) to construct a phased commercial development composed of a 4,662 square foot commercial car wash (Phase 1) and two multi-tenant retail buildings totaling 9,500 square feet (Phase 2) in area; and
- A Conditional Use Permit (File No. PCUP17-026) to establish a car wash.

On December 17, 2018, the Development Advisory Board (“DAB”) unanimously voted to recommend that the Planning Commission approve the subject Development Plan and Condition Use Permits applications. The DAB’s purview does not extend to the proposed Planned Unit Development.

[2] Planned Unit Development — The Ontario Plan Policy Plan (General Plan) designates the entire project area as mixed-use (East Holt Blvd.). The Ontario Plan describes the East Holt Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The most intensive uses are envisioned along Euclid and Holt Avenues. The Holt Boulevard Mixed Use commercial and residential corridor is also envisioned as an area that transitions to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations (e.g., at major intersections). The densities and intensities of the mixed use designation represented within The Ontario Plan (TOP) are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development.

The Policy Plan specifies that the East Holt Mixed Use Area is to be implemented through the approval of an Area Plan or Planned Unit Development (PUD) prior to the development of properties within the area. In compliance with this requirement, the Applicant has submitted the “Holt Boulevard and Grove Avenue Planned Unit Development” (included as Attachment “A” to the attached resolution), which is consistent with this vision and the goals and policies of the Policy Plan.

The purpose of the PUD is to secure a fuller realization of the Policy Plan than would result from the strict application of present zoning district regulations and to:

- Promote high standards in urban design;

- Encourage the development of exceptionally high quality, mixed-use, while establishing regulations and standards for uses with unique regulatory and design needs; and
- Ensure harmonious relationships with surrounding land uses.

A PUD is comparable to a Specific Plan in that it sets development regulations that are unique to a specific area; however, it is also unlike a Specific Plan in that a PUD is typically intended to apply to a single development project or several interrelated development projects that function together as a single, comprehensive project.

[a] Land Use and Development Regulations — Consistent with the requirements of the MU-2 (East Holt Mixed-Use) zoning district, the “Holt Boulevard and Grove Avenue Planned Unit Development” permits retail and restaurant land uses and conditionally permits car wash land uses. The maximum building height allowed is 35 feet. Required building setbacks are 15 feet (average) from Holt Boulevard and Grove Avenue, and 10 feet from the interior property lines.

[b] Landscaping and Drainage — A conceptual landscape plan is required to be submitted with the Development Plan for construction of the project site. The plan will be required to specify all landscape and hardscape elements for the development plan site and indicate how the improvements will coordinate with the other sites within the PUD. Water conservation will be provided through low water using plant materials, hydro zones, water efficient irrigation and weather based controllers. Landscaped areas may be used for storm water infiltration through vegetated swales, retention basins, or dry wells as needed with the use of appropriate planting materials. Broad canopy shade trees shall be used to reduce heat gain on buildings, paving and parking areas. The plan shall identify all existing trees on site and preserve them where possible. The landscape design shall meet the requirements of the Landscape Development Standards and shall create well-functioning spaces within a sustainable design. Trees along street frontages shall comply with the variety, size, and spacing as directed by the City of Ontario Master Street Tree Plan. A minimum of fifteen (15%) percent of the site shall have landscaping, not including right-of-way or paved areas.

[c] Off-Street Parking and Circulation\Access — Parking, circulation, transit and infrastructure improvements will be provided as follows:

- Parking: Off-street parking is required to be provided on-site, at the rates required by the City of Ontario Development Code. No on-street parking will be allowed on Holt Boulevard or Grove Avenue, in front of the project site.
- Circulation\Access: Vehicular access for the project site is provided at two points, including one 30-foot wide driveway on Grove Avenue, located mid-point along the street frontage, and one 30-foot wide driveway on Holt Boulevard, located at the southwest corner of the site. Pedestrian connections will be provided to each building

from the public street within the PUD site. Additionally, a pedestrian pathway to the Holt/Grove corner is required in order to promote use of a corner patio area.

- Mass Transit: The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard.

- Street Improvements: The City of Ontario, as part of its intersection widening plan, and the developers of the PUD site, will be responsible to improve Holt Boulevard and Grove Avenue to their ultimate widths.

Architecture\Design Guidelines — The architecture design and details, outlined within the PUD, focus on the following elements;

- Building Design
- Roof Form
- Building Entry Design
- Building Arcades and Awnings
- Architectural Styles
- Building Wall/Material Treatments
- Building Base and Top Treatments
- Building Colors

The PUD requires the architectural theme of the project area to be contemporary or modern styles that generally respond to the region's climate including such features as outdoor circulation, outdoor courtyards or plazas, recessed window frames, awnings, arcades, loggias, and trellises. Additionally, buildings are to be oriented toward Holt Boulevard or Grove Avenue, and incorporate entry elements, interesting architecture, enhanced materials, and pedestrian scale, to provide connection between the development and the public street. Building clustering is recommended to help define parking lot areas and encourage walking between buildings.

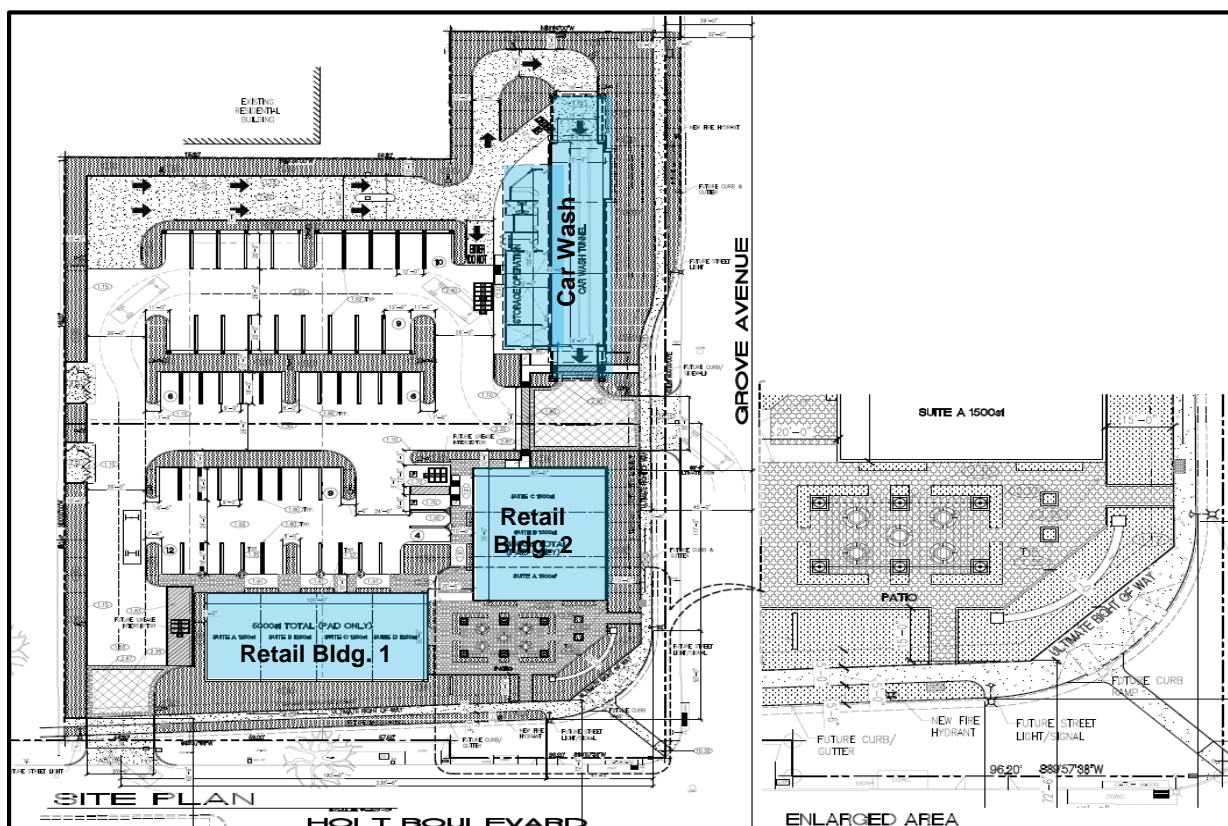
Due to the size and scale of the PUD area, all sides of the buildings will be visible from the public street. As such appropriate massing becomes more important to maintain the human-scale of the development and create a visually pleasing environment. Bay windows, stepped buildings, height changes and setback variations between stores help to break up large buildings as well as indicate entries and store locations to customers. Tower elements or monumental features are encouraged at focal points, such as corners, plazas, major entrances, or where walkways meet streets. Glazing to be used throughout the building to articulate the open space structure of the building. Overall the building architecture concept is to encompass contemporary open space architecture.



Varying setbacks along the front façade of buildings will create small outdoor public spaces for pedestrians to gather and sit.

[2] Development Plan — In conjunction with the Planned Unit Development, the Applicant is requesting Development Plan approval to construct a phased commercial center. Staff has worked with the applicant to design a project that meets the goals and requirements of the MU-2 zoning district and the Holt Boulevard and Grove Avenue Planned Unit Development design guidelines. The project characteristics are described below.

[a] Site Design/Building Layout — The proposed site layout is shown in Figure 2: Site Plan, below. Phase 1 of the project consists of the construction of a 4,662 square foot commercial car wash, completion of all required site improvements, and completion of all off-site improvements for the project. Parking has been carefully distributed throughout the site to provide customer convenience, while at the same time ensuring opportunities for landscaping. The Development Plan provides building setbacks of 15



**Figure 2: Site Plan**

feet (average) along the Holt Boulevard and Grove Avenue street frontages, 62-feet along the west property line, and 35-feet along the north property line. The car wash structure has been designed with a north to south orientation, with the front facing south (Holt

Boulevard) and the rear facing north. The drive-through access for the car wash has been oriented toward the northwest portion of the site.

The parking lot, landscaping, and plaza area located between the two retail buildings pads will be required to be completed with Phase 1. A condition of approval has been imposed on the project that will require hydroseeding of the two remaining building pads to provide interim landscaping until a Development Plan is submitted and approved for their construction.

A 6-foot high decorative split face block wall will be constructed along the interior property lines (west and north portions of the site). The walls will serve to buffer the adjacent residential project currently under construction, from the proposed commercial development. The Applicant will have to coordinate construction of the wall with the adjacent residential development.

Phase 2 of the project consists of the development of two retail buildings totaling 9,500 square feet. Retail Building 1, located toward the southwest portion of the site, is approximately 5,000 square feet in area and will accommodate up to four retail suites. Retail Building 2, located toward the southeast portion of the site, is approximately 4,500 square feet in area and will accommodate up to three retail suites.

[b] Site Access/Circulation — Vehicular access for the project site is provided by one 30-foot wide driveway on Grove Avenue, located mid-point along the street frontage, and one 30-foot wide driveway on Holt Boulevard, located at the southwest corner of the site. Upon entering the site, patrons may enter the car wash tunnel from the north, and exit the tunnel to the south side of the car wash.

[c] Parking — The project has been parked in accordance with the requirements of the Ontario Development Code. Total required parking for the project is 48 spaces, including ten spaces required for the car wash and 38 spaces required for the retail buildings. The project provides a total of 58 parking spaces, exceeding the minimum parking requirement. Therefore, no shortage of parking is anticipated.

[d] Architecture — The project is proposing a development that exemplifies the type of high quality architecture promoted by the Holt Boulevard and Grove Avenue Planned Unit Development. Staff has worked with the applicant to design a project that will complement the immediate neighborhood through its scale, style, form, materials, and color palette (see Figure 3: Car Wash Elevations).

The modern architecture style proposed is in keeping with the City's high standards for new commercial development. Proposed architectural features include the following:

- Focal tower elements facing the north (rear of building) and south (front of building),
- Articulation in building roof lines,
- Variation in colors (silver, gray, ocean blue),
- Extensive use of glazing along all four elevations, but in particular along the east and west elevations facing Grove Avenue and Holt Boulevard,
- Aluminum storefront framing to accentuate the primary towers,
- Aluminum composite metal panels by Alucobond,
- Incorporation of ½” reveal patterns within the Alucobond panels,
- Decorative lighting at key locations,
- Incorporation of corrugated metal panels; and
- Incorporation of a standing seam metal roof



***Figure 3: Car Wash Elevations***

When constructed, the two retail buildings, as part of Phase 2, will be required to compliment the design and materials of the car wash.

[e] Landscaping — The MU-2 zone and Holt Boulevard and Grove Avenue Planned Unit Development require the project to provide a 15 percent landscape



[f] Signage — A sign program will be required to be approved for the project prior to any signs being installed.

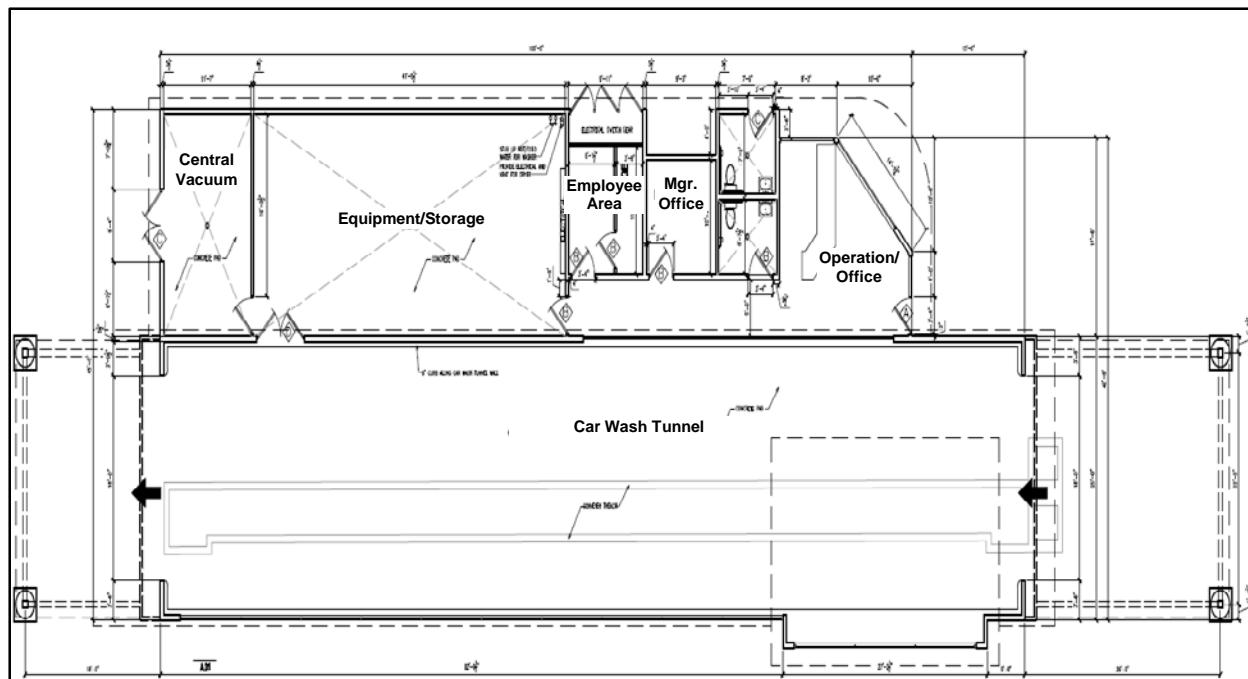
[g] Utilities — Public utilities (water and sewer) are available to serve the project. Additionally, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces, and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes a vegetated swale designed to accept runoff from building roofs, parking lots and project roadways, which lead to an underground stormwater infiltration system. Any overflow drainage will be conveyed to the public street via a parkway drain.

[3] Conditional Use Permit: In conjunction with the previously described PUD and Development Plan applications, the applicant is requesting approval of a Conditional Use Permit to establish and operate a 4,662-square foot car wash on the subject property. The intent of Conditional Use Permit review is to ensure that the proposed use will be operated in a manner consistent with all local regulations and to ensure that the use will not be detrimental to the public health, safety, or welfare, or to uses, properties and/or improvements in the vicinity. Conditional Use Permits are required for land use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses in the surrounding area.

The proposed car wash will utilize higher end technologies than those traditionally used by automated car washes. All water used by the car wash will be filtered and recycled, and all grease, oils, and solids are collected onsite and hauled to an offsite environmental waste collection center. To minimize impacts on adjacent land uses, the floor plan has been carefully designed with all mechanical equipment located inside of the building in an effort to isolate significant noise-generating elements from adjacent land uses (see Figure 5: Floor Plan, below). In addition, the 6-foot tall decorative masonry block wall required along each interior property line will serve to further abate any potential nuisance noise generated by the proposed use.

The equipment and vacuum rooms, which house systems for the car wash tunnel, as-well-as the motor system for the vacuums, are located along the southwest portion of the building. The exit area of the tunnel, which is the largest producer of noise, will be oriented south, toward Holt Boulevard.

To support the proposed car wash, the first row of parking along the north portion of the site will have self-serve vacuums, where customers will be able to vacuum their vehicles. To further minimize any potential noise impacts generated by car wash activities, the project has been conditioned to require the placement of "silencers" on the



**Figure 5: Floor Plan**

self-serve vacuums. Additionally, the car wash has been conditioned to operate within 65 dB CNEL and the applicant has been required to prepare and submit a noise study to the Planning Department prior to the issuance of a building permit for the car wash, which demonstrates that noise levels generated by the carwash will not exceed 65 dB CNEL, measured at the project's property lines.

The car wash will operate daily from 7 a.m. to 7 p.m. in the winter and 7 a.m. to 9 p.m. during the summer. The car wash will employ 3 to 4 people, including a greeter who welcomes customers; a loader who guides customers into the tunnel and checks cars for pre-existing damage; and a manager.

The PUD for the project site, through land use regulations, has ensured that those uses allowed on the project site are compatible with the surrounding area, and does not permit land uses that may have the potential to impose adverse impacts on the surrounding area. Staff believes that existing uses and future uses within the immediate area will not be exposed to any impacts beyond those that would normally be associated with any other commercial land use permitted on the project site.

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

[1] City Council Goals.

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

[2] Vision.

**Distinctive Development:**

- Commercial and Residential Development
  - Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.

[3] Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

**Land Use Element:**

- Goal LU2: Compatibility between a wide range of uses.
  - LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
  - LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).
  - LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

### **Community Economics Element:**

- Goal CE1: A complete community that provides for all incomes and stages of life.

- CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.

- Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

- CE2-1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.

- CE2-2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

- CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

- CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

### **Safety Element:**

- Goal S1: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.

- S1-1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

### **Community Design Element:**

- Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.



➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

➤ CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.

▪ Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

➤ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:

- Building volume, massing, and height to provide appropriate scale and proportion;
- A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

➤ CD2-2 Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.

➤ CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural

daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

➤ CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.

➤ CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

➤ CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

➤ CD2-12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

➤ CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

▪ Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.

➤ CD3-2 Connectivity Between Streets, Sidewalks, Walkways and Plazas. We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.

➤ CD3-3 Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks or public open spaces.

➤ CD3-6 Landscaping. We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

➤ CD5-2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.

**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The project site is located within the Airport Influence Area of the Ontario International Airport, and has been found to be consistent with the policies and criteria set forth within the Ontario International Airport Land Use Compatibility Plan.

**ENVIRONMENTAL REVIEW:** The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, which consists of projects characterized as infill development that meets each of the following conditions:

[1] *The project is consistent with the applicable general plan designation and all applicable general plan policies, as-well-as the applicable zoning designation and regulations.* The proposed Project is located within the East Holt Mixed Use land use district of the Policy Plan Land Use Map, and the MU-2 (East Holt Mixed Use) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Policy Plan (General Plan) component of the Ontario Plan.

[2] *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.* The project site is on 2.6 acres of land located within the incorporated boundaries of the City of Ontario. Furthermore, the

site is situated within a fully urbanized area that is characterized by a mix of residential and commercial development.

[3] *The project site has no value as habitat for endangered, rare, or threatened species.* The site has been previously developed with residential and commercial developments, and in its currently state, is a vacant. In addition, the project site is not listed on TOP Policy Plan Area of Potential Occurrence of Sensitive Species Map (Section 5.4 Biological Resources: Figure 5.4.4)

[4] *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.* Conditions of approval have been imposed on the project, which will mitigate any significant effects relating to traffic, noise, air quality, or water quality.

[5] *The project site can be adequately served by all required utilities and public services.* The site located within an area that is currently served by all required utilities and public services, including, but not limited to sewer, water, gas, electric, and municipal solid waste services.

**CONDITIONS OF APPROVAL:** See attached department reports.

**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant Property	Mixed Use	MU-2 (East Holt Mixed Use)	N/A
<i>North</i>	Single-Family Residential	Mixed Use	MU-2 (East Holt Mixed Use)	N/A
<i>South</i>	Vacant	Business Park	IP (Industrial Park)	N/A
<i>East</i>	Vacant	Mixed Use	MU-2 (East Holt Mixed Use)	N/A
<i>West</i>	Vacant	Mixed Use	MU-2 (East Holt Mixed Use) & Virginia & Holt Planned Unit Development	N/A

**General Site & Building Statistics**

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Project Area:</i>	2.6 acres	2.6 acres	Y
<i>Lot/Parcel Size:</i>	2.6 acres	2.6 acres	Y
<i>Building Area:</i>	Phase 1- 4,662 sq. ft. Phase 2- 9,500 sq. ft.	N/A	Y
<i>Building Height:</i>	34-feet	35-feet	Y

**Off-Street Parking:**

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Car Wash</i>	4,663 SF	1 per employee (minimum 10 spaces)	10	10
<i>Retail</i>	9,500 SF	4 per 1000 SF	38	48
<i>Restaurant</i>	Unknown	10 per 1,000 SF Note: Restaurant space will be limited to onsite available parking.		
<i>TOTAL</i>			48	58

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVE FILE NO. PUD17-003, A PLANNED UNIT DEVELOPMENT (HOLT BLVD. & GROVE AVENUE PLANNED UNIT DEVELOPMENT) TO ESTABLISH DEVELOPMENT STANDARDS, DESIGN GUIDELINES AND INFRASTRUCTURE REQUIREMENTS FOR PROPERTY LOCATED ALONG THE NORTHWEST CORNER OF HOLT BOULEVARD AND GROVE AVENUE, ON 2.6 ACRES OF LAND, WITHIN THE EAST HOLT MIXED-USE (MU-2) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, 1048-472-21.

WHEREAS, ELBA INC. ("Applicant") has filed an Application for the approval of a Planned Unit Development, File No. PUD17-003, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 2.6 acres of land generally located along the northwest corner of Holt Boulevard and Grove Avenue, within the MU-2 (East Holt Mixed Use) zoning district, and is presently vacant land; and

WHEREAS, the property to the north of the Project site is located within the MU-2 (East Holt Mixed-Use) zoning district, and is developed with single family homes. The property to the east is within the MU-2 (East Holt Mixed Use) zoning district, and is currently vacant. The property to the south is within the IP (Industrial Park) zoning district, and is currently vacant. The property to the west is within the MU-2 (East Holt Mixed Use) zone and the Virginia & Holt Planned Unit Development, and is currently vacant; and

WHEREAS, the project site is located within the Mixed-Use land use designation of the The Ontario Plan ("TOP") Policy Plan (General Plan). The Ontario Plan describes the East Holt Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The most intensive uses are envisioned along Euclid and Holt Avenues. The Holt Boulevard Mixed Use commercial and residential corridor is also envisioned as an area that transition to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations (e.g., at major intersections). The densities and intensities of the mixed use designation represented within The Ontario Plan (TOP) are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development; and

WHEREAS, the Policy Plan specifies that the East Holt Mixed Use Area is to be implemented through the approval of an Area Plan or Planned Unit Development (PUD)

prior to the development of properties within the area. In compliance with this requirement, the Applicant has submitted the "Holt Boulevard and Grove Avenue Planned Unit Development" (included as Attachment "A"), which is consistent with this vision and the goals and policies of the Policy Plan; and

WHEREAS, the purpose of the PUD is to secure a fuller realization of the Policy Plan than would result from the strict application of present zoning district regulations and to:

- Promote high standards in urban design;
- Encourage the development of exceptionally high quality, mixed-use, medium to high intensity projects, while establishing regulations and standards for uses with unique regulatory and design needs;
- Ensure harmonious relationships with surrounding land uses; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (hereinafter referred to as "ALUCP"), which applies only to jurisdictions within San

Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

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

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the recommending body for the project, the Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

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

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. Class 32 consists of projects characterized as infill development, meeting the following conditions:

(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations. The proposed Project is located within the East Holt Mixed Use land use district of the Policy Plan Land Use Map, and the MU-2 (East Holt Mixed Use) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Policy Plan (General Plan) component of the Ontario Plan.

(b) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses. The project site is on 2.6 acres of land located within the incorporated boundaries of the City of Ontario. Furthermore, the site is situated within a fully urbanized area that is characterized by a mix of residential and commercial development.



(c) The project site has no value as habitat for endangered, rare, or threatened species. The site has been previously developed with a mix of residential and commercial development, and in its currently state, is a vacant weed lot with no value to endangered, rare or threatened species.

(d) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. Conditions of approval have been imposed on the project, which will mitigate any significant effects relating to traffic, noise, air quality, or water quality.

(e) The Project site can be adequately served by all required utilities and public services. The site located within an area that is currently served by all required utilities and public services, including, but not limited to sewer, water, gas, electric, and municipal solid waste services.

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending authority for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

**SECTION 3: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting

documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed PUD, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed project is located within the Mixed Use land use district of the Policy Plan Land Use Map, and the MU-2 (East Holt Mixed Use) zoning district. The development standards and conditions under which the proposed project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(2) ***The proposed PUD, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The Planning Commission has required certain safeguards, and has required certain changes, which have been established to ensure that: [i] the purposes of the Planned Unit Development are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan.

(3) ***In the case of an application affecting specific property, the proposed PUD, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** A thorough review and analysis of the proposed project and its potential to adversely impact properties surrounding the subject site was completed by City staff. As a result of this review, certain design considerations were incorporated into the project to mitigate identified impacts to an acceptable level, including the use of upgraded materials, the inclusion of certain architectural design elements on building exteriors, the preparation of a noise study, intensified landscape elements, and decorative hardscape elements.

(4) ***In the case of an application affecting specific property, the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** In preparing the proposed PUD, a thorough review and analysis of the proposed project and the project site's physical suitability for the proposed project was completed, including analysis of the project size, shape, intensity of development, building height, building setbacks, site access, site landscaping and drainage, fences and walls, vehicle circulation, pedestrian connections, availability of mass transit, necessary street dedication and easements, public right-of-way improvements, availability of utilities and other infrastructure needs, off-street parking and circulation, building orientation and streetscapes, architectural character, building materials and color, and site signage.

(5) ***The proposed PUD is superior to that which could be obtained through the application of the Development Code or a specific plan.*** The proposed PUD addresses aspects of the project that are specifically related to the proposed Development Plan and Conditional Use Permit, including necessary building setbacks, site access points, off-street parking, site circulation, requirements for a conditional use permit and architectural character.

**SECTION 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 6: Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

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

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26th day of February, 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PUD17-003**

*(Departmental conditions of approval to follow this page)*

# Holt Boulevard & Grove Avenue

## Planned Unit Development

### File No. PUD17-003

### February 2019



Prepared By:  
Elba, Inc.  
2243 Calle Margarita  
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# 1. INTRODUCTION

This document is intended to function as a set of planning and design principles, development regulations and performance standards to guide and govern the development of 6 parcels located on the northwest corner of Holt Boulevard and Grove Avenue (see Exhibit 1-1, PUD Location Map), as a two phased commercial development that faces Holt Boulevard and Grove Avenue. The Holt Boulevard and Grove Avenue Planned Unit Development (PUD) will replace the existing zone district designations and zoning standards that apply to the affected properties. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply. City staff and private developers will rely on this PUD to determine whether precise plans for development ("Development Plans") will adequately meet the City's land use and design objectives.

Exhibit 1-1: PUD Location Map



## 2. PUD OBJECTIVES

### 2.1 THE ONTARIO PLAN (TOP) CONSISTENCY

The Ontario Plan Policy Plan (General Plan) designates the entire project area as mixed-use (East Holt Blvd.). The Ontario Plan describes the East Holt Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The most intensive uses are envisioned along Euclid and Holt Avenues. The Holt Boulevard Mixed Use commercial and residential corridor is also envisioned as an area that transition to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations (e.g., at major intersections). The densities and intensities of the mixed use designation represented within The Ontario Plan (TOP) are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development.

The Holt Boulevard and Grove Avenue PUD is consistent with the principles, goals and policies contained within the components that make up The Ontario Plan (TOP), including: (1) Vision, (2) Policy Plan (General Plan), and (3) City Council Priorities. The policies furthered by this PUD are as follows:

#### 1. Vision

On February 13, 2007, the Ontario City Council adopted The Ontario Vision. The central theme that motivates the Vision is – *“A sustained, community-wide prosperity which continuously adds value and yields benefits.”* Everything the City does and every action the City takes is done with the simple yet comprehensive theme in mind, from the design quality of the built environment, to the intent of designing socio-economic programs, to the way in which its leaders govern as a community. In discussing a Vision that would endure for the lifetime of The Ontario Plan (30 years or more), the City Council recognized that there are four components that serve as the basic building blocks that set the foundation for a unified and prosperous community. These foundational blocks must be expressed and widely accepted throughout the Plan’s lifetime. They are:

1. A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity.
2. A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared.
3. **Distinctive Development** that integrates our varied and diverse focal points, districts, villages, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

4. **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors.

Holt Boulevard and Grove Avenue PUD will implement the Ontario Vision in several ways that will further the City's desire to be a sustainable and prosperous community.

## DISTINCTIVE DEVELOPMENT

### Commercial and Residential Development

- The PUD will support new multifamily developments and existing residential neighborhoods by providing the increased demand for retail in a more concentrated, strategic location (e.g., at major intersections) as intended for the East Holt Mixed Use Area.
- The PUD will seek to ensure a mix of retail and commercial uses that will provide a variety of goods and service to the surrounding community and the future Buss Rapid Transit (BRT) users.

### Design Quality

- The PUD will require a well-designed project(s) that conveys visual interest and character through:
  - Appropriate scale and massing
  - Architectural style and design that are complementary and appropriate for its setting.
  - The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
  - Appropriate Site Planning to ensure building orientation visibility from the street, adequate number of driveways, sidewalks, building setbacks, parking lot orientation, adequate refuse storage areas and well-designed street frontages.

### Public Safety

- The PUD will ensure that proper exterior lighting standards be located and designed to minimize direct glare beyond parking lots and future residential development to the west and existing residential development to the north. In addition, per the Ontario Police Department, to ensure that all lighting standards comply with the one-foot candle illumination to provide a level of security and public safety within the retail center.

## 2. Policy Plan

## LAND USE ELEMENT

### LU1 Balance

Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

The PUD, through the development of retail and commercial uses, will help provide jobs to support the existing and new development within the surrounding area.

#### Polices

- *LU1-3 Adequate Capacity. We require adequate infrastructure and services for all development.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector.

- *LU1-4 Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities.*

The Grove Avenue BRT SBX Station is proposed within the median on Holt Boulevard directly to the south of the PUD area. The PUD will seek to capitalize on the location of the station by ensuring a mix of retail and commercial uses and business that will provide a variety of goods and service to the surrounding community and the future Buss Rapid Transit (BRT) users.

### LU2 Compatibility

Goal LU2: Compatibility between a wide range of uses.

The PUD, through land use regulations for permitted uses, have ensured that those permitted uses allowed within the PUD are compatible with the surrounding area and not allow those uses that may have potential to create adverse impacts to the surrounding area.

#### Polices:

- *LU2-1: Land Use Decisions: We minimize adverse impacts on adjacent properties when considering land use and zoning requests.*

The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. Careful consideration has been given to ensure that permitted uses that may have potential to create adverse impacts to the surrounding area are not allowed.

- *LU2-2 Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.*

The PUD, through the site planning, requires the that future building developed on the site shall be placed along the frontages of Grove Avenue and Holt Boulevard to keep a buffer between the future residential development to the west and exiting residential to the north.

- *LU2-4 Regulation of Nuisances. We regulate the location, concentration and operations of potential nuisances.*

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. Careful consideration has been given to ensure that permitted uses that may have potential to create adverse impacts to the surrounding area are not allowed. Those uses with operations that may have potential to create nuisances, will require discretionary approval through the Conditional Use Permit process.

- *LU2-5 Regulation of Uses. We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.*

The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential areas. Careful consideration has been given to ensure that permitted uses that may have potential to create adverse impacts to the surrounding area are not allowed.

### LU3 Flexibility

Goal LU3 Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.

The Ontario Plan describes the East Holt Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. To provide flexibility the densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects

may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development. The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines.

Policies:

- *LU3-1 Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.*

To provide flexibility the densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development. The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The development standards within the PUD are intended to ensure quality and appropriate development to achieve TOP Vision for well-designed projects that convey visual interest.

- *LU3-3 Land Use Flexibility. We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.*

The Grove Avenue BRT SBX Station is proposed within the median on Holt Boulevard directly to the south of the PUD area. The PUD will seek to capitalize on the location of the station by ensuring a mix a retail and commercial uses that will provide a variety of goods and services to the surrounding community and the future Buss Rapid Transit (BRT) users. The PUD will also encourage a plaza area on the corner of Holt Boulevard and Grove Avenue to provide for outdoor eating opportunities and pedestrian gathering areas for residents and future BRT users.

## COMMUNITY ECONOMICS ELEMENT

### CE1 Complete Community

Goal CE1: A complete community that provides for all incomes and stages of life.

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area and contribute to the City's tax sales base.

Policies:

- *CE1-7 Retail Goods and Services. We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.*

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. These retail and commercial uses will be provided to areas currently lacking close access to a retail center.

### CE2 Place-Making

Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

The PUD will seek to ensure a mix a retail and commercial uses that will provide a variety of goods and services to the surrounding community and the future Buss Rapid Transit (BRT) users. The PUD area will be distinctive through the requirement of well-designed projects that covey visual interest and character through:

- Appropriate scale and massing
- Architectural style and design that are complementary and appropriate to for its setting.
- The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
- Appropriate site planning to ensure building orientation visibility from the street, adequate number of driveways and sidewalks. Building setbacks, parking lot orientation, adequate refuse storage areas and well-designed street frontages.

## MOBILITY ELEMENT

### M3 Public Transit

Goal M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard.

Policies:



- *M3-4 Bus Rapid Transit (BRT) Corridors. We work with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard.

## COMMUNITY DESIGN

### CD1 Image & Identity

Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

- To provide flexibility the densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development. The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The development standards within the PUD are intended to ensure quality and appropriate development to achieve TOP Vision for well-designed projects that convey visual interest.

Policies:

- *CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.*

The Ontario Plan Policy Plan (General Plan) designates the entire project area as mixed-use (East Holt Blvd.). The Ontario Plan describes the East Holt Mixed Use Growth Area. The PUD area will be distinctive through the requirement of well-designed projects that convey visual interest and character through:

- Appropriate scale and massing
- Architectural style and design that are complementary and appropriate to for its setting.
- The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
- Appropriate site planning to ensure building orientation visibility from the street, adequate number of driveways and sidewalks. Building setbacks,

parking lot orientation, adequate refuse storage areas and well-designed street frontages.

- *CD1-4 Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-way dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard. In addition, the PUD will require adequate landscaping, hardscape, signage and lighting to enhance the prominent corner of Holt Boulevard and Grove Avenue,

### CD2 Design Quality

Goal CD2: A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.

Polices:

- *CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:*
  - building volume, massing, and height to provide appropriate scale and proportion;
  - a true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
  - exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

The PUD area will be distinctive through the requirement of a well-designed projects that covey visual interest and character through:

- Appropriate scale and massing
- Architectural style and design that are complementary and appropriate to for its setting.
- The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
- Appropriate site planning to ensure building orientation visibility from the street, adequate number of driveways and sidewalks. Building setbacks, parking lot orientation, adequate refuse storage areas and well-designed street frontages.

- *CD2-3 Commercial Centers. We desire commercial centers to be distinctive, pedestrian friendly, functional and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.*

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. These retail and commercial uses will be provided to areas currently lacking close access to a retail center. The Grove Avenue BRT SBX Station is proposed within the median on Holt Boulevard directly to the south of the PUD area. The PUD will seek to capitalize on the location of the station by ensuring a mix a retail and commercial uses business that will provide a variety of goods and service to the surrounding community and the future Buss Rapid Transit (BRT) users. A plaza area will be incorporate.

- *CD2-5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector. In addition, the future development entitlements will require site improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

- *CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.*

The PUD development standards will ensure landscape design and materials will be used to enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

- *CD2-10 Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.*

The PUD development standards will ensure water conservation be provided through low water using plant materials, hydro zones, water efficient irrigation and weather based controllers. Landscaped areas may be used for storm water infiltration through vegetated swales, retention basins, or dry wells as needed with the use of appropriate planting materials. Broad canopy shade trees will be used to reduce heat gain on buildings, paving and parking areas.

### City Council Priorities

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Pursue City's Goals and Objectives by Working with Other Governmental Agencies
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

## 2.2 CENTER CITY REDEVELOPMENT PLAN OBJECTIVES

The Center City Project Area encompasses the historic Euclid Avenue District, as well as East Holt Boulevard. Ontario's City Hall and surrounding Civic Center, Senior Center, Main library, the Museum of History and Art, Ontario Town Square, and the Law School of the University of La Verne are all within the Center City Project Area. Development is designed to create an immediate and positive identity transforming the area into a comfortable place to stroll and be seen.

The current goals of the Center City Project include:

- Encourage development of a high intensity, multi-use central business district and surrounding neighborhoods that maximize the economic productivity of the commercial areas and maximize the housing opportunities of the residential areas.
- Apply innovative mixed use urban design that maintains a flexible approach to allow for changing opportunities over a long-term, phased revitalization effort.
- Create a healthy and exciting urban environment, with the ability to work, live, shop and play within a small area, combine daytime and nighttime use and conserve energy and resources through mixed use development.
- Cluster activity centers within walking distance of each other, supported by a pedestrian network that provides an enjoyable pedestrian flow.

## 2.3 PUD DISTRICT PURPOSE AND OBJECTIVES

The purpose of the Holt Boulevard and Grove Avenue Planned Unit Development (PUD) is to secure a fuller realization of the Policy Plan (General Plan) than that which would result from the application of present zone district regulations; to promote high standards in urban design; to encourage the development of exceptionally high quality, commercial uses, while establishing regulations and standards for uses with special conditions and regulatory needs to ensure harmonious relationships with other land uses. The intent of the PUD District is to:

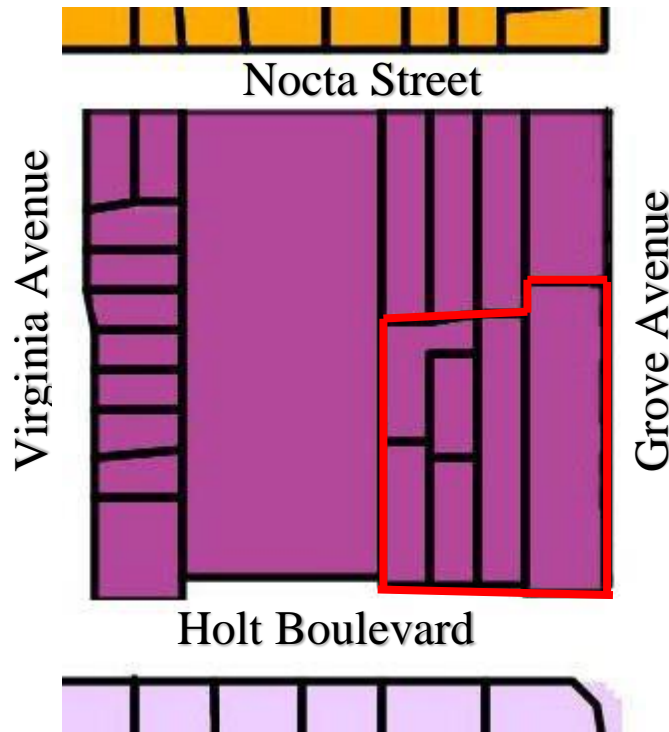
- Promote development projects that are consistent with the land use/downtown revitalization objectives of the Center City Redevelopment Project area.
- Promote community commercial uses to meet the needs of the projects surrounding residential uses.
- Promote the development of plaza areas within the commercial center to providing for social interaction.
- Orient commercial buildings to the street, wherever possible to create an accessible urban edge and sense of arrival.
- Incorporate landscaping to enhance the environment.

## 3. LAND USE PLAN

### 3.1 Land Use Designation

The Holt Boulevard and Grove Avenue PUD includes 6 parcels that are designated Mixed Use (MU-2) within the Ontario Plan and on the City's Zoning Map. The Ontario Plan describes the East Holt Boulevard Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid Avenue and Holt Boulevard. The Holt Boulevard Mixed Use commercial and residential corridor is also envisioned as an area that transition to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations (e.g., at major intersections). The densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development.

**Exhibit 3-1: Land Use District Map**



**Project Area:**  Mixed Use 2 (MU-2)

**Adjacent Uses:**  Business Park (0.6 FAR)  Medium Density (11.1 – 25 du / ac)

**3.2 PERMITTED USES**

<b>Exhibit 4-1: Permitted Use Table</b>	
Land Use	MU-2 Commercial
<b>EDUCATIONAL</b>	
Vocational/Trade Schools	<b>C</b>
Private Schools	
<b>MEDICAL</b>	
Animal Hospital/Veterinarian	<b>P</b>
Ambulance Service (Office Only – No Storage of Vehicles)	<b>P</b>
Medical Office	<b>P</b>
<b>MEDICAL OFFICE/FAMILY CLINIC</b>	
Pharmacies and Drug Stores w/o Drive-thru Facilities	<b>P</b>
Industrial Clinic	<b>P</b>
<b>PUBLIC FACILITIES</b>	
Police / Fire Station	<b>P</b>

<b>Exhibit 4-1: Permitted Use Table</b>	
<b>Land Use</b>	<b>MU-2 Commercial</b>
Police Storefront / Substation	<b>P</b>
<b>RELIGIOUS</b>	
Religious Assembly	<b>C</b>
<b>NON-PROFIT/SERVICE ORGANIZATIONS 501 (C) (3) (PER DEVELOPMENT CODE SECTION 9-101305 N)</b>	
Campaign Offices	<b>P</b>
Charitable, Philanthropic, Service and Other Non-Profit Organization Offices	<b>P</b>
Charitable Distribution Services (i.e. Food Banks, etc.)	<b>C</b>
<b>ALCOHOL</b>	
Alcoholic Beverage Sales for Off-Premise Consumption	<b>C</b>
Liquor Store	<b>NP</b>
<b>AUTOMOBILE RELATED SERVICES</b>	
Automotive Parts and Accessories Stores (Retail Sales Only)	<b>P</b>
Automotive Services (i.e. Tune-Up, Emission Tests, Batteries, etc. No use of impact wrenches or other equipment that could create noise impacts.)	<b>NP</b>
Minor Repair (i.e. Brakes, tires, radiators, electrical, etc)	<b>NP</b>
Gas Stations (per Section 9-1.1305 G)	<b>NP</b>
Tire Stores	<b>NP</b>
Car Wash – Full	<b>C</b>
<b>TELECOMMUNICATIONS FACILITIES</b>	
Wireless Telecommunications Facility (Refer to the Development Code)	
<b>DAY CARE FACILITIES</b>	
Commercial Daycare	<b>C</b>
<b>EATING DRINKING PLACES AND FOOD SERVICES</b>	
Restaurants (Sit Down / Full Service)	<b>P</b>
Banquet Facilities in conjunction with a restaurant	<b>P</b>
Bar/Cocktail Lounge	<b>NP</b>
Fast Food	<b>P</b>
Fast Food with Drive-through (per Development Code, Section 9-10305D)	<b>C</b>
<b>ENTERTAINMENT AND RECREATION</b>	
Live Entertainment (in conjunction with restaurant use only)	<b>C</b>
Simulated Shooting Games (Indoor)	<b>C</b>
Health Club / Gymnasium – less than 10,000 square feet	<b>P</b>
Health Club Gymnasium – over 10,000 square feet	<b>C</b>
<b>OFFICES</b>	
Administrative, Professional, and Other Offices	<b>P</b>
<b>RETAIL</b>	
Antique Stores	<b>P</b>
Art Galleries and Art Supply Store	<b>P</b>
Beauty Supply Store	<b>P</b>
Book Stores	<b>P</b>
Hardware Store	
Camera and Photographic Supply Store	<b>P</b>
Cigar and other Tobacco Products Store	<b>NP</b>
Clothing and Accessory Stores	<b>P</b>
Computer and Home Electronic Stores	<b>P</b>
Florist	<b>P</b>
Furniture Stores	<b>P</b>

<b>Exhibit 4-1: Permitted Use Table</b>	
<b>Land Use</b>	<b>MU-2 Commercial</b>
General Merchandise Stores	<b>P</b>
Department Store	<b>P</b>
Discount Variety Store	<b>P</b>
Guns and Ammunition Stores	<b>NP</b>
Hobby, Toy and Game Store	<b>P</b>
Home Appliance Store	<b>P</b>
Jewelry Store	<b>P</b>
Luggage and Leather Goods	<b>P</b>
Music and Video Stores	<b>P</b>
Office Supply, Stationery & Gift Stores	<b>P</b>
Pawnshop / Pawnbroker	<b>NP</b>
Pet and Pet Supply Store	<b>P</b>
Shoe Store	<b>P</b>
<b>FOOD AND BEVERAGE STORES</b>	
Bakery	<b>P</b>
Delicatessen	<b>P</b>
Convenience Market	<b>P</b>
Grocery Store	<b>P</b>
Specialty Food Stores	<b>P</b>
<b>SERVICES</b>	
Advertising Agency	<b>P</b>
Data Processing Services	<b>P</b>
Exterminating Service	<b>P</b>
Equipment Sales and Rentals	<b>P</b>
Photography Studio	<b>P</b>
Photocopying and Duplicating Services	<b>P</b>
<b>FINANCIAL SERVICES</b>	
Banks, Credit Unions and other Depository Institutions	<b>P</b>
Banks, Credit Unions and other Depository Institutions with Drive-thru (See Development Ordinance Section 9-101305 D)	<b>C</b>
Check Cashing	<b>NP</b>
Check / Payday Advance	<b>NP</b>
Money Transmitting	<b>NP</b>
Other Financial Services	<b>NP</b>
<b>PERSONAL SERVICES</b>	
Barber Shop and Beauty / Nail Salon	<b>P</b>
Dry Cleaners	<b>P</b>
Laundry - Commercial	<b>C</b>
Pet Grooming	<b>P</b>
Tailor	<b>P</b>
Travel Agency	<b>P</b>
<b>REPAIR SERVICES</b>	
Computer, Home Electronics, and Small Home Appliances (when ancillary to another use)	<b>P</b>
Electrical Equipment	<b>P</b>
Jewelry and Watches / Clocks	<b>P</b>
Locksmith / Key Shop	<b>P</b>
<b>RESIDENTIAL</b>	



<b>Exhibit 4-1: Permitted Use Table</b>	
<b>Land Use</b>	<b>MU-2 Commercial</b>
Multiple Family Dwellings	<b>NP</b>
Second Dwelling Units	<b>NP</b>
Senior Housing Developments	<b>NP</b>
Single-Family Dwellings	<b>NP</b>
Single Room Occupancy Facilities	<b>NP</b>
Supportive Housing	<b>NP</b>
Work/Live Units	<b>NP</b>

“P” (permitted) shall mean the land use, activity, or facility within the specified zoning district is permitted by right of being in the proper zoning district.

“C” (conditionally permitted) shall mean the land use, activity, or facility within the specified zoning district is subject to the granting of a Conditional Use Permit pursuant to Section 4.02.025 (Conditional Use Permits) of this Development Code.

“NP” (Not Permitted) shall mean the land use, activity, or facility within the specified zoning district is not permitted by right of being in the proper zoning district.

All other uses not listed as Permitted or Conditional are prohibited unless a finding can be made by the Planning Director that the use is similar to, and no more objectionable than, a permitted or conditional use.

## 4. DEVELOPMENT REGULATIONS

### 4.1 INTENSITY

Commercial retail uses within the mixed-use district are allowed a Floor Area Ratio (FAR) of up to 1.0. Floor Area Ratio is calculated by dividing the building square footage by the net lot area (after right-of-way dedications).

### 4.2 BUILDING HEIGHT

The buildings within the Commercial district area shall be a maximum of 35 feet in in order to be in scale to the existing surrounding residential.

### 4.3 SETBACKS

All setbacks shall be measured from the ultimate property lines after all dedications to develop streets to the ultimate right-of-way width. Placement of buildings, structures, fences, walls, utility facilities, yards, etc. will be based on the street rights-of-way and property line dimensions.

<b>Exhibit 5-1: Building(s) Setback Table</b>		
<b>MU-2 Commercial District Development Standards</b>		
<b>Requirements</b>	<b>MU-2 Commercial District</b>	<b>Additional Requirements</b>
<b>Building Development Standards</b>		
1. Minimum Street Setback (Holt Boulevard/ Grove Avenue)	15 Feet	Building may encroach into the setback provide that a setback average 15 feet is maintained.
2. Interior Property Setbacks	10 feet	Setback areas shall be landscaped
<b>Site Development Standards</b>		
1. Minimum Landscape Coverage	15%	
2. Minimum Parking Space or Drive Aisle Setbacks to Street Property Line	15 feet	Setback areas shall be landscaped.
3. Minimum Parking Space or Drive Aisle Setbacks to Interior Property Lines	10 Feet	Setback areas shall be landscaped.
4. Minimum Parking Space or Drive Aisle to buildings, walls or fences	5 Feet	Setback areas shall be landscaped.

#### 4.4 ACCESS

Holt Boulevard Access -Limited to right-in and right-out turning movements. Any drive access on Holt Boulevard must be located a minimum of two hundred (200) feet from intersecting streets.

Grove Avenue Access - Limited to right-in and right-out turning movements. A minimum of one hundred fifteen (115) feet separation is maintained from intersecting streets.

Distance from the intersecting streets shall be measured from the end of the curb return to the centerline of the driveway.

#### 4.5 LANDSCAPING

A conceptual landscape plan shall be submitted with each Development Plan within the Holt Boulevard and Grove Avenue PUD area. The plan shall specify all landscape and hardscape elements for the development plan site and indicate how the improvements will coordinate with the other sites within the PUD. The landscape plans shall show the location of all ground mounted utility structures such as transformers, back flow prevention devices, trash enclosures, and HVAC equipment and indicate the methods for screening these items. All utility structures and equipment shall be screened from view of the public streets and adjacent development.

Water conservation shall be provided through low water using plant materials, hydro zones, water efficient irrigation and weather based controllers. Landscaped areas may be used for storm water infiltration through vegetated swales, retention basins, or dry wells as needed with the use of appropriate planting materials. Broad canopy shade trees shall be used to reduce heat gain on buildings, paving and parking areas. The plan shall identify all existing trees on site and preserve

them where possible. The landscape design shall meet the requirements of the Landscape Development Standards and shall create well-functioning spaces within a sustainable design.

Trees along street frontages shall comply with the variety, size, and spacing as directed by the City of Ontario Master Street Tree Plan. A minimum of fifteen (15%) percent of the site shall have landscaping, not including right-of-way or paved areas.

Street front and side landscape setbacks within the Commercial district shall be maintained at a minimum average of fifteen (15) feet along Holt Boulevard, and Grove Avenue.

#### 4.6 EQUIPMENT SCREENING

All roof mounted and ground mounted equipment shall be fully screened from view of the public street and adjacent developments. The location of items shall be designed to allow screening with landscape materials, walls, architectural features, parapet walls, etc. Screening shall be designed to be integrated into the design of the project.

#### 4.7 FENCES AND WALLS

Fences and walls within the project area shall be made of decorative materials which are compatible with the overall architectural character of the development within the PUD area. All fences and walls shall be in scale with the development to fulfill such needs as screening and security.

Fences, walls and hedges within the project area shall comply with Engineering Corner Sight Distance Standards and other applicable standards. All decorative walls, monuments and/or other similar features shall not encroach into the public street right-of-way.

Within the Mixed-Use 2 districts, walls shall be limited to a maximum of four (4) feet in height within any front yard area. Interior or rear walls shall be a maximum of six (6) feet in height.

Walls shall be coordinated with the architecture of the building with such features as finish material, reveal lines, trim, etc.

## 5. CIRCULATION AND PARKING

### 5.1 VEHICLE CIRCULATION

The City of Ontario, as part of its intersection widening plan, and the developers of the PUD site shall be responsible to improve Holt Boulevard and Grove Avenue to their ultimate widths. These streets will provide vehicular access to the site.

### 5.2 PEDESTRIAN CONNECTIONS

Pedestrian connections shall be provided to each building from the public street within the PUD site. The Mixed-Use Commercial land use district shall also provide pedestrian pathways to

connect all of the commercial developments as well as pedestrian pathways from the corner promoting public use of the corner patio.

### 5.3 MASS TRANSIT

A bus stop with a bus shelter will be located along the Holt Boulevard frontage. The design of the bus shelter shall be determined at the time of development which shall be subject to approval of the Planning and Engineering Departments.

### 5.4 STREET DEDICATIONS AND EASEMENTS

The developers shall dedicate right-of-way along all street frontages as necessary to increase the right-of-way to ultimate width, including corner cutbacks per City Standard Drawing No. 1301. Additionally, developers shall adhere to the Proposed Holt Blvd and Grove Ave Widening Improvements R/W Requirements as a part of the West Valley Connector Project. The ultimate widths surrounding the PUD are as follows:

Holt Boulevard – up to 72.56’ half width

Grove Avenue – up to 51.31’ half width

### 5.5 PUBLIC RIGHT-OF-WAY IMPROVEMENTS

The public right-of-way shall be improved with each proposed development. The public right-of-way improvements required are to include, but are not limited to the following: street pavement, curb & gutter, parkway landscaping, parkway irrigation, public sidewalk, traffic signing and striping, street lights, bus stop, bus shelter and amenities. The extent of the required improvements shall be determined for each development plan. At a minimum, the improvements shall incorporate all items along the street frontages of the properties to be developed with proper transitioning if the entire block frontage is not being installed with a particular development. The City may do some or all of the improvements as part of its Proposed Holt Blvd and Grove Ave Widening Improvements

### 5.6 INFRASTRUCTURE

There are existing water lines along Holt Boulevard which shall serve the PUD site. Wastewater flows for the PUD site will be designed to use existing sewer lines in Holt Boulevard.

On-site stormwater drainage facilities shall be provided to capture and infiltrate a 2-yr, 24-hour storm event, consistent with the San Bernardino County Stormwater Program's Water Quality Management Plan (WQMP) requirements for new development projects. Stormwater capture and infiltration facilities may include the utilization of vegetated swales, depressed landscaped basins, pervious concrete pavement or underground stormwater retention/infiltration vaults. All building roof and paved area runoff shall be directed into depressed landscaped swales, trenches or basins, within the development, in order to comply with the requirement to capture and infiltrate the 2-yr, 24-hour storm event runoff.

All utility lines (electric, communications, TV, etc.) along Holt Boulevard and Grove Avenue will remain underground. Existing overhead utility lines on-site shall be under-grounded at or before the time of development by the developer or property owner.

Street lighting shall be installed along the public right-of-way of Holt Boulevard and Grove Avenue in accordance with City of Ontario Standards. The type of street lighting will be determined at the time of development.

## 5.7 PARKING

Parking shall be provided on-site at the rates required by the City of Ontario Development Code. No street parking will be allowed on Holt Boulevard or Grove Avenue.

# 6. DESIGN GUIDELINES

## 6.1 BUILDING ORIENTATION AND STREETSCAPES

### Building Orientation

Buildings should be oriented towards Holt Boulevard or Grove Avenue with entry elements, interesting architecture, enhanced materials, and pedestrian scale to provide connection between the development and the street. Windows and entries should face the street avoiding blank walls dominating public views. Stores with entries not visible from the street may be oriented towards pedestrian open space. The building entries may be located on the side of the building so long as strong pedestrian connection is maintained through wide walkways, enhanced pavers, plazas, appropriately scaled lighting and/or other similar features. Rear entrances, if needed, should be secondary in nature.

Building clustering's are recommended to help define parking lot areas and encourage walking between stores. Building entries and storefronts should be positioned close to one another to reduce walking distances between them.

### Street side Setbacks and Buildings

The sides of buildings along street edges shall be landscaped within the setback to soften the building's appearance as well as designed with windows or design elements.

### Street Frontage and Parking Lots

Parking lots should generally be placed away from streets. Street frontages shall be broken up with buildings, landscaping, plazas, and other pedestrian features. Continuous parking lots along the street frontage should be avoided. Any parking along street edges shall be setback with a landscaped buffer to minimize the dominant feeling of the automobile along the street. Continuous parking stalls may be interrupted by landscaped islands no more than 10 stalls apart. Parking lots

are encouraged to be interconnected rather than separated for each building. Separated parking lots encourage customers to drive from store to store.

### Service and Storage Areas

Loading areas and storage areas are to be located behind or to the side of buildings siting onto secondary access and not primary streets. These features must be screened with walls and landscaping as much as possible from public view of streets, residences, and pedestrian walkways. Loading areas and storage areas should not conflict with pedestrian walkways.

### Refuse Containers, Utility and Mechanical Equipment

Refuse containers and equipment shall be easily accessed by service vehicles. They shall be screened from view of the streets, parking lots, and connecting walkways through roof forms, walls and/or landscaping. Screening details should incorporate elements that are compatible to the architecture style of the building. Proper landscaping, including trellises, may also help to screen these elements. Equipment and enclosures shall not be located near pedestrian walkways. Roof-mounted equipment shall be screened by the roof/parapet.

### Sidewalks

Sidewalks shall be located along natural pedestrian travel paths. Sidewalks should be a minimum of 5' wide along pedestrian pathways.

## 6.2 ARCHITECTURAL CHARACTER\DETAILS

### Building Design

Due to the size and scale of the PUD project area, virtually all sides of the buildings will be visible from the public street, common access drives, common parking areas or adjacent parcels with commercial uses. As such appropriate massing becomes more important to maintain the human-scale of the development and create a visually pleasing environment. Bay windows, stepped buildings, height changes and setback variations between stores help to break up large buildings as well as indicate entries and store locations to customers. Tower elements or monumental features are encouraged at focal points, such as corners, plazas, major entrances, or where walkways meet streets. Glazing to be used throughout the building to articulate the open space structure of the building. Overall the building architecture concept is to encompass contemporary open space architecture.

Varying setbacks along the front façade of buildings will create small outdoor public spaces for pedestrians to gather and sit.

### Roof Forms

Hipped and gable roofs are encouraged. Roof pitches shall be compatible to the architectural style of the building. Flat roofs should vary in height and be accompanied by cornice, trim or other accent features.

## Entry Design

Building entries shall be prominent and easily identified. Various elements can be used to enhance the entry features including massing variation, materials and color change, change in roof form, and awnings.

## Arcades and Awnings

Outdoor arcades along store fronts are encouraged over pedestrian walkways. Arcades may be used to connect separate buildings providing a more pleasing experience for pedestrians. Trellises or awnings may also be used to create a covered walkway to protect pedestrians from the sun and rain.

## Architectural Styles

A consistent architectural style should be used throughout the commercial development to create a sense of continuity between the buildings. Related elements, such as trellises, planters, light-standards, windows, doors, etc. shall also adopt detailing that is compatible to the selected architectural style.

Architectural styles shall derive from Southern California contemporary or modern styles that generally respond to the region's climate including such features as outdoor circulation, outdoor courtyards or plazas, recessed window frames, awnings, arcades, loggias, and trellises.

## Building Wall Treatment

No wall should have a blank, uninterrupted length exceeding 20 feet without including one of the following:

- Change in texture
- Change in material
- Change in plane
- Lattice
- A tree or equivalent element

Façades that are visible from adjacent streets or walkways should display even greater visual interest by using architectural elements that break up the massing of the buildings, such as windows, arcades, awnings, porticos, and other architectural features.

## Base and Top Treatments

Base and top treatments help to balance the “weight” of the building visually. Bases should appear to “ground” the building, while tops create a defined edge to the roofline. Possible treatment techniques are as follows:

### Base

- Thicker walls

- Natural materials
- Enriched landscaping with a mature height of at least 18”
- Precast materials
- Other decorative, durable materials as approved by the City

Special materials, such as ceramic tile, granite and marble are encouraged at major entries.

Tops

- Cornice treatments
- Roof overhangs with brackets
- Stepped parapets
- Textured materials

Colored “stripes” are not acceptable as the only treatment.

Exterior Materials

Recommended materials include stucco, exterior plaster, brick, wood siding, tile, precast concrete or stone. Exterior materials that appear pre-fabricated are not recommended. Selected materials and detailing should have an enduring appearance. Foam products should be avoided at the pedestrian level.

Roof Materials

Roofing materials that are generally acceptable include metal standing seam, concrete tile, ceramic tile and slate or slate-like materials. Asphalt or wood shingles are prohibited.

Colors

Color selection shall be consistent with the selected architecture style.

**6.3 SIGNS**

Signs shall comply with the requirements of the City of Ontario Development Code and shall be coordinated through a comprehensive sign program. A sign program shall be approved by the City prior to any signs being installed.

**6.5 SERVICE FACILITIES**

Service facilities such as trash enclosures, loading zones and yard areas shall be designed, located and oriented to have a minimal visual impact on the development within the PUD area.

Trash enclosures shall be designed to coordinate with the architecture, colors and materials of the style of the development and shall be located to provide adequate access for trash pickup without encroaching on access drives or landscaped areas. Trash enclosures shall be designed and constructed with a solid roof cover which shall also be designed to match the architecture of the development.



Loading areas should be screened by location, orientation, and, if necessary, walls to reduce the visual impact of these areas.

## 7. HISTORIC PRESERVATION

### 7.1 HISTORIC BACKGROUND

The one block area that comprises the PUD established by this document is not located within the City's Historic Downtown District. However, the property was part of Pikes Peak Ocean-to-Ocean Highway (Holt Boulevard frontage). Long before freeways and highways existed in Ontario, travelers relied on Native American trails and stage coach routes. Some of these routes evolved into highways such as the famous Lincoln Highway and the National Old Trails Road (US Route 40). One of the nation's first transcontinental highways, which commenced construction in 1912, is the Pikes Peak Ocean-to-Ocean Highway. The highway spanned the continent from Los Angeles to New York and passed through Holt Boulevard in Ontario. This occurred at a time when paved roads were rare and traveling by car for more than 10 miles was an adventure. Road boosters and automobile enthusiasts arranged local chapters within cities and towns to participate in the promotion of this new highway and laid the foundation for auto-orientated development.

By 1920, Holt Boulevard was a 4-lane highway and the main transportation route linking Los Angeles to Palm Springs. As tourism increased, grand hotels, restaurants, and other roadside businesses developed along Holt Boulevard such as Ford's Lunch, Jiffy Lunch, Hot Dog Show, Casa Blanca Hotel, Dietz Garage and famous tourist attraction, Hotpoint. Movie stars and Beverly Hills socialites ate, shopped, and slept in Ontario's historic downtown making this place a "must stop" destination.

### 7.2 EXISTING HISTORIC STRUCTURES

The project site does not contain any historic resources and is not in a Designated, Proposed, or Potential District. Additionally, Holt Boulevard and Grove Avenue PUD is not adjacent to any historic districts.

## ADMINISTRATION

### 1. ITEMS NOT ADDRESSED IN PUD

Any terms, requirements, or regulations not addressed within the PUD document shall be governed by the City of Ontario Development Code, the regulations of the Mixed-Use zones and City Standards.

### 2. DEVELOPMENT APPLICATIONS

Development Plans for the development of each individual parcel within the PUD area, along with fees and other required items, shall be submitted for review and approval per the requirements contained in Article 8 of the City of Ontario Development Code and the General Application.

### 3. ADMINISTRATIVE EXCEPTIONS

Deviation from the development standards set forth in this document may be granted up to a maximum of ten (10%) percent by the Zoning Administrator. Any deviation that is greater than (10%) percent shall require Variance approval.

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV17-034, A DEVELOPMENT PLAN TO CONSTRUCT A PHASED COMMERCIAL DEVELOPMENT COMPOSED OF A 4,662 SQUARE FOOT CAR CASH (PHASE 1) AND TWO MULTI-TENANT RETAIL BUILDINGS TOTALING 9,500 SQUARE FEET (PHASE 2) ON 2.6 ACRES OF LAND LOCATED AT THE NORTHWEST CORNER OF HOLT BOULEVARD AND GROVE AVENUE WITHIN THE EAST HOLT MIXED USE (MU-2) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, AND 1048-472-21.

WHEREAS, ELBA INC. ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV17-034, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 2.6 acres of land generally located along the northwest corner of Holt Boulevard and Grove Avenue, within the MU-2 (East Holt Mixed Use) zoning district, and is presently vacant land; and

WHEREAS, the property to the north of the Project site is located within the MU-2 (East Holt Mixed-Use) zoning district, and is developed with single family homes. The property to the east is within the MU-2 (East Holt Mixed Use) zoning district, and is currently vacant. The property to the south is within the IP (Industrial Park) zoning district, and is currently vacant. The property to the west is within the MU-2 (East Holt Mixed Use) zone and the Virginia & Holt Planned Unit Development, and is currently vacant; and

WHEREAS, in conjunction with the subject Development Plan application, the Applicant has also submitted Conditional Use Permit (File No. PCUP17-026) and Planned Unit Development (File No. PUD17-003) applications. Approval of the Development Plan and Conditional Use Permit applications are contingent upon City Council approval of the related "Holt Boulevard and Grove Avenue Planned Unit Development;" and

WHEREAS, Staff has worked with the applicant to design a project that meets the goals and requirements of the MU-2 zoning district and the Holt Boulevard and Grove Avenue Planned Unit Development design guidelines; and

WHEREAS, Phase 1 of the project consists of the construction of a 4,662 square foot commercial car wash, completion of all required site improvements, and completion of all off-site improvements; and

WHEREAS, Phase 2 of the project consists of the development of two retail buildings totaling 9,500 square feet. Retail building 1, located toward the southwest portion of the site, is approximately 5,000 square feet in area and will accommodate up to four retail suites. Retail building 2, located toward the southeast portion of the site, is approximately 4,500 square feet in area and will accommodate up to three retail suites; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

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

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

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

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the decision-making body for the project, the Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

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

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. Class 32 consists of projects characterized as infill development, meeting the following conditions:

(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations. The proposed Project is located within the East Holt Mixed Use land use district of the Policy Plan Land Use Map, and the MU-2 (East Holt Mixed Use) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Policy Plan (General Plan) component of the Ontario Plan.

(b) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses. The project site is on 2.6 acres of land located within the incorporated boundaries of the City of Ontario. Furthermore, the site is situated within a fully urbanized area that is characterized by a mix of residential and commercial development.

(c) The project site has no value as habitat for endangered, rare, or threatened species. The site has been previously developed with a mix of residential and commercial development, and in its currently state, is a vacant weed lot with no value to endangered, rare or threatened species.

(d) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. Conditions of approval have been imposed on the project, which will mitigate any significant effects relating to traffic, noise, air quality, or water quality.

(e) The Project site can be adequately served by all required utilities and public services. The site located within an area that is currently served by all required utilities and public services, including, but not limited to sewer, water, gas, electric, and municipal solid waste services.

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

**SECTION 3: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when

implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Mixed Use land use district of the Policy Plan Land Use Map, and the MU-2 (East Holt Mixed Use) zoning district and Holt Boulevard and Grove Avenue PUD (File No. PUD17-003). The development standards and conditions under which the proposed Project will be constructed and maintained are consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The proposed phased development project is composed of a car wash (Phase 1) and two future retail buildings (Phase 2), which will provide additional services, and promote a variety of land uses and building types in the area, consistent with TOP Policy LU1-6 (Complete Community). Additionally, the project will be well-landscaped, and will contribute to the overall streetscape along Grove Avenue and Holt Boulevard, consistent with TOP Policies CD2-9 (Landscape Design) and CD3-6 (Landscaping).

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code, the MU-2 (East Holt Mixed Use) zoning district, and the Holt Boulevard and Grove Avenue PUD, including standards relative to the proposed car wash (Phase 1) and two retail buildings (Phase 2), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions. The project site is bordered by residential uses on the north, and vacant land to the west, south and east. The proposed building will not impose any privacy or view impacts. Furthermore, a 6-foot high decorative masonry block wall will be constructed along the Project's interior property lines to provide privacy and sound attenuation for adjacent existing and future land uses.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Planning Commission has required certain

safeguards, and imposed certain conditions of approval, which have been established to ensure that: [i] the purposes of the MU-2 (East Holt Mixed Use) zoning district and the Holt Boulevard and Grove Avenue PUD (File No. PUD17-003) are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, as-well-as the MU-2 (East Holt Mixed Use) zoning district and the Holt Boulevard and Grove Avenue PUD. The proposed project is complementary to the surrounding area in terms of proposed land use and building architecture, and landscape improvements. Additionally, all oil, grease, and debris from the car wash bay will be captured and removed to an off-site location for treatment/disposal, and water from the car wash bay will be recycled and reused.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the development standards and guidelines of the MU-2 (East Holt Mixed Use) zoning district and the Holt Boulevard and Grove Avenue PUD that are applicable to the proposed project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land uses being proposed (car wash facility with Phase 1 and two retail commercial buildings with Phase 2). The project, as proposed, meets or exceeds all design standards and guidelines, including parking, landscaping, setbacks, and circulation. As a result of this review, the Planning Commission has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the MU-2 zoning district and the Holt Boulevard and Grove Avenue PUD.

**SECTION 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 6: Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.



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

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

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26th day of February, 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV17-034  
Departmental Conditions of Approval**

*(Departmental conditions of approval to follow this page)*



City of Ontario  
Planning Department  
303 East B Street  
Ontario, California 91764  
Phone: 909.395.2036  
Fax: 909.395.2420

## ***Planning Department Land Development Division Conditions of Approval***

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**Meeting Date:** February 26, 2019  
**File No:** PDEV17-034  
**Related Files:** PCUP17-026 & PUD17-003

**Project Description:** A Development Plan (File No. PDEV17-034) to construct a phased commercial development on 2.6 acres of land, composed of a 4,662 square foot commercial car wash (Phase 1), and two multi-tenant retail buildings composed of 9,500 square feet (Phase 2), for property located along the northwest corner of Holt Boulevard and Grove Avenue, within the East Holt Mixed-Use (MU-2) zoning district. (APNs: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, 1048-472-21); **submitted by Elba Inc.**

**Prepared By:** Luis E. Batres, Senior Planner  
Phone: 909.395.2431  
Email: Lbatres@ontarioca.gov

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The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

**1.0 Standard Conditions of Approval.** The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

**2.0 Special Conditions of Approval.** In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

**2.1 Time Limits.**

(a) Development Plan approval shall become null and void 2 years following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

**2.2 General Requirements.** The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

**2.3** Landscaping.

(a) The Project shall provide and continuously maintain landscaping and irrigation systems in compliance with the provisions of Ontario Development Code Division 6.05 (Landscaping).

(b) Comply with the conditions of approval of the Planning Department; Landscape Planning Division.

(c) Landscaping shall not be installed until the Landscape and Irrigation Construction Documentation Plans required by Ontario Development Code Division 6.05 (Landscaping) have been approved by the Planning Department.

(d) Changes to approved Landscape and Irrigation Construction Documentation Plans, which affect the character or quantity of the plant material or irrigation system design, shall be resubmitted for approval of the revision by the Landscape Planning Division, prior to the commencement of the changes.

**2.4** Walls and Fences. All Project walls and fences shall comply with the requirements of Ontario Development Code Division 6.02 (Walls, Fences and Obstructions).

**2.5** Parking, Circulation and Access.

(a) The Project shall comply with the applicable off-street parking, loading and lighting requirements of City of Ontario Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

(c) The required number of off-street parking spaces and/or loading spaces shall be provided at the time of site and/or building occupancy. All parking and loading spaces shall be maintained in good condition for the duration of the building or use.

(d) Parking spaces specifically designated and conveniently located for use by the physically disabled shall be provided pursuant to current accessibility regulations contained in State law (CCR Title 24, Part 2, Chapters 2B71, and CVC Section 22507.8).

(e) Bicycle parking facilities, including bicycle racks, lockers, and other secure facilities, shall be provided in conjunction with development projects pursuant to current regulations contained in CALGreen (CAC Title 24, Part 11).

**2.6** Site Lighting.

(a) All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code Section 4-11.08 (Special Residential Building Provisions) and Section 4-11.09 (Special Commercial/Industrial Building Provisions), designed to confine emitted light to the parking areas. Parking facilities shall be lighted from sunset until sunrise, daily, and shall be operated by a photocell switch.

(b) Unless intended as part of a master lighting program, no operation, activity, or lighting fixture shall create illumination on any adjacent property.

(c) The applicant shall work with staff during the plan check process to add up and down lighting at key landscaped areas, walkways and plaza areas. A separate landscape plan shall be submitted to the project planner during the plan check process indicating the various locations proposed.

(d) Cut-sheets for all exterior lighting proposed shall be submitted to the project planner for approval and shall be incorporated on the construction plans.

#### **2.7 Mechanical and Rooftop Equipment.**

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

(b) All ground-mounted utility equipment and structures, such as tanks, transformers, HVAC equipment, and backflow prevention devices, shall be located out of view from a public street, or adequately screened through the use of landscaping and/or decorative low garden walls.

**2.8 Security Standards.** The Project shall comply with all applicable requirements of Ontario Municipal Code Title 4 (Public Safety), Chapter 11 (Security Standards for Buildings).

**2.9 Signs-**A Sign program must be approved by the City for the entire project, before a sign can be approved for the project.

**2.10 Sound Attenuation.** The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noised levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

(a) The applicant shall have a noise study prepared by an authorized licensed professional that demonstrates that the noise levels of the car wash operation/facility will not exceed 65 dB CNEL, beyond the projects property lines. A building permit will not be issued until such study has been presented to the Planning Department/project planner.

**2.11 Indemnification.** The applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul any approval of the City of Ontario, whether by its City Council, Planning Commission or other authorized board or officer. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

#### **2.12 Additional Fees.**

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee shall be provided to the Planning Department. The fee shall be paid by check, made payable to the "Clerk of the Board of Supervisors", which shall be forwarded to the San Bernardino County Clerk of the Board of Supervisors, along with all applicable environmental forms/notices, pursuant to the requirements of the California Environmental Quality Act (CEQA). Failure to provide said fee within the time specified may result in a 180-day extension to the statute of limitations for the filing of a CEQA lawsuit.

(b) After the Project's entitlement approval, and prior to issuance of final building permits, the Planning Department's Plan Check and Inspection fees shall be paid at the rate established by resolution of the City Council.

**2.13** Additional Requirements.

(a) The two retail building pads shall be landscaped to complement the rest of the site, until the time that they are developed. Outside decorative furniture shall also be incorporated within the area.

(b) Approval of a new Development Plan shall be required at the time the two retail buildings are constructed.

(c) Applicant shall place "silencers" on the self-serve vacuums to minimize noise levels.

(d) A permit will not be issued until the related PUD (File No. PUD17-003) application has been approved and adopted by the City Council.

(e) The applicant shall work with staff to add additional landscape pockets/planters along the west and south side of the car wash structure. If you are over the required number of parking spaces you can remove some to add the necessary space.

(f) All paths of travel from the public sidewalks to the buildings shall feature decorative paving. Applicant shall work with staff during the plan check process to add them.

(g) All sidewalks around the retail buildings shall feature decorative paving. Applicant shall work with staff during the plan check process to add them.

(h) Vine pockets shall be incorporated all along the new block walls along the west and north property lines, so that they can attach to the walls. Please add attached wires to the walls so that vines can climb.

(i) Once the project is approved by the Planning Commission, the applicant shall submit two (11" x 17") complete sets of plans to the Planning Department, which also include all the color elevations and color landscape plans. A copy of the plans shall also be submitted on disk or USB.

(j) A final inspection from the Planning Department/project planner is required prior to occupancy. Building permits will not be issued until the PUD has been approved and adopted by the Ontario City Council.





**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Environmental, Traffic/Transportation Division, Ontario Municipal Utilities Company  
Information Technology and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP  <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. <u>PDEV17-034</u></b>  <b>RELATED FILE NO(S). PUD17-003, PCUP17-026</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: <u>  </u> / <u>  </u> / <u>  </u>	

**CITY PROJECT ENGINEER & PHONE NO:** Miguel Sotomayor (909) 395-2108 *MS*

**CITY PROJECT PLANNER & PHONE NO:** Luis Batres (909) 395-2431

**DAB MEETING DATE:** December 17, 2018

**PROJECT NAME / DESCRIPTION:** PDEV17-034 a Development Plan to construct a phased development consisting of 4,662 square foot car wash (Phase I) and a 8,500 square foot multi-tenant retail building (Phase II) on 2.2 acres of land, within the MU-2 (East Holt Mixed Use) zoning district Northwest corner of Holt Boulevard and Grove Avenue

**LOCATION:**

**APPLICANT:** Elba, Inc.

**REVIEWED BY:**   
 Bryan Lirley, P.E.  
 Principal Engineer

12/3/18  
Date

**APPROVED BY:**   
 Khoi Do, P.E.  
 Assistant City Engineer

12/3/18  
Date





- 1.10 Provide a monument bond (i.e. cash deposit) in an amount calculated by the City's approved cost estimate spreadsheet (available for download on the City's website: [www.ci.ontario.ca.us](http://www.ci.ontario.ca.us)) or as specified in writing by the applicant's Registered Engineer or Licensed Land Surveyor of Record and approved by the City Engineer, whichever is greater.
- 1.11 Provide a preliminary title report current to within 30 days.
- 1.12 File an application, together with an initial deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community Facilities District Act of 1982. The application and fee shall be submitted a minimum of three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact Management Services at (909) 395-2353 to initiate the CFD application process.
- 1.13 New Model Colony (NMC) Developments: 
  - 1) Provide evidence of final cancellation of Williamson Act contracts associated with this tract, prior to approval of any final subdivision map. Cancellation of contracts shall have been approved by the City Council.
  - 2) Provide evidence of sufficient storm water capacity availability equivalents (Certificate of Storm Water Treatment Equivalents).
  - 3) Provide evidence of sufficient water availability equivalents (Certificate of Net MDD Availability).
- 1.14 Other conditions: \_\_\_\_\_

**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
 ( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Parcel Map/Tract Map No. \_\_\_\_\_ pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.
- 2.02 Submit a duplicate photo mylar of the recorded map to the City Engineer's office.
- 2.03 Note that the subject parcel is a recognized parcel in the City of Ontario per \_\_\_\_\_
- 2.04 Note that the subject parcel is an 'unrecognized' parcel in the City of Ontario and shall require a Certificate of Compliance to be processed unless a deed is provided confirming the existence of the parcel prior to the date of \_\_\_\_\_
- 2.05 Apply for a:  Certificate of Compliance with a Record of Survey;  Lot Line Adjustment (two required) 
  - Make a Dedication of Easement.
- 2.06 Provide (original document) Covenants, Conditions and Restrictions (CC&R's), as applicable to the project, and as approved by the City Attorney and the Engineering and Planning Departments, ready for recordation with the County of San Bernardino. The CC&R's shall provide for, but not be limited to, common ingress and egress, joint maintenance of all common access improvements, common facilities, parking areas, utilities and drive approaches in addition to maintenance requirements established in the Water Quality Management Plan ( WQMP), as applicable to the project.



- 2.07 For all development occurring south of the Pomona Freeway (60-Freeway) and within the specified boundary limits (per Boundary Map found at <http://tceplumecleanup.com/>), the property developer/owner is made aware of the South Archibald Trichloroethylene (TCE) Plume "Disclosure Letter". Property owner may wish to provide this Letter as part of the Real Estate Transfer Disclosure requirements under California Civil Code Section 1102 et seq. This may include notifications in the Covenants, Conditions and Restrictions (CC&Rs) or other documents related to property transfer and disclosures. Additional information on the plume is available from the Santa Ana Regional Water Quality Control Board at [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T10000004658](http://geotracker.waterboards.ca.gov/profile_report?global_id=T10000004658).
- 2.08 **Submit a soils/geology report.**
- 2.09 **Other Agency Permit/Approval: Submit a copy of the approved permit and/or other form of approval of the project from the following agency or agencies:**
- State of California Department of Transportation (Caltrans)
  - San Bernardino County Road Department (SBCRD)
  - San Bernardino County Flood Control District (SBCFCD)
  - Federal Emergency Management Agency (FEMA)
  - Cucamonga Valley Water District (CVWD) for sewer/water service
  - United States Army Corps of Engineers (USACE)
  - California Department of Fish & Game
  - Inland Empire Utilities Agency (IEUA)
  - Other:**  
**Obtain non-interference letter from easement holders shown on title report**
- 2.10 **Dedicate to the City of Ontario the right-of-way described below:**
- a. **Right-of-way necessary to accommodate the ultimate future Intersection improvements at Holt Boulevard and Grove Avenue. The ultimate right of way shall be in accordance with the approved site plan.**
  - b. **Property line corner 'cut-back' required at the intersection of Holt Boulevard and Grove Avenue.**
  - c. **Irrevocable offer of dedication, for a temporary construction easement as follows: from the resultant right-of-way line to a point 5 feet behind, along the entire project frontage in accordance with the approved site plan.**
- 2.11 Dedicate to the City of Ontario the following easement(s): \_\_\_\_\_
- 2.12 **New Model Colony (NMC) Developments:**
- 1) Submit a copy of the permit from the San Bernardino County Health Department to the Engineering Department and the Ontario Municipal Utilities Company (OMUC) for the destruction/abandonment of the on-site water well. The well shall be destroyed/abandoned in accordance with the San Bernardino County Health Department guidelines.
  - 2) Make a formal request to the City of Ontario Engineering Department for the proposed temporary use of an existing agricultural water well for purposes other than agriculture, such as grading, dust control, etc. Upon approval, the Applicant shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by said agreement.
  - 3) Design proposed retaining walls to retain up to a maximum of three (3) feet of earth. In no case shall a wall exceed an overall height of nine (9) feet (i.e. maximum 6-foot high wall on top of a maximum 3-foot high retaining wall).
- 2.13 **Submit a security deposit to the Engineering Department to guarantee construction of the public improvements required herein valued at 100% of the approved construction cost estimate. Security deposit shall be in accordance with the City of Ontario Municipal Code.**



**Security deposit will be eligible for release, in accordance with City procedure, upon completion and acceptance of said public improvements.**

- 2.14 The applicant/developer shall submit all necessary survey documents prepared by a Licensed Surveyor registered in the State of California detailing all existing survey monuments in and around the project site. These documents are to be reviewed and approved by the City Survey Office.
- 2.15 **Pay all Development Impact Fees (DIF) to the Building Department. Storm Drain Development Impact Fee, approximately \$46,174, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 **Other conditions:** 
  - a. **The applicant/developer shall record a private reciprocal access easement between the future two lots for internal circulation and the proposed driveways on Holt Boulevard and Grove Avenue.**
  - b. **The applicant/developer shall record a private drainage/maintenance easement between the future two lots.**



**B. PUBLIC IMPROVEMENTS**

(See attached Exhibit 'A' for plan check submittal requirements.)

- 2.17 Design and construct full public improvements in accordance with the City of Ontario Municipal Code, current City standards and specifications, master plans and the adopted specific plan for the area, if any. These public improvements shall include, but not be limited to, the following (checked boxes):

Improvement	Holt Blvd.	Grove Ave.	Street 3	Street 4
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace at existing driveway closure locations	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace Damaged AC Berm <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement</b>	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (Truck Route Only)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway<sup>(a)</sup></b>	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
<b>Raised Landscaped Median<sup>(b)</sup></b>	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Fire Hydrant<sup>(c)</sup></b>	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Street Light (see Sec. 2.F)	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Fiber Optics (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate	<input type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	_____	_____	_____

**Specific notes for improvements listed in Item no. 2.17, above:**

- a. The applicant/developer shall install temporary landscape and irrigation behind the existing curb and gutter to the ultimate proposed sidewalk.
- b. The applicant/developer shall design and construct the extension of the existing median island on Grove Avenue. The median island shall extend 50 feet north of the proposed driveway.
- c. The applicant/developer shall design and construct a fire hydrant on the northwest corner of Holt Boulevard and Grove Avenue.



- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): \_\_\_\_\_
- 2.19 Reconstruction of the full pavement structural section, per City of Ontario Standard Drawing number 1011, may be required based on the existing pavement condition and final street design. Minimum limits of reconstruction shall be along property frontage, from street centerline to curb/gutter.
- 2.20 Make arrangements with the Cucamonga Valley Water District (CVWD) to provide  water service  sewer service to the site. This property is within the area served by the CVWD and Applicant shall provide documentation to the City verifying that all required CVWD fees have been paid.
- 2.21 **Overhead utilities shall be under-grounded, in accordance with Title 7 of the City's Municipal Code (Ordinance No. 2804 and 2892).**
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **A 12 inch sewer main is available for connection by this project in Holt Boulevard (Ref: Sewer plan bar code: S13120)**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**

- a. The applicant/developer shall provide a grease interceptor for the proposed restaurant.
- b. The applicant/developer shall provide the car wash with a three compartment sand and oil interceptor per City Standard No. 2202.
- c. The applicant/developer shall not construct the sewer lateral underneath the driveway approach.
- d. **Waste Water Discharge Permit: The occupant/applicant shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply with all the requirements of the Wastewater Discharge Permit (<http://www.ontarioca.gov/municipal-utilities-company/utilities/industrial-wastewater-discharge-permit>).**

Requirements of the Wastewater Discharge Permit may include, but not limited to:  
Installation of wastewater pretreatment equipment, such as clarifiers. For wastewater permit application questions, please contact:

Michael Birmelin, Environmental Programs Manager  
[omucenvironmental@ontarioca.gov](mailto:omucenvironmental@ontarioca.gov)  
Phone: (909) 395-2661





**D. WATER**

- 2.27 A 12 and 18 inch water main is available for connection by this project in Holt Boulevard and Grove Avenue respectively (Ref: Water plan bar code: W11984)
- 2.28 Design and construct a water main extension. A water main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.29 Other conditions: 
  - a. The applicant/developer shall construct separate water services for domestic (with back flow), irrigation (with back flow) and fire DCDA

**E. RECYCLED WATER**

- 2.30 A \_\_\_\_\_ inch recycled water main is available for connection by this project in \_\_\_\_\_. (Ref: Recycled Water plan bar code: \_\_\_\_\_)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main does exist in the vicinity of this project.
- 2.32 Design and construct an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project, but is planned for the near future. If Applicant would like to connect to this recycled water main when it becomes available, the cost for the connection shall be borne solely by the Applicant.
- 2.33 Submit two (2) hard copies and one (1) electronic copy, in PDF format, of the Engineering Report (ER), for the use of recycled water, to the OMUC for review and subsequent submittal to the California Department of Public Health (CDPH) for final approval. 

Note: The OMUC and the CDPH review and approval process will be approximately three (3) months. Contact the Ontario Municipal Utilities Company at (909) 395-2647 regarding this requirement.
- 2.34 Other conditions: \_\_\_\_\_

**F. TRAFFIC / TRANSPORTATION**

- 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer: 
  - 1. On-site and off-site circulation
  - 2. Traffic level of service (LOS) at 'build-out' and future years
  - 3. Impact at specific intersections as selected by the City Engineer
- 2.36 New traffic signal installations shall be added to Southern California Edison (SCE) customer account number # 2-20-044-3877.
- 2.37 Other conditions: 
  - a. The Grove avenue driveway shall be restricted to right-turn access only.
  - b. The proposed driveway on Holt Boulevard shall be limited to right-turn access only when the future median is installed.
  - c. Grove Avenue shall be signed "No Stopping Anytime"; Holt Boulevard shall be signed "No Parking Anytime".
  - d. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
  - e. Driveways shall be designed in accordance with City Standard Drawing No. 1204.
  - f. The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to starting design plans.
  - g. The applicant/developer shall be responsible to design and construct signing and striping modifications necessary to accommodate the median island extension.



**G. DRAINAGE / HYDROLOGY**

- 2.38 **A 48 inch storm drain main is available to accept flows from this project in Holt Boulevard. (Ref: Storm Drain plan bar code:D10619)**
- 2.39 Submit a hydrology study and drainage analysis, prepared and signed by a Civil Engineer registered in the State of California. The study shall be prepared in accordance with the San Bernardino County Hydrology Manual and City of Ontario standards and guidelines. Additional drainage facilities, including, but not limited to, improvements beyond the project frontage, may be required to be designed and constructed, by Applicant, as a result of the findings of this study.
- 2.40 An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans.
- 2.41 Submit a copy of a recorded private drainage easement or drainage acceptance agreement to the Engineering Department for the acceptance of any increase to volume and/or concentration of historical drainage flows onto adjacent property, prior to approval of the grading plan for the project.
- 2.42 Comply with the City of Ontario Flood Damage Prevention Ordinance (Ordinance No. 2409). The project site or a portion of the project site is within the Special Flood Hazard Area (SFHA) as indicated on the Flood Insurance Rate Map (FIRM) and is subject to flooding during a 100 year frequency storm. The site plan shall be subject to the provisions of the National Flood Insurance Program.
- 2.43 Other conditions: \_\_\_\_\_

**H. STORM WATER QUALITY / NATIONAL POLLUTANT DISCHARGE AND ELIMINATION SYSTEM (NPDES)**

- 2.44 401 Water Quality Certification/404 Permit – Submit a copy of any applicable 401 Certification or 404 Permit for the subject project to the City project engineer. Development that will affect any body of surface water (i.e. lake, creek, open drainage channel, etc.) may require a 401 Water Quality Certification from the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) and a 404 Permit from the United States Army Corps of Engineers (USACE). The groups of water bodies classified in these requirements are perennial (flow year round) and ephemeral (flow during rain conditions, only) and include, but are not limited to, direct connections into San Bernardino County Flood Control District (SBCFCD) channels.  
If a 401 Certification and/or a 404 Permit are not required, a letter confirming this from Applicant's engineer shall be submitted.  
Contact information: USACE (Los Angeles District) (213) 452-3414; RWQCB (951) 782-4130.
- 2.45 **Submit a Water Quality Management Plan (WQMP). This plan shall be approved by the Engineering Department prior to approval of any grading plan. The WQMP shall be submitted, utilizing the current San Bernardino County Stormwater Program template, available at: <http://www.sbccounty.gov/dpw/land/npdes.asp>.**
- 2.46 **Other conditions:** 
  - a. **To implement compliance measures for the trash mandate of the Areawide Urban Stormwater Permit, a Connector Pipe Screen (CPS) unit shall be installed at the catch basin located along Holt Blvd. The vendor specifications for the product and detail information can be found on the fact sheet of the Certified Full Trash Capture List of the State Water Resource Control Board. The USW-1 or approved equal shall be the installed product. This is to be shown on the plans.**



**J. SPECIAL DISTRICTS**

- 2.47 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.48 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.49 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building.
- 2.50 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

**L. Solid Waste**

- 2.51 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:  
  
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.52 Other conditions:
- a. The applicant/developer shall submit a SWHP with the Precise Grading Plan for review and approval by Ontario Municipal Utility Company. The SWHP shall follow the SWHP Guidance Document available from OMUC (Peter Tran 909-395-2677).



**3. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, APPLICANT SHALL:**

- 3.01 Set new monuments in place of any monuments that have been damaged or destroyed as a result of construction of the subject project. Monuments shall be set in accordance with City of Ontario standards and to the satisfaction of the City Engineer.**
- 3.02 Complete all requirements for recycled water usage.** 
  - 1) Procure from the OMUC a copy of the letter of confirmation from the California Department of Public Health (CDPH) that the Engineering Report (ER) has been reviewed and the subject site is approved for the use of recycled water.
  - 2) Obtain clearance from the OMUC confirming completion of recycled water improvements and passing of shutdown tests and cross connection inspection, upon availability/usage of recycled water.
  - 3) Complete education training of on-site personnel in the use of recycled water, in accordance with the ER, upon availability/usage of recycled water.
- 3.03 The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these Conditions of Approvals and the latest edition of the California Professional Land Survey Act. These documents are to be reviewed and approved by the City Survey Office.**
- 3.04 NMC Projects:** For developments located at an intersection of any two collector or arterial streets, the applicant/developer shall set a monument if one does not already exist at that intersection. Contact the City Survey office for information on reference benchmarks, acceptable methodology and required submittals.
- 3.05 Confirm payment of all Development Impact Fees (DIF) to the Building Department.**
- 3.06 Submit electronic copies (PDF and Auto CAD format) of all approved improvement plans, studies and reports (i.e. hydrology, traffic, WQMP, etc.).**



**EXHIBIT 'A'**

**ENGINEERING DEPARTMENT  
First Plan Check Submittal Checklist**

**Project Number: PDEV 17-034**

**The following items are required to be included with the first plan check submittal:**

1.  **A copy of this check list**
2.  **Payment of fee for Plan Checking**
3.  **One (1) copy of Engineering Cost Estimate (on City form) with engineer's wet signature and stamp.**
4.  **One (1) copy of project Conditions of Approval**
5.  **Two (2) sets of Potable and Recycled Water demand calculations (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size).**
6.  **Three (3) sets of Public Street improvement plan with street cross-sections**
7.  **Three (3) sets of Private Street improvement plan with street cross-sections**
8.  **Four (4) sets of Public Water improvement plan (include water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size)**
9.  **Four (4) sets of Recycled Water improvement plan (include recycled water demand calculations showing low, average and peak water demand in GPM for the proposed development and proposed water meter size and an exhibit showing the limits of areas being irrigated by each recycled water meter)**
10.  **Four (4) sets of Public Sewer improvement plan**
11.  **Five (5) sets of Public Storm Drain improvement plan**
12.  **Three (3) sets of Public Street Light Improvement plan**
13.  **Three (3) sets of Signing and Striping Improvement plan**
14.  **Three (3) sets of Fiber Optic plan (Include Auto CAD electronic submittal)**
15.  **Three (3) sets of Dry Utility plans within public right-of-way (at a minimum the plans must show existing and ultimate right-of-way, curb and gutter, proposed utility location including centerline dimensions, wall to wall clearances between proposed utility and adjacent public line, street work repaired per Standard Drawing No. 1306. Include Auto CAD electronic submittal)**
16.  **Three (3) sets of Traffic Signal Improvement plan and One (1) copy of Traffic Signal Specifications with modified Special Provisions. Please contact the Traffic Division at (909) 395-2154 to obtain Traffic Signal Specifications.**
17.  **Two (2) copies of Water Quality Management Plan (WQMP), including one (1) copy of the approved Preliminary WQMP (PWQMP).**
18.  **One (1) copy of Hydrology/Drainage study**
19.  **One (1) copy of Soils/Geology report**
20.  **Payment for Final Map/Parcel Map processing fee**
21.  **Three (3) copies of Final Map/Parcel Map**
22.  **One (1) copy of approved Tentative Map**
23.  **One (1) copy of Preliminary Title Report (current within 30 days)**



24.  **One (1) copy of Traverse Closure Calculations**
25.  **One (1) set of supporting documents and maps (legible copies): referenced improvement plans (full size), referenced record final maps/parcel maps (full size, 18"x26"), Assessor's Parcel map (full size, 11"x17"), recorded documents such as deeds, lot line adjustments, easements, etc.**
26.  Two (2) copies of Engineering Report and an electronic file (include PDF format electronic submittal) for recycled water use
27.  **Other:**
- a. **Two (2) Lot Line Adjustments and pay all applicable review and recordation fees**



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Senior Planner  
Planning Department

**FROM:** Lora L. Gearhart, Fire Protection Analyst  
Fire Department

**DATE:** August 15, 2017

**SUBJECT:** PDEV17-0034 – A Development Plan To Construct A 7,024-Square Foot Commercial Building On 2.6 Acres Of Land Located At The Northwest Corner Of Grove Avenue And Holt Boulevard, Within The MU-2 (East Holt Mixed-Use) Zoning District. (APNs: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, And 1048-472-21) Related File: PUD17-003

- 
- The plan **does** adequately address Fire Department requirements at this time.
- No comments.
- Standard Conditions of Approval apply, as stated below.
- 

### **SITE AND BUILDING FEATURES:**

- A. 2016 CBC Type of Construction: V-B
- B. Type of Roof Materials:
- C. Ground Floor Area(s): 7,027 Sq. Ft.
- D. Number of Stories: One
- E. Total Square Footage: 7,027 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): B

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

- 1.1 The following are the Ontario Fire Department ("Fire Department") requirements for this development project, based on the current edition of the California Fire Code (CFC), and the current versions of the Fire Prevention Standards ("Standards.") It is recommended that the applicant or developer transmit a copy of these requirements to the on-site contractor(s) and that all questions or concerns be directed to the Bureau of Fire Prevention, at (909) 395-2029. For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ontarioca.gov](http://www.ontarioca.gov), click on "[Fire Department](#)" and then on "[Standards and Forms](#)."
- 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

### **2.0 FIRE DEPARTMENT ACCESS**

- 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See [Standard #B-004](#).
- 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per [Standard #B-005](#).
- 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per [Standard #B-002](#).
- 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.
- 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per [Standard #B-001](#).
- 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See [Standards #B-003, B-004 and H-001](#).
- 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.



### **3.0 WATER SUPPLY**

- 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1500 gallons per minute (g.p.m.) for 2 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### **4.0 FIRE PROTECTION SYSTEMS**

- 4.1 On-site private fire hydrants are required per Standard #D-005, and identified in accordance with Standard #D-002. Installation and locations(s) are subject to the approval of the Fire Department. An application with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

### **5.0 BUILDING CONSTRUCTION FEATURES**

- 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- 5.7 Placards shall be installed in acceptable locations on buildings that store, use or handle hazardous materials in excess of the quantities specified in the CFC. Placards shall meet the requirements of National Fire Protection Association (NFPA) Standard 704.

## **6.0 OTHER SPECIAL USES**

- 6.1 The storage, use, dispensing, or handling of any hazardous materials shall be approved by the Fire Department, and adequate fire protection features shall be required. If hazardous materials are proposed, a Fire Department Hazardous Materials Information Packet, including Disclosure Form and Information Worksheet, shall be completed and submitted with Material Safety Data Sheets to the Fire Department along with building construction plans.
  
- 6.3 Underground fuel tanks, their associated piping and dispensers shall be reviewed, approved, and permitted by Ontario Building Department, Ontario Fire Department, and San Bernardino County Fire Department Hazardous Materials Division. In fueling facilities, an exterior emergency pump shut-off switch shall be provided.

## **7.0 PROJECT SPECIFIC CONDITIONS**

- 7.1 NONE

<END.>



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** September 12, 2017

**SUBJECT:** PDEV17-034 – A DEVELOPMENT PLAN TO CONSTRUCT A CAR WASH AT THE NORTHWEST CORNER OF GROVE AVENUE AND HOLT BOULEVARD

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The “Standard Conditions of Approval” contained in Resolution No. 2010-021 apply. The applicant shall read and be thoroughly familiar with these conditions, including, but not limited to, the requirements below.

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided operate on photosensor. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addressing shall be installed according to City standards.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

In addition, the Ontario Police Department places the following condition on the project:

- The business shall maintain a security camera surveillance system in proper working order, with at least one camera positioned to cover each cash register, the main entry/exit door, and the tunnel entrances and exits. Each camera shall record at a minimum resolution of 640x480 and a minimum of fifteen (15) frames per second. Recorded video shall be retained for a minimum of 30 days and made available to the Police Department upon request.
- The applicant will be responsible for keeping the grounds of the business clean from debris and litter.
- Graffiti abatement by the business owner/licensee, or management shall be immediate and on-going on the premises, but in no event shall graffiti be allowed unabated on the premises for more than 72 hours. Abatement shall take the form of removal, or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee, or

management shall notify the City within 24 hours at (909) 395-2626 (graffiti hotline) of any graffiti elsewhere on the property not under the business owner/licensee's or management control so that it may be abated by the property owner and/or the City's graffiti team.

The Applicant is invited to contact Douglas Sorel at (909) 395-2873 regarding any questions or concerns.

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

<b>CONDITIONS OF APPROVAL</b>	
Sign Off	
<i>Carolyn Bell</i> Carolyn Bell, Sr. Landscape Architect	9/17/18 Date

Reviewer's Name: <b>Carolyn Bell, Sr Landscape Architect</b>	Phone: <b>(909) 395-2237</b>
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D.A.B. File No.: PDEV17-034 Rev 3	Case Planner: Luis Batres
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Project Name and Location:  
 Grove Center Commercial Building  
 NWC Grove and Holt Blvd

Applicant/Representative:  
 CJC Designs, Inc  
 22485 La Palma Ave suite 202  
 Yorba Linda, ca 92887

<input checked="" type="checkbox"/>	<b>A Preliminary Landscape Plan (dated 8/13/18) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.</b>
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<input type="checkbox"/>	<b>A Preliminary Landscape Plan (dated ) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>
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**A RESPONSE SHEET IS REQUIRED WITH RESUBMITTAL OR PLANS WILL BE RETURNED AS INCOMPLETE**

**Civil/ Site Plans**

1. C-3 move storm water infiltration lines outside of parking lot tree island planters (shown on west side of infiltration units).
2. Dimension backflows to have a 4' set back from all paving including the sidewalk and adjacent backflows devices.
3. Move water lines shown through center parking lot island planter and north planters (required tree location) before car wash connection.
4. Move sewer lines shown through south parking lot island planter (required tree location) before car wash connection.
5. Move swales shown through parking lot island end row planters (required tree location). Consider ribbon gutter west of parking lot planter island.
6. Dimension parking lot diamond planters at south parking row to be min 5' wide inside dim.
7. Move light standards shown in required tree locations in parking lot island row ends, min 15' from trees.
8. Note for compaction to be no greater than 85% at landscape areas. All finished grades at 1 1/2" below finished surfaces. Slopes to be maximum 3:1.
9. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs, pavers or DG paving with edging where parking spaces are adjacent to planters.
10. Trash enclosure shall have split face block, cap and/ or other decorative finish.
11. Show a 7' parkway on Holt per Engineering standards

**Landscape Plans**

12. Provide a tree inventory for existing trees include genus, species, trunk diameter, canopy width and condition. Show and note existing trees in good condition to remain and note trees proposed to be removed. Include existing trees within 15' of adjacent property that would be affected by new walls, footings or on-site tree planting. Add tree protection notes on construction and demo plans.
13. Show backflows, trash enclosures and transformers, and show a 4' set back from paving with

landscape screening: 36" high strappy leaf shrubs at backflows and 4-5' evergreen hedge type shrubs at transformers sides and low groundcovers in front.

14. Show utilities on the landscape plans. Coordinate so utilities are clear of required trees.
15. Show appropriate parking lot shade trees with min 30' canopy at maturity, such as Pistache Ulmus, etc. Change Gleditsia and Sambucus.
16. Add large trees in larger planter areas or corners (such as Quercus agrifolia or Platanus acerifolia) and at seating areas or provide details for trellis structure for shade.
17. Add accent trees and appropriate landscape at the corner of Holt and Grove. Call out sign location. Provide detail for low wall, if decorative material keep plant material low.
18. Show appropriate narrow evergreen trees 20-30'oc along project perimeter for screening. Change Cercis to Tristania or equal.
19. Call out type of proposed irrigation system and include preliminary MAWA calculation.
20. Replace short lived, high maintenance or poor performing plants: Mexican Fan Palms, Gleditsia, Festuca, Merremia. Change Calliandra shown for appropriate hedge material.
21. Provide an appropriate hydroseed plant mix for water quality basins and swales. Or refer to city standard hydroseed mix.
22. Remove from planting notes backfill mix. Refer to the soil report.
23. Street trees for this project are: on Grove ave: Podocarpus gracilior for min 6' parkways; on Holt ave Fraxinus oxycarpus 'Raywood'. Show ultimate design and temporary design.
24. Agronomical soil testing required; note to include report on landscape construction plans. Remove backfill mix and plant tablets and refer to soils report.
25. Show doors and windows on buildings and tall shrubs or tall accents where appropriate at buildings and perimeter walls and low planter material at windows or under signage.
26. Call out all fences and walls, materials proposed and heights.
27. Landscape CD plans shall be designed and signed by a licensed landscape architect.
28. Show minimum on-site tree sizes per the Landscape Development standards, see the Landscape Planning website. 5% 48" box, 10% 36 box, 30% 24" box, 55% 15 gallon.
29. Show 25% of trees as California native (Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, Sambucus Mexicana, etc.) in appropriate locations.
30. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
31. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree Foundation – Planting Soil Specifications.
32. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:
 

Plan Check—less than 5 acres .....	\$1,301.00
Inspection—Construction (up to 3 inspections per phase) .....	<u>\$278.00</u>
Total.....	\$1,579.00

Landscape construction plans with building permit number for plan check may be emailed to: [landscapeplanchek@ontarioca.gov](mailto:landscapeplanchek@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV17-034  
 Address: NWC Grove Ave & Holt Blvd.  
 APN: 1048-472-16 thru 21; 1048-472-12 thru 15; 1048-472-01 thru 11  
 Existing Land Use: Single Family Residential Homes & vacant lots  
 Proposed Land Use: Mixed Use Residential and Commercial  
 Site Acreage: 8.5 Proposed Structure Height: 75 ft  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Luis Batres  
 Date: 9/7/17  
 CD No.: 2017-053  
 PALU No.: n/a

### The project is impacted by the following ONT ALUCP Compatibility Zones:

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input type="radio"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input checked="" type="checkbox"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 100 ft	
<input type="radio"/> Zone 5			

### The project is impacted by the following Chino ALUCP Safety Zones:

Zone 1   
  Zone 2   
  Zone 3   
  Zone 4   
  Zone 5   
  Zone 6  
 Allowable Height: \_\_\_\_\_

## CONSISTENCY DETERMINATION

This proposed Project is:  Exempt from the ALUCP   
 Consistent   
 Consistent with Conditions   
 Inconsistent

The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

Airport Planner Signature: \_\_\_\_\_

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Luis Batres  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** August 10, 2017  
**SUBJECT:** PDEV17-034

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1. The plan **does** adequately address the departmental concerns at this time.  
No comments.

KS:lm





## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PCUP17-026, A CONDITIONAL USE PERMIT TO ESTABLISH A CAR WASH USE ON 2.6 ACRES OF LAND, ON PROPERTY LOCATED ALONG THE NORTHWEST CORNER OF HOLT BOULEVARD AND GROVE AVENUE, WITHIN THE EAST HOLT MIXED-USE (MU-2) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, AND 1048-472-21.

WHEREAS, ELBA INC. ("Applicant") has filed an Application for the approval of a Conditional Use Permit, File No. PCUP17-026, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 2.6 acres of land generally located along the northwest corner of Holt Boulevard and Grove Avenue, within the MU-2 (East Holt Mixed Use) zoning district, and is presently vacant; and

WHEREAS, the property to the north of the Project site is located within the MU-2 (East Holt Mixed-Use) zoning district, and is developed with single family homes. The property to the east is within the MU-2 (East Holt Mixed-Use) zoning district, and is currently vacant land. The property to the south is within the IP (Industrial Park) zoning district, and is currently vacant. The property to the west is within the MU-2 (East Holt Mixed-Use) zoning district and the Virginia & Holt Planned Unit Development, and is currently vacant; and

WHEREAS, in conjunction with the subject Conditional Use Permit application, the applicant has also submitted Development Plan (File No. PDEV17-034) application to construct a phased commercial development composed of a 4,662 square foot commercial car wash (Phase 1) and two multi-tenant retail buildings totaling 9,500 square feet (Phase 2), and a Planned Unit Development (File No. PUD17-003) application, which will establish development standards, design guidelines, and infrastructure requirements for the project site. Approval of the Development Plan (File No. PDEV17-034) and Conditional Use Permit (File No. PCUP17-026) applications are contingent upon City Council approval of the related Holt Blvd. & Grove Avenue Planned Unit Development (File No. PUD17-003); and

WHEREAS, the intent of Conditional Use Permit review is to ensure that the proposed use will be operated in a manner consistent with all local regulations and to ensure that the use will not be detrimental to the public, health, safety, or welfare, or to uses, properties, or improvements in the vicinity. Conditional Use Permits are required for land use classifications typically having unusual site development features or

operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses in the surrounding area; and

WHEREAS, the proposed car wash will utilize higher end technologies than those traditionally used by automated car washes. All water used by the proposed car wash will be filtered and recycled, and all grease, oils, and solids will be collected on-site and hauled to an off-site environmental waste collection center; and

WHEREAS, to minimize impacts on the adjacent land uses, the floor plan has been carefully designed with all mechanical equipment located inside of the building in an effort to isolate significant noise-generating elements from the adjacent land uses. In addition, a 6-foot tall decorative masonry block wall is required to be constructed along the interior property lines, which will serve to further abate nuisance noise generated by the subject land use; and

WHEREAS, the equipment and vacuum rooms, which house systems for the car wash tunnel, as-well-as the motor system for the vacuums, are located along the southwest portion of the building. The exit area of the tunnel, which is the largest producer of noise, will be oriented south, toward Holt Boulevard; and

WHEREAS, to further minimize any potential noise impacts generated by car wash activities, the project has been conditioned to require the placement of “silencers” on the self-serve vacuums. Additionally, the applicant has been required to prepare and submit a noise study to the Planning Department prior to the issuance of a building permit for the car wash, which demonstrates that noise levels generated by the carwash will not exceed 65 dB CNEL, measured at the project’s property lines; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act — Public Resources Code Section 21000 et seq. — (hereinafter referred to as "CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

WHEREAS, the Project has been reviewed for consistency with the Housing Element of the Policy Plan component of The Ontario Plan, as State Housing Element

law (as prescribed in Government Code Sections 65580 through 65589.8) requires that development projects must be consistent with the Housing Element, if upon consideration of all its aspects, it is found to further the purposes, principals, goals, and policies of the Housing Element; and

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

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

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the decision-making body for the project, the Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

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

(2) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. Class 32 consists of projects characterized as infill development, meeting the following conditions:

(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and

regulations. The proposed Project is located within the East Holt Mixed Use land use district of the Policy Plan Land Use Map, and the MU-2 (East Holt Mixed Use) zoning district. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Policy Plan (General Plan) component of the Ontario Plan.

(b) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses. The project site is on 2.6 acres of land located within the incorporated boundaries of the City of Ontario. Furthermore, the site is situated within a fully urbanized area that is characterized by a mix of residential and commercial development.

(c) The project site has no value as habitat for endangered, rare, or threatened species. The site has been previously developed with a mix of residential and commercial development, and in its currently state, is a vacant weed lot with no value to endangered, rare or threatened species.

(d) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality. Conditions of approval have been imposed on the project, which will mitigate any significant effects relating to traffic, noise, air quality, or water quality.

(e) The Project site can be adequately served by all required utilities and public services. The site located within an area that is currently served by all required utilities and public services, including, but not limited to sewer, water, gas, electric, and municipal solid waste services.

(3) The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

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

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

**SECTION 3: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The scale and intensity of the proposed land use would be consistent with the scale and intensity of land uses intended for the particular zoning or land use district.*** The proposed location of the Conditional Use Permit is in accord with the objectives and purposes of the City of Ontario Development Code, the MU-2 (East Holt Mixed Use) zoning district, and the Holt Blvd. & Grove Avenue PUD (File No. PUD17-003), and the scale and intensity of land uses intended for the zoning district in which the use is proposed to be located. Furthermore, the proposed car wash land use will be established and operated consistent with the objectives and purposes, and development standards and guidelines, of the MU-2 (East Holt Mixed Use) zoning district and the Holt Blvd. & Grove Avenue PUD (File No. PUD17-003). The scale and intensity of the proposed car wash is consistent with other permitted land uses located within the MU-2 (East Holt Mixed Use) zoning district and the Holt Blvd. & Grove Avenue PUD. This type of land use district is intended to provide commercial sales and retail facilities, which support business operations within the subject districts. The proposed use is not anticipated to create any impacts with the implementation of the project’s Conditions of Approval; and

(2) ***The proposed use at the proposed location, and the manner in which it will be operated and maintained, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed car wash land use will be located within the Mixed Use land use district of the Policy Plan Land Use Map, the MU-2 (East Holt Mixed Use) zoning district, and the Holt Blvd. & Grove Avenue PUD. The development standards, and the conditions of approval under which the proposed land use will be established, operated, and maintained, are consistent with the goals, policies, plans, and exhibits of the Vision, City Council Priorities, and Policy Plan (General Plan) components of The Ontario Plan. The proposed Conditional Use Permit and related Development Plan and PUD applications are for establishing a car wash, which falls under personal services and related commercial uses. The development standards and conditions under which the proposed project will be operated and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(3) ***The proposed use at the proposed location, and the manner in which it will be operated and maintained, is consistent with the objectives and requirements of the Development Code and any applicable specific plan or planned unit development.*** The proposed car wash land use is located with the MU-2 (East Holt Mixed Use) zone and the Holt Blvd. & Grove Avenue PUD, and has been reviewed and conditioned to ensure the establishment, operation and maintenance of the proposed land use is consistent with all applicable objectives, purposes, standards, and guidelines of the Development Code and land use districts. A Development Plan has also been submitted in conjunction with the proposed Conditional Use Permit to construct a 4,662 square foot building to accommodate the car wash and related functions. The project has been designed to facilitate the business activities on-site. The project will incorporate extensive landscaping throughout the site, which will enhance the Holt Boulevard and Grove Avenue streetscape, and the use will provide an added convenience to the area residents. Furthermore, the project is consistent with the requirements of the City of Ontario Development Code, the MU-2 (East Holt Mixed Use) zone and the Holt Blvd. & Grove Avenue PUD, including standards relative to the particular land use proposed (car wash), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions. In addition, the proposed use is not anticipated to create any impacts with the implementation of the project's Conditions of Approval; and

(4) ***The establishment, maintenance, and operation of the proposed use at the proposed location would not be detrimental or injurious to property and improvements within the vicinity, nor would it be detrimental to the health, safety, or general welfare of persons residing or working in the surrounding neighborhood.*** The Planning Commission has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the

purposes of the MU-2 (East Holt Mixed Use) zoning district and the Holt Blvd. & Grove Avenue PUD, are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; and [iv] the project will be in harmony with the surrounding area in which it is proposed to be located. The project site is located within the MU-2 (East Holt Mixed Use) zoning district and the Holt Blvd. & Grove Avenue PUD, for which a car wash is a conditionally-permitted use. The project proposes various improvements to the site, including enhanced landscaping at and beyond the parkway, and improved drainage facilities. To minimize impacts on the adjacent land uses, the floor plan has been carefully designed with all the mechanical equipment inside of the building in an effort to isolate noise-generating elements away from the adjacent land uses. In addition, a 6-foot tall decorative masonry block wall will be constructed along the west and north property lines for additional noise abatement, as well as for security purposes for the adjacent residential units. Furthermore, to minimize any impacts, the project has been conditioned to place “silencers” on the self-serve vacuums and the applicant is required to prepare a noise study that demonstrates that the noise levels generated by the project will not exceed 65 dB CNEL, measured at the property line. A building permit will not be issued until the study has been submitted to the Planning Department for review and acceptance.

**SECTION 5: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as “Attachment A,” and incorporated herein by this reference.

**SECTION 6: Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

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

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26th day of February, 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

---

Cathy Wahlstrom  
Planning Director  
Secretary to the Planning Commission



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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PCUP17-026  
Departmental Conditions of Approval**

*(Departmental conditions of approval to follow this page)*



City of Ontario  
Planning Department  
303 East B Street  
Ontario, California 91764  
Phone: 909.395.2036  
Fax: 909.395.2420

## ***Planning Department Land Development Division Conditions of Approval***

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**Meeting Date:** February 26, 2019  
**File No:** PCUP17-026  
**Related Files:** PDEV17-034 & PUD17-003

**Project Description:** A Conditional Use Permit (File No. PCUP17-026) to establish a car wash use in conjunction with the development of a 4,662 square foot car wash on 2.6 acres of land, for property located along the northwest corner of Holt Boulevard and Grove Avenue, within the East Holt Mixed-Use (MU-2) zoning district. (APNs: 1048-472-16, 1048-472-17, 1048-472-18, 1048-472-19, 1048-472-20, 1048-472-21); **submitted by Elba Inc.**

**Prepared By:** Luis E. Batres, Senior Planner  
Phone: 909.395.2431  
Email: Lbatres@ontarioca.gov

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The Planning Department, Land Development Section, conditions of approval applicable to the above-described Project, are listed below. The Project shall comply with each condition of approval listed below:

**1.0 Standard Conditions of Approval.** The project shall comply with the *Standard Conditions for New Development*, adopted by City Council Resolution No. 2017-027 on April 18, 2017. A copy of the *Standard Conditions for New Development* may be obtained from the Planning Department or City Clerk/Records Management Department.

**2.0 Special Conditions of Approval.** In addition to the *Standard Conditions for New Development* identified in condition no. 1.0, above, the project shall comply with the following special conditions of approval:

**2.1 Time Limits.**

(a) Conditional Use Permit approval shall become null and void one year following the effective date of application approval, unless a building permit is issued and construction is commenced, and diligently pursued toward completion, or a time extension has been approved by the Planning Director, except that a Variance approved in conjunction with a Development Plan shall have the same time limits as said Development Plan. This condition does not supersede any individual time limits specified herein, or any other departmental conditions of approval applicable to the Project, for the performance of specific conditions or improvements.

**2.2 General Requirements.** The Project shall comply with the following general requirements:

(a) All construction documentation shall be coordinated for consistency, including, but not limited to, architectural, structural, mechanical, electrical, plumbing, landscape and irrigation, grading, utility and street improvement plans. All such plans shall be consistent with the approved entitlement plans on file with the Planning Department.

(b) The project site shall be developed in conformance with the approved plans on file with the City. Any variation from the approved plans must be reviewed and approved by the Planning Department prior to building permit issuance.

(c) The herein-listed conditions of approval from all City departments shall be included in the construction plan set for project, which shall be maintained on site during project construction.

**2.3** Sound Attenuation. The Project shall be constructed and operated in a manner so as not to exceed the maximum interior and exterior noised levels set forth in Ontario Municipal Code Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).

(a) The applicant shall have a noise study prepared by an authorized licensed professional that demonstrates that the noise levels of the car wash operation/facility will not exceed 65 dB CNEL, beyond the projects property lines. A building permit will not be issued until such study has been presented to the Planning Department/project planner.

**2.4** Additional Requirements.

(a) Applicant shall place "silencers" on the self-serve vacuums to minimize noise levels.

(b) A final inspection from the Planning Department/project planner is required prior to occupancy.



**PLANNING COMMISSION  
STAFF REPORT**  
February 26, 2019

**FILE NO.:** PDCA19-001

**SUBJECT:** A Development Code Amendment revising Section 5.03.420.A.1 for the purpose of clarifying current provisions addressing the processing of wireless telecommunications facilities, and consistent with FCC orders, adding provisions governing small cell wireless facilities and the alteration and/or expansion of existing wireless telecommunications facilities. **City initiated. City Council action is required.**

**PROPERTY OWNER:** N/A

**RECOMMENDED ACTION:** That the Planning Commission recommend that the City Council approve File No. PDCA19-001, pursuant to the facts and reasons contained in the staff report and attached resolution.

**PROJECT SETTING:** The proposed Development Code Amendment is of Citywide impact, affecting approximately 50 square miles (31,789 acres) of land, which is generally bordered by Benson Avenue and Euclid Avenue on the west; Interstate 10 Freeway, Eighth Street, and Fourth Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south (see Figure 1). The City of Ontario is substantially built-out with residential, commercial, industrial, agricultural, airport, institutional/public, and recreational land uses. According to the California Department of Finance, the City of Ontario’s 2018 estimated population is 177,589 persons, and it is ranked the 26th largest city in the State in terms of population.

**PROJECT ANALYSIS:** The recent adoption of FCC orders concerning the processing of certain wireless telecommunications facilities has required that the City initiate a Development Code Amendment that will revise current land use regulations pertaining to wireless telecommunications facilities (Section 5.03.420.A.1). The proposed revision will add provisions addressing the processing of small wireless facilities, which are necessary to the deployment of a 5G wireless broadband network, as-well-as add provisions addressing



**Figure 1—LOCATION MAP**

Case Planner:	Charles Mercier
Planning Director Approval:	
Submittal Date:	N/A

Hearing Body	Date	Decision	Action
PC	2/26/2019		Recommend
CC	3/19/2019		Introduction
	4/2/2019		Final

earlier FCC orders, which address the alteration and/or expansion of existing macrocell facilities, such as towers and base stations.

In September 2018, the Federal Communications Commission (“FCC”) adopted rules regarding the deployment of 5G Small Wireless Facilities (“small cells”) within public rights-of-way. The FCC’s rulemaking extends to the City’s terms for access and use of its rights-of-way, including areas on, below, or above public roadways, highways, streets, sidewalks, and other similar property. It also addresses terms for use of, or attachment to, City-owned property installed within its rights-of-way, such as light poles, traffic lights, utility poles, and other similar property suitable for hosting small cells.

The FCC’s declaratory ruling focuses primarily on fees the City may charge for authorization to deploy small cells. However, it also establishes new shot clocks for action on small cell facilities, establishes a new remedy for missed shot clocks, and codifies shot clocks previously established by the FCC’s 2014 Wireless Infrastructure Order, which are applicable to collocations on existing wireless facilities and other types of modification to existing wireless facilities that meet certain size limitations (Eligible Facilities Requests). Shot clock requirements applicable to small cells and non-small wireless facilities is attached as Exhibit A (Guidance on FCC Shot Clock Rules and Remedies for Wireless Facility Applications) of this staff report.

Moreover, the FCC declaratory ruling provides guidance on aesthetic requirements, concluding that they are not preempted if they are (1) reasonable, in that they are technically feasible and reasonably directed to avoid or remedy the intangible public harm of unsightly or out-of-character deployments; (2) no more burdensome than those applied to other types of infrastructure deployments; and (3) objective and published in advance. Over the past year, staff has worked with small cell providers to ensure that the recommended aesthetic standards for small wireless facilities would be reasonable, not overly burdensome, and unbiased.

The Planning Department has proposed revisions to the Development Code provisions pertaining to wireless telecommunications facilities, which are consistent with the FCC’s declaratory ruling. The proposed changes are outlined in Exhibit B (Development Code Amendment) of this staff report.

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

[1] City Council Goals.

- Invest in the Growth and Evolution of the City’s Economy

- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner
- Pursue City's Goals and Objectives by Working with Other Governmental Agencies
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

[2] Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[3] Policy Plan (General Plan)

**Land Use Element:**

- Goal LU1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
  - LU1-2 Sustainable Community Strategy. We integrate state, regional and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- Goal LU2: Compatibility between a wide range of uses.
  - LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

**Community Economics Element:**

- Goal CE1: A complete community that provides for all incomes and stages of life.

➤ CE1-5 Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City's share of growing sectors of the regional and global economy.

▪ Goal CE2: A City of distinctive neighborhoods, districts, and corridors, where people choose to be.

➤ CE2-4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

➤ CE2-5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

#### **Community Design Element:**

▪ Goal CD1: A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

➤ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.

➤ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

▪ Goal CD3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.

➤ CD3-4 Ground Floor Usage of Commercial Buildings. We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.

▪ Goal CD5: A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investments.

➤ CD5-1 Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.



**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The project affects properties located within the Airport Influence Area of the Ontario International Airport, and has been found to be consistent with the policies and criteria set forth within the Ontario International Airport Land Use Compatibility Plan.

**ENVIRONMENTAL REVIEW:** The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines, in that the activity is covered by the common sense exemption that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

***EXHIBIT A:***  
***GUIDANCE ON FCC SHOT CLOCK RULES***  
***AND REMEDIES FOR WIRELESS FACILITY APPLICATIONS***

<b>FCC SHOT CLOCKS</b>		
<b>FCC Category</b>	<b>Applicable Shot Clock</b>	
<b>Eligible Facilities Requests (EFR)</b> —Must involve modification to existing wireless facility (tower or base station) and meet size and other requirements to qualify as EFR	60 days	
<b>Small Cells (Small Wireless Facility (SWF))</b> —Must be personal wireless services facility that meets size and other requirements to qualify as SWF.	<b>Placement on existing structure</b> (need not be existing wireless facility)	60 days
	<b>New</b>	90 days
<b>Collocations</b> —Must involve placement of personal wireless services facility (that does not qualify as EFR or SWF) on existing structure which need not have wireless facility already on it	90 days	
<b>Other</b> —Personal wireless services facility that does not fall in any other category	150 days	

**SHOT CLOCK CALCULATION RULES  
 FOR EFRS, COLLOCATIONS AND “OTHER”**

- ***The applicable federal shot clock will start to run upon receipt of the application.***  
 Upon receipt of an application, after categorizing the type of request, the next step should be to check the application for completeness.
- There are only ***two ways to toll or stop the running of a shot clock:*** (1) to provide a ***timely Notice of Incompleteness (NOI)***; or (2) ***“toll” the shot clock by mutual agreement*** with the applicant. Tolling agreements may be reached at any time during the process, and should be in writing and signed by both parties.
- ***NOI Process:***
  - ***A NOI must be issued within the first 30 days after the submission of an application to toll the shot clock.*** NOIs must be written and specify the missing information and the code provision, ordinance, application instruction, or other publicly-stated procedure requiring that information. For EFRs, the City may only request information reasonably related to determining whether the application constitutes an EFR.

- **Timely issuance of an NOI stops the shot clock until the applicant submits supplemental information**, at which point it begins to run again, unless and until the City issues another timely NOI.
- **The City has 10 days from receipt of supplemental information to issue another NOI.** Only the first NOI for an application may specify new missing information. Any subsequent NOIs must be based on missing information required by the first NOI. As above, the shot clock stops when the City timely submits a NOI to the applicant. The shot clock begins again when the applicant submits supplemental information.
- **This cycle can continue until the shot clock runs out, at which point the City must make a decision or face a “deemed granted” determination.**
- If the City fails to issue an NOI within 30 days of the application’s filing (or within 10 days of the filing of supplemental information), it may still issue an NOI, but the shot clock is not tolled during the time it takes the applicant to respond.
- If an application is submitted as an EFR, but the City later determines that it does not qualify as such, the shot clock is restarted as of the date the City notifies the applicant that the application is not an EFR, as if a new application for the proper type of facility were filed that day (i.e. same NOI timeline/process).

#### **SPECIAL SHOT CLOCK CALCULATION RULES FOR SMALL CELLS**

- For Small Cells (Small Wireless Facilities), the City has **10 days** from the submission of the application issue the NOI if the application is determined to be incomplete.
- **If the NOI is issued within 10 days, the shot clock then resets** once the applicant submits the supplemental information requested by the City, effectively giving the City an additional 60 days or 90 days (depending on the application type), to act on the application.
- For subsequent determinations of incompleteness, the tolling rules that apply to non-Small Cells would apply—that is, the shot clock would toll if the City provides written notice within 10 days that the supplemental submission did not provide the information identified in the original notice delineating missing information.

### DEEMED GRANTED & OTHER SPECIAL REMEDIES

- **For EFRs**, if the City fails to take action on the application within the shot clock period, the request is deemed granted effective at the time the applicant notifies the City in writing that the shot clock has expired and the application has been deemed granted.
- **For collocations and “other” applications**, Cal. Gov. Code section 65964.1 (effective January 1, 2016) created a deemed approved remedy. To invoke this remedy after a shot clock has expired, the applicant must have (i) provided all public notices regarding the application that the applicant is required to provide under applicable laws consistent with the public notice requirements for the application, and (ii) provided notice to the City that the reasonable time period has lapsed and that the application is deemed approved pursuant to state law. **The City then has 30 days to go to court if it wishes to seek judicial review of the operation of this section on the application.** Note: this remedy is not available to a collocation or siting application for a personal wireless services facility where the project is proposed for placement on fire department facilities.
- **For small cells, there is no deemed granted remedy.** However, an “enhanced remedy” exists under new FCC rules. That is, a failure to act on a small cell application (including all necessary authorizations) within the applicable shot clock is presumptively an effective prohibition of the provision of personal wireless services, entitling the applicant to expedited judicial review.

***EXHIBIT B:***  
***DEVELOPMENT CODE AMENDMENT***

Development Code Section 5.03.420.A.1 will be amended to read as shown below. Text that is proposed to be deleted is identified by ~~red-strikeout~~ text. Text that is proposed to be added is identified by blue underlined text.

1. Tier 1 Review. The following applications for wireless telecommunications facilities shall be reviewed and acted upon utilizing the Building Department's plan check review process:

a. A wireless telecommunications facility integrated into a building/structure design.

b. A roof-mounted ~~design~~ wireless telecommunications facility that is less than 10 FT in height, which is architecturally screened from view and is located within a nonresidential zoning district.

c. The establishment of small cell wireless telecommunications facilities within the public right-of-way, which conform to the following conditions:

(1) Small cell wireless telecommunications facilities should be attached to existing City light standards; however, if new or replacement light standards are necessary, concrete or steel poles shall be used, which match poles in the surrounding area and are consistent with current City standards. The use of new or existing wood poles shall not be permitted.

(2) Small cell wireless telecommunications facilities shall be limited to single-carrier facilities.

(3) All transmission equipment, excluding antennas and remote radio units, shall be placed underground, to the extent possible, in a manner consistent with City regulations. To the extent that the project proponent determines that all transmission equipment cannot be placed underground, the project proponent shall provide written supporting justification to the City, which excludes the cost of equipment undergrounding, for review and approval by the Planning Director and City Engineer.

(4) Small cell wireless telecommunications facilities shall be erected to a height no greater than the height of surrounding light standards, not to exceed a total of 40 FT, including antennas, lightning rods, or other extensions.

(5) Supporting equipment, such as cabling and conduits, shall be concealed within the pole so as not to be visible to the public. All other equipment such as antennas, enclosures, brackets, equipment boxes, etc., shall be painted to match pole.

(6) A Small Cell Wireless Telecommunications Facilities Agreement by and between the City and the project proponent shall be prepared, and reviewed and approved by the City Council, prior to encroachment permit issuance by the City for the installation of small cell telecommunications facilities.

d. The modification of existing wireless telecommunications facilities, or collocation of additional facilities with an existing wireless telecommunications facility, in any zoning district, that does not exceed the below-listed thresholds, the calculation for which shall be cumulative over time, following the initial approval of the telecommunications facility:

(1) The height of the existing antenna array is increased by no more than 10 percent or 20 feet, whichever is greater; however, no such increase in height shall be permitted to exceed the maximum height limit prescribed in this Section (refer to Subparagraphs E.6.a and E.6.b of this Section);

(2) The existing facility is increased by more than 4 new equipment cabinets;

(3) The modification will not result in an additional horizontal protrusion of more than 20 feet, or more than the width of the tower structure prior to any modification, measured at the level of the new appurtenance, whichever is greater; and

(4) The modification will not require excavation outside existing leased or owned property and current easements.

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PDCA19-001, A DEVELOPMENT CODE AMENDMENT REVISING SECTION 5.03.420.A.1 FOR THE PURPOSE OF CLARIFYING CURRENT PROVISIONS ADDRESSING THE PROCESSING OF WIRELESS TELECOMMUNICATIONS FACILITIES, AND CONSISTENT WITH FCC ORDERS, ADD PROVISIONS GOVERNING SMALL CELL WIRELESS FACILITIES AND THE ALTERATION AND/OR EXPANSION OF EXISTING WIRELESS TELECOMMUNICATIONS FACILITIES, AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the City of Ontario ("Applicant") has initiated a Development Code Amendment, File No. PDCA19-001, as described in the title of this Ordinance (hereinafter referred to as "Application" or "Project"); and

WHEREAS, in September 2018, the Federal Communications Commission ("FCC") adopted rules regarding the deployment of 5G Small Wireless Facilities ("small cells") within public rights-of-way. The FCC's rulemaking would extend to the City's terms for access and use of its rights-of-way, including areas on, below, or above public roadways, highways, streets, sidewalks, and other similar property. It also addresses terms for use of, or attachment to, City-owned property installed within its rights-of-way, such as light poles, traffic lights, utility poles, and other similar property suitable for hosting small cells; and

WHEREAS, the FCC's declaratory ruling focuses primarily on fees the City may charge for authorization to deploy small cells. However, it also establishes new shot clocks for action on small cells, establishes a new remedy for missed shot clocks, and codifies shot clocks previously established by the FCC's 2014 Wireless Infrastructure Order, which are applicable to collocations on existing wireless facilities and other types of modification to existing wireless facilities that meet certain size limitations (Eligible Facilities Requests); and

WHEREAS, the FCC declaratory ruling provides guidance on aesthetic requirements, concluding that they are not preempted if they are (1) reasonable; (2) no more burdensome than those applied to other types of infrastructure deployments; and (3) objective and published in advance. Aesthetic requirements that are reasonable in that they are technically feasible and reasonably directed to avoiding or remedying the intangible public harm of unsightly or out-of-character deployments are also permissible; and

WHEREAS, revisions have been proposed to the Development Code provisions pertaining to wireless telecommunications facilities that are consistent with the FCC's declaratory ruling; and

WHEREAS, the proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines, in that the activity is covered by the common sense exemption that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

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

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

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

WHEREAS, on February 26, 2019, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the recommending authority for the Project, the Planning Commission has reviewed and considered the information contained in the administrative record for the Project. Based upon the facts and information contained in the administrative record, including all written



and oral evidence presented to the Planning Commission, the Planning Commission finds as follows:

(1) The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines, in that the activity is covered by the common sense (general rule) exemption that CEQA applies only to projects that have the potential for causing a significant effect on the environment; and

(2) The proposed Development Code Amendment will not have a significant effect on the environment, and is not, therefore, subject to CEQA.

**SECTION 3: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the ALUCP, establishing the Airport Influence Area for Ontario International Airport (hereinafter referred to as “ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending authority for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) The proposed Development Code Amendment is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The proposed land use standards under which small wireless facilities and additions/expansion to existing macrocell wireless facilities

will be required to be constructed and maintained have been reviewed for consistency with applicable TOP components, and have been established so as to be consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.

(2) The proposed Development Code Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City, as the proposed Development Code Amendment will amend current land use provisions addressing wireless telecommunications facilities, bringing City standards into consistency with recently adopted FCC orders by adding provisions governing the installation of small cell wireless facilities within public rights-of-way, as-well-as adding provisions that govern the processing of alterations and/or expansions to existing macrocell wireless telecommunications facilities.

**SECTION 5: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby RECOMMENDS THAT THE CITY COUNCIL APPROVE the herein described Application, as shown in "Attachment A" of this Resolution, and incorporated herein by this reference.

**SECTION 6: *Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

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

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26th day of February 2019, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Jim Willoughby  
Planning Commission Vice Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on February 26, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

## **ATTACHMENT A:**

Development Code Section 5.03.420.A.1 is hereby recommended to be amended to read as follows:

“1. Tier 1 Review. The following applications for wireless telecommunications facilities shall be reviewed and acted upon utilizing the Building Department’s plan check review process:

a. A wireless telecommunications facility integrated into a building/structure design;

b. A roof-mounted wireless telecommunications facility that is less than 10 FT in height, which is architecturally screened from view and is located within a nonresidential zoning district;

c. The establishment of small cell wireless telecommunications facilities within the public right-of-way, which conform to the following conditions:

(1) Small cell wireless telecommunications facilities should be attached to existing City light standards; however, if new or replacement light standards are necessary, concrete or steel poles shall be used, which match poles in the surrounding area and are consistent with current City standards. The use of new or existing wood poles shall not be permitted.

(2) Small cell wireless telecommunications facilities shall be limited to single-carrier facilities.

(3) All transmission equipment, excluding antennas and remote radio units, shall be placed underground, to the extent possible, in a manner consistent with City regulations. To the extent that the project proponent determines that all transmission equipment cannot be placed underground, the project proponent shall provide written supporting justification to the City, which excludes the cost of equipment undergrounding, for review and approval by the Planning Director and City Engineer.

(4) Small cell wireless telecommunications facilities shall be erected to a height no greater than the height of surrounding light standards, not to exceed a total of 40 FT, including antennas, lightning rods, or other extensions.

(5) Supporting equipment, such as cabling and conduits, shall be concealed within the pole so as not to be visible to the public. All other equipment such as antennas, enclosures, brackets, equipment boxes, etc., shall be painted to match pole.

(6) A Small Cell Wireless Telecommunications Facilities Agreement by and between the City and the project proponent shall be prepared, and reviewed and approved by the City Council, prior to encroachment permit issuance by the City for the installation of small cell telecommunications facilities.

d. The modification of existing wireless telecommunications facilities, or collocation of additional facilities with an existing wireless telecommunications facility, in any zoning district, that does not exceed the below-listed thresholds, the calculation for which shall be cumulative over time, following the initial approval of the telecommunications facility:

(1) The height of the existing antenna array is increased by no more than 10 percent or 20 feet, whichever is greater; however, no such increase in height shall be permitted to exceed the maximum height limit prescribed in this Section (refer to Subparagraphs E.6.a and E.6.b of this Section);

(2) The existing facility is increased by more than 4 new equipment cabinets;

(3) The modification will not result in an additional horizontal protrusion of more than 20 feet, or more than the width of the tower structure prior to any modification, measured at the level of the new appurtenance, whichever is greater; and

(4) The modification will not require excavation outside existing leased or owned property and current easements.”



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Chairman and Members of the Planning Commission

**FROM:** Cathy Wahlstrom, Planning Director *CW*

**DATE:** February 26, 2019

**SUBJECT:** MONTHLY PLANNING DEPARTMENT ACTIVITY REPORT; MONTH OF JANUARY 2019

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Attached, you will find the Planning Department Monthly Activity Report for the month of January 2019. The report describes all new applications received by the Planning Department and actions taken on applications during the month. Please contact me if you have any questions regarding this information.

The attached reports, along with reports from past months, may also be viewed on the City's web site. New applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-applications>, and actions taken on applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-actions>.

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**CITY COUNCIL/HOUSING AUTHORITY MEETING**

January 1, 2019

*Meeting Cancelled*

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**DEVELOPMENT ADVISORY BOARD MEETING**

January 7, 2019

*Meeting Cancelled*

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**ZONING ADMINISTRATOR MEETING**

January 7, 2019

*Meeting Cancelled*

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**CITY COUNCIL/HOUSING AUTHORITY MEETING**

January 15, 2019

*No Planning Department Items on the Agenda*

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**PLANNING/HISTORIC PRESERVATION COMMISSION MEETING**

January 22, 2019

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP EXTENSION REVIEW FOR FILE NO.**

**PMTT16-013 (TM 20050):** A one-year Time Extension of the expiration date for the approval of File No. PMTT16-013, a Tentative Tract Map (TM 20050) to subdivide 3.47 acres of land for condominium purposes, located on the west side of Euclid Avenue, between Francis Avenue and Cedar Street, at 1910 South Euclid Avenue, within the MDR-18 (Medium Density Residential - 11.1 to 18.0 DUs/acre) and EA (Euclid Avenue) Overlay zoning districts. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15304 (Class 4, Minor Alterations to Land) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan. (APNs: 1050-381-04, 1050-381-05, 1050-381-06, 1050-381-07, 1050-381-08 and 1050-381-09) **submitted by 1902 Euclid Property LLC.** This item was continued from the 12/17/2018 special meeting, which was adjourned to the regular meeting of 1/22/2019, due to lack of quorum.

**Action:** The Planning Commission approved the time extension, subject to conditions.



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**ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS., PMTT18-006 AND PDEV18-014:** A Tentative Parcel Map No. 19904 (File No. PMTT18-006) to subdivide approximately 85 acres of land into nine (9) parcels and six (6) letter lots, and a Development Plan (File No. PDEV18-014) to construct nine (9) industrial buildings totaling 1,685,420 square feet, for property located along the southwest corner of Merrill Avenue and Archibald Avenue within the Business Park (Planning Area 1) and Industrial (Planning Area 2) land use designations of the Colony Commerce Center East Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Colony Commerce Center East Specific Plan (File No. PSP16-003) Environmental Impact Report (SCH# 2017031048) certified by City Council on May 1, 2018. This project introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with both policies and criteria of the Ontario International Airport Land Use Compatibility Plans (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APNs: 0218-311-02, 0218-311-03, 0218-311-08, 0218-311-10) **submitted by Colony Commerce Ontario East LP, a Delaware Limited Partnership.** This item was continued from the 11/27/2018, Planning Commission meeting, to the 12/17/2018 special meeting, which was subsequently adjourned to the regular meeting of 1/22/2019, due to lack of quorum.

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA18-002:** A Development Agreement (File No. PDA18-002) between the City of Ontario and Colony Commerce Ontario East LP, a Delaware Limited Partnership, to establish the terms and conditions for the development of a Tentative Parcel Map No. 19904 (File No. PMTT18-006), for property located along the southwest corner of Merrill Avenue and Archibald Avenue within the Business Park (Planning Area 1) and Industrial (Planning Area 2) land use designations of the Colony Commerce Center East Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Colony Commerce Center East Specific Plan (File No. PSP16-003) Environmental Impact Report (SCH# 2017031048) certified by City Council on May 1, 2018. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with both policies and criteria of the Ontario International Airport Land Use Compatibility Plans (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APNs: 0218-311-02, 0218-311-03, 0218-311-08, 0218-311-10) **submitted by Colony Commerce Ontario East LP, a Delaware Limited Partnership.** This item was

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continued from the 11/27/2018 Planning Commission meeting to the 11/17/ 2018 special meeting, which was subsequently adjourned to the regular meeting of 1/22/2019, due to lack of quorum. City Council Action is required.

**Action:** The Planning Commission recommended the City Council approve the project.

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**DEVELOPMENT ADVISORY BOARD MEETING**

**January 23, 2019**

*Meeting Cancelled*

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**ZONING ADMINISTRATOR MEETING**

**January 23, 2019**

*Meeting Cancelled*

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## Monthly Activity Report—New Applications

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### **PADV19-001:**

**Submitted by City of Ontario Planning**

Intensive level survey of 27 historic and non-historic properties located on West Holt Boulevard (approximately 52 acres of land) to include DPR523 records, Tier Forms, and Decisions: 100 S. Euclid Ave (APN: 1049-057-03), 101 N. Euclid Avenue (APN: 1048-564-09), 104-112 W. Holt Blvd (APN: 1048-564-10), 111-117 W. Holt Blvd. (APN: 1049-057-02), 114 and 116 W. Holt Blvd (APN: 1048-564-11), 118-124 W. Holt Blvd. and 108 N. Laurel Ave. (APN: 1048-564-12), 123 W Holt Blvd (APN: 1049-057-01), 200-218 W. Holt Blvd. (APN: 1048-563-08), 220 and 222 W. Holt Blvd. (APNs: 1048-563-09 and 1048-563-10), 205 W. Holt Blvd. (APN: 1049-055-04), 209 and 213 W. Holt (APN: 1049-055-03), 215 and 217 W. Holt Blvd. (APN: 1049-055-02), 221 W. Holt Blvd. (APN: 1049-055-01), 316 W. Holt Blvd. (APN: 1048-574-09), 400 W. Holt Blvd. (APN: 1048-573-05), 110 N. Vine Ave. (APN: 1048-573-01), 517 W. Holt Blvd. (APN: 1049-021-15), 555 W. Holt Blvd. (APN: 1049-021-08), 561 W. Holt Blvd. (APN: 1049-021-07), 635 W. Holt Blvd. (APN: 1049-021-03), 729 W. Holt Blvd. (APN: 1049-012-01), 724 W. Holt Blvd. (APN: 1048-604-14), 745 W. Holt Blvd. (APN: 1049-011-04), 961 W. Holt Blvd. (APN: 1011-141-07), 1206 W. Holt Blvd. (APNs: 1010-543-01 and 1010-543-02), and 1225 W. Holt Blvd. (APN: 1011-121-05). Survey resulted in 16 Tiers, 1 Tier Rescind, 6 Removals, and 2 Additions. **Historic Preservation Subcommittee and Historic Preservation Commission action is required.**

### **PCUP19-001:**

**Submitted by Zheng Lu**

A Conditional Use Permit to establish a 3,106 square-foot pharmaceutical manufacturing facility on 0.17 acres of land located at 629 South Hope Avenue, within the IG (General Industrial) zoning district (APN: 1049-213-07). Related files: PDEV19-005 and PVAR19-002. **Planning Commission action is required.**

### **PDA-19-001:**

**Submitted by Euclid Land Ventures, LLC**

A Development Agreement between the City of Ontario and Euclid Land Venture, LLC, to establish terms for the potential development of up to 1,787,000 square feet of industrial/warehouse development on 84.1 acres of land within the proposed Ontario Ranch Business Park Specific Plan. **Planning Commission and City Council actions are required.**

### **PDCA19-001:**

**Submitted by City of Ontario**

A Development Code Amendment revising Section 5.03.420.A.1 for the purpose of clarifying current provisions addressing the processing of wireless telecommunications facilities, and consistent with FCC orders, add provisions governing small cell wireless facilities and the alteration and/or expansion of existing wireless telecommunications facilities. **Planning Commission and City Council actions are required.**

### **PDCA19-002:**

**Submitted by City of Ontario**

A Development Code Amendment to: [1] allow alcoholic beverage manufacturing facilities less than 10,000 square feet in area as an administratively permitted land use in the MU-1

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(Downtown Mixed Use) zoning district, as a conditionally permitted land use in the CC (Community Commercial), CR (Regional Commercial) and CCS (Convention Center Support Commercial) zoning districts, and as a permitted land use in the IL (Light industrial), IG (General Industrial) and IH (Heavy Industrial) land use districts; [2] allow alcoholic beverage manufacturing facilities 10,000 square feet or greater in area as a permitted land use in the IL (Light Industrial) IG (General Industrial) and IH (Heavy Industrial) zoning districts; and [3] allow alcoholic beverage sales for on premise consumption, for facilities less than 10,000 square feet in area, as an administratively permitted land use in the MU-1 (Downtown Mixed Use) zoning district, excepting bars, cocktail lounges, nightclubs, taverns, and other similar facilities; [4] add Section 5.03.023 (Alcoholic Beverage Manufacturing) setting forth land use standards for the establishment of alcoholic beverage manufacturing facilities; and [5] revise Section 5.03.025 (Alcoholic Beverage Sales) to amending certain provisions pertaining to on-sale and off-sale alcoholic beverage sales, and “public convenience or necessity” criteria. **Planning Commission and City Council actions are required.**

**PDEV19-001:** **Submitted by Spectrum Services**

A Development Plan to construct a stealth wireless telecommunications facility (for Verizon Wireless) and an equipment enclosure totaling 248 square feet on 5 acres of land located at 3151 E Riverside Drive, within the OS-R (Open Space-Recreational) zoning district (APN: 1083-151-02). **Development Advisory Board action is required.**

**PDEV19-002:** **Submitted by Mission Palms Investment, LLC**

A revision to a previously approved Development Plan (File No. PDEV14-040) to construct a five-story, 68-unit residential apartment complex on 1.98 acres of land located at the southwest corner of Mission Boulevard and Palmetto Avenue, at 1055 West Mission Boulevard, within the HDR-45 zoning district. The revision proposes to construct a 1-story parking structure and to remove required common open space from the rooftop of the five-story apartment building and locate it on top of the new parking structure. **Planning Commission action is required.**

**PDEV19-003:** **Submitted by HDC Construction**

A Development Plan to construct an industrial building totaling 2,690 square feet on 0.18 acres of land located at the southwest corner of Bon View Avenue and Ontario Boulevard, at 902 East Ontario Boulevard, within the IG (General Industrial) zoning district (APNs: 1049-193-01 and 1049-193-02). Related Files: PVAR19-001). **Planning Commission action is required.**

**PDEV19-004:** **Submitted by Ontario Covenant Group, LLC**

A Development Plan to construct a 5,000-square foot multi-tenant commercial building with drive-through on 1.01 acres of land generally located at the southwest corner of Via Turin and Fourth Street, at 4200 East Fourth Street, within the Piemonte Overlay District of the Ontario

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Center Specific Plan (APN: portion of 0210-204-27). Related file: PMTT19-001. **Development Advisory Board action is required.**

**PDEV19-005:** **Submitted by Zheng Lu**

A Development Plan to construct an industrial building totaling 3,106 square feet on 0.17 acres of land located at 629 South Hope Avenue, within the IG (General Industrial) zoning district. (APN: 1049-213-07). Related files: PCUP19-001 and PVAR19-002. **Planning Commission action is required.**

**PDEV19-006:** **Submitted by United Trust Realty Corporation**

A Development Plan to construct a 35,435-square foot industrial building on 1.51 acres of land located at the south east corner of Holt Boulevard and Benson Avenue, at 1533 West Holt Boulevard, within the IP (Industrial Park) zoning district (APN: 1011-111-10). Related File: LLA19-001. **Planning Commission action is required.**

**PDEV19-007:** **Submitted by MCI Properties, Inc**

A Development Plan to construct a 13,412-square foot industrial building on 0.84 acre of land located at 1166 South Mildred Avenue, within the IG (General Industrial) zoning district (APN: 0113-351-09). **Development Advisory Board action is required.**

**PDEV19-008:** **Submitted by LS-Ontario, LLC**

A Development Plan to construct 432 single-family dwellings on approximately 86.64 acres of land generally located north of Merrill Avenue, south of Eucalyptus Avenue, east of the Cucamonga Channel, and west of Archibald Avenue, within Planning Areas 1, 2, 3, and 4 of the Subarea 29 Specific Plan (APN: 0218-271-22). Related files: PMTT13-016 (TT18929) and PMTT13-017 (TT18930). **Planning Commission action is required.**

**PHP-19-001:** **Submitted by Mid-Cities Engineering**

A Tier Determination of a single-family residence (Eligible Historic Resource) located at 1445 West Mission Boulevard (APN: 1011-361-15), within the HDR-45 (High Density Residential – 25.1 to 45.0 DU/Acre) zoning district. **Historic Preservation Subcommittee and Historic Preservation Commission action is required.**

**PMTT19-001:** **Submitted by Ontario Covenant Group, LLC**

A Parcel Map to subdivide 10.68 acres of land into two parcels generally located at the southwest corner of Via Turin and Fourth Street, at 4200 East Fourth Street, within the Piemonte Overlay District of the Ontario Center Specific Plan (APN: portion of 0210-204-27). Related file: PDEV19-004. **Planning Commission action is required.**

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### PPRE19-001:

Submitted by Jaobs

A Preliminary Review for the construction of two fabric structures totaling 111,920 square feet, to be used for warehousing, and 6 modular trailers for office and bathroom purposes, on a 13-acre project site generally located south of Airport Drive, between Hellman Road and Moore Way, within the northwest quadrant of Ontario International Airport, west of Terminal 2. OIAA project Name: 201804007 - SWA and MTS Cargo Relocation Project (APNs: 0113-261-18, 0113-261-05 and 0113-261-03). **No action is required.**

### PSGN19-001:

Submitted by Promotion Plus Signs

A Sign Plan to reface existing permitted signs, including changes to canopy, pump valance, price, and monument signage, for 76 SERVICE STATION located at 1880 East Fourth Street, within the Ontario Mills Specific Plan. **Staff action is required.**

### PSGN19-002:

Submitted by Sr. Alfredo's Mexican Foods

A Sign Plan to install two wall signs (20 SF, each) for SR. ALFREDO'S MEXICAN FOOD located at 1515 North Mountain Avenue, Suite C, within the Mountain Village Specific Plan. **Staff action is required.**

### PSGN19-003:

Submitted by Soxnet USA Corp.

A Sign Plan to install two wall signs (25 SF, each), on south and east-facing building elevations, for SOXNET USA CORP, located at 1770 South Vineyard Avenue, within the IG (General Industrial) zoning district. **Staff action is required.**

### PSGN19-004:

Submitted by Heavenly Dog Groomers

A Sign Plan to install a wall sign (13.5 SF) for HEAVENLY DOG PET GROOMERS, located at 2513 South Euclid Avenue, within the CN (Neighborhood Commercial) zoning district. **Staff action is required.**

### PSGN19-005:

Submitted by Navy Federal

A Sign Plan to install two wall signs and a monument sign panel for NAVY FEDERAL, located at 4190 East Fourth Street, Suite A, within the Piemonte Overlay of the Ontario Center Specific Plan. **Staff action is required.**

### PSGN19-006:

Submitted by TDI Signs

A Sign Plan to install two wall signs and two address monument signs for PRIME HEALTHCARE SERVICES, located at 3480 East Guasti Road, within the Ontario Center Specific Plan. **Staff action is required.**

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**PSGN19-007:** **Submitted by Daina Enriquez**

A Sign Plan to install two Temporary Banner Signs for a Business Grand Opening, located at 226 East Holt Boulevard. Display period: 01/28/2019 to 2/28/2019. **Staff action is required.**

**PSGN19-008:** **Submitted by BRS Staffing**

A Sign Plan to install two wall signs for BRS STAFFING, the south (30 SF) and west-facing (20.4 SF) building elevations, located at 1235 East Francis Street, Suite L, within the Grove Avenue Specific Plan. **Staff action is required.**

**PSGN19-009:** **Submitted by L.D. King, Inc.**

A Sign Plan to install a wall sign (14.18 SF) for LD KING, located at 975 North Haven Avenue, Suite 200, within the Ontario Center Specific Plan. **Staff action is required.**

**PSGN19-010:** **Submitted by All California Signs**

A Sign Plan to install a wall sign for HILTI, located at 1950 South Grove Avenue, within the Grove Avenue Specific Plan. **Staff action is required.**

**PSGN19-011:** **Submitted by Hipolito Cabrera**

A Sign Plan to install a Temporary Banner Sign for INCOME TAX grand opening, located at 738 North Euclid Avenue, within the OL (Light Office) zoning district. Displayed Period: 2/1/2019 to 3/3/2019. **Staff action is required.**

**PSGN19-012:** **Submitted by Rui Goncalves**

A Sign Plan to install a wall sign (51.3 SF) for CONVERGE ONE, located at 5555 Ontario Mills Parkway, within the Ontario Mills Specific Plan. **Staff action is required.**

**PSGN19-013:** **Submitted by L & L Income Tax Services**

A Sign Plan to install a temporary banner for INCOME TAX SERVICES, located at 317 West F Street, within the OL (Light Office) zoning district. **Staff action is required.**

**PSGN19-014:** **Submitted by Williams Sign Co.**

A Sign Plan to install five wall signs (36 SF, each) for UEI COLLEGE located at 4730 East Ontario Mills Parkway (north, west and east elevations), 4700 East Ontario Mills Parkway (north elevation), and 4698 East Ontario Mills Parkway (north elevation), within the Ontario Mills Specific Plan. **Staff action is required.**

**PSGN19-015:** **Submitted by Cali Furniture**

A Sign Plan to install a wall sign (113 SF) for CALI FURNITURE, located at 1640 East Fourth Street, within the CC (Community Commercial) zoning district. **Staff action is required.**

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**PSGN19-016:** **Submitted by Universal Church**

A Sign Plan to install a wall sign (16.5 SF) for THE UNIVERSAL CHURCH JESUCRISTO ES EL SENOR, located at 515 North Allyn Ave, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district. **Staff action is required.**

**PTUP19-001:** **Submitted by Quang Thien Buddhist Temple**

A Temporary Use Permit for Quang Thien Buddhist Temple's annual Vietnamese New Year Ceremony, located at 704 East E Street. Event to be held on 2/10/2019, 10:30AM to 1:30PM. **Staff action is required.**

**PTUP19-002:** **Submitted by The Christian Okoye Foundation**

A Temporary Use Permit for a 5k and 10k Run/Walk by Christian Okoye Foundation, located at the Ontario Mills Mall, 1 Ontario Mills Circle. Event to be held on 1/19/2019. **Staff action is required.**

**PTUP19-003:** **Submitted by Ontario Reign Hockey Club**

A Temporary Use Permit for Athletes vs. Crohn's & Colitis Foundation, located at the Citizen's Business Bank Arena, 4000 East Ontario Center Parkway. Event to be held on 3/30/2019, 5:30AM to 11:00AM. **Staff action is required.**

**PTUP19-004:** **Submitted by Mile Square Foundation**

A Temporary Use Permit for (non-profit) dinner and interactive play for Mile Square Foundation, located at 1025 North Vine Avenue (indoor event with alcoholic beverages). Event to be held on 2/23/2019. **Staff action is required.**

**PTUP19-005:** **Submitted by Ontario-Montclair School District**

A Temporary Use Permit for the Ontario-Montclair School District sixth annual cross country event, located at 950 West D Street. Event to be held on 5/1/2019. **Staff action is required.**

**PVAR19-001:** **Submitted by HDC Construction**

A Variance to deviate from the minimum Development Code parking standards in conjunction with the construction of an industrial building totaling 2,690 square feet on 0.18 acres of land located at the southwest corner of Bon View Avenue and Ontario Boulevard, at 902 East Ontario Boulevard, within the IG (General Industrial) zoning district (APNs: 1049-193-01 and 1049-193-02). Related Files: PDEV19-003). **Planning Commission action is required.**

**PVAR19-002:** **Submitted by Zheng Lu**

A Minor Variance to deviate from the minimum Development Code standard for front building setback, from 10 feet to 7.5 feet, in conjunction with the construction of one industrial building totaling 3,106 square feet on 0.17 acres of land located at 629 South Hope Avenue, within the IG



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(General Industrial) zoning district. (APN: 1049-213-07). Related files: PCUP19-001 and PDEV19-005. **Planning Commission action is required.**

**PVER19-001:** **Submitted by Maria Cafano**

A Zoning Verification for 1800 South Archibald Avenue (APN: 0211-242-40). **Staff action is required.**

**PVER19-002:** **Submitted by Zoning Analysis Group**

A Zoning Verification for 955 North Duesenburg Drive (APN: 0210-531-17). **Staff action is required.**

**PVER19-003:** **Submitted by John Huff**

A Zoning Verification for 720 and 752 West Park Street (APNs: 1049-301-05 and 1049-301-06). **Staff action is required.**

**PVER19-004:** **Submitted by GPL2 Investment, LLC**

A Zoning Verification for 2645 and 2665 East Riverside Drive (APNs: 1083-061-07 and 1083-061-09). **Staff action is required.**

**PVER19-005:** **Submitted by Ontario Glacier E, LLC**

A Zoning Verification for 900 North Via Piemonte (APN: 0210-204-18). **Staff action is required.**