

# CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA

July 23, 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 \_\_ Ricci \_\_ 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 June 25, 2019, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW**

**FOR FILE NO. PDEV19-037:** A Development Plan (File No. PDEV19-037) to construct 3.5 acres of park land for the previously approved Tentative Tract Map 20081 (File No. PMTT17-003) located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by the City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and 218-211-05) **submitted by Brookfield Residential.**

**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.*

**HISTORIC PRESERVATION ITEMS**

- B. CERTIFICATE OF APPROPRIATENESS REVIEW FOR FILE NO. PHP19:006** A request to install up to 3 monument entry signs on the Euclid Avenue median near the I-10, and the SR-60 on/off ramps. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation) and Section 153311 (Accessory Structures) 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.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15331 & § 153311

**2. File No. PHP19-006** (Certificate of Appropriateness)

Motion to Approve / Deny

**PLANNING COMMISSION ITEMS**

- C. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-001 (PM 19993) AND PDEV19-004:** A Tentative Parcel Map (File No. PMTT19-001/TM 19993) to subdivide 10.68 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV19-004) to construct one multitenant commercial building totaling 5,000 square feet, located at the southwest corner of Via Turin and Fourth Street, at 4170 East Fourth Street, within the Retail land use district of the Piemonte Overlay District of the Ontario Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA16-003, a Specific Plan Amendment for which a Mitigated Negative Declaration was previously adopted by the City Council on May 16, 2017. 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); (APN: 0210-204-27) **submitted by Ontario Covenant Group, LLC.** This item was continued from the June 25, 2019 Planning Commission meeting.

**1. File Nos. PMTT19-001 & PDEV19-004 (Parcel Map / Development Plan)**

Motion to continue to the August 27, 2019 Planning Commission Meeting

**D. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW**

**FOR FILE NO. PMTT18-010:** A Tentative Parcel Map (File No. PMTT18-010, TPM 20087) to subdivide 17.92 acres of land into two parcels, for property located at 4900 East Fourth Street, within the Commercial/Office land use district of the California Commerce Center North/Ontario Gateway Plaza/Wagner Properties (Ontario Mills) Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15: Minor Land Divisions) 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). (APN: 0238-014-05) **submitted by Retail Properties of America Inc.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15315

**2. File No. PMTT18-010 (Parcel Map – PM 20087)**

Motion to Approve / Deny

**E. ENVIRONMENTAL ASSESSMENT, TENTATIVE TRACT MAP, DEVELOPMENT PLAN AND VARIANCE REVIEW FOR FILE NOS. PMTT17-004, PDEV17-015 AND PVAR17-004:**

A request for certain entitlements that include: 1) A Tentative Tract Map (File No. PMTT17-004/TT18373) to subdivide 1.42 acres of land into a single parcel for condominium purposes; 2) a Development Plan (File No. PDEV17-015) to construct 17 multi-family residential units; and 3) a Variance (File No. PVAR17-004) to reduce the required building side yard setback from 10 feet to 5 feet, reduce the building separation requirements for garage to garage from 30 feet to 26 feet, and dwelling front to front from 30 feet to 23 feet. The project is located at 920 South Cypress Avenue within the MDR18 zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15305 (Class 5, Minor Alterations in Land Use) and Section 15332 (Class 32, Infill 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). (APN: 1011-401-07) **submitted by SKG Pacific Enterprises, Inc.**

**1. CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15305 & § 15332

**2. File No. PVAR17-004 (Variance)**

Motion to Approve / Deny

**3. File No. PMTT17-004 (Tract Map – TM 18373)**

Motion to Approve / Deny

**4. File No. PDEV17-015 (Development Plan)**

Motion to Approve / Deny

**F. ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT FOR**

**FILE NO. PGPA19-002:** An Amendment to the Policy Plan (General Plan) component of The Ontario Plan to: [1] modify the Land Use Plan (Exhibit LU-01), changing the land use designation for 7.85 acres of land, from General Commercial to Industrial, located at the 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan; [2] modify the Land Use Plan (Exhibit LU-01), changing the land use designation for 2.8 acres of land, from General Commercial to Industrial, generally located at the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan; and [3] modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes with the Policy Plan. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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: 0238-221-36 and 0238-221-23) **City Initiated. City Council action is required.**

**1. CEQA Determination**

Motion to recommend Approval / Denial of an Addendum to a previous EIR

**2. File No. PGPA19-002 (General Plan Amendment)**

Motion to recommend Approval / Denial

**G. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW**

**FOR FILE NO. PDEV18-041:** A Development Plan to construct one industrial building totaling 178,462 square feet on 7.85 acres of land, located on the southeast corner of Wall Street and Wanamaker Avenue at 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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). (APN: 0238-221-36) **submitted by Bridge Acquisition, LLC.**

**1. CEQA Determination**

Motion to Approve / Deny an Addendum to a previous EIR

**2. File No. PDEV18-041 (Development Plan)**

Motion to Approve / Deny

**H. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW**

**FOR FILE NO. PDEV18-042:** A Development Plan to construct one industrial building totaling 90,291 square feet on 4.05 acres of land, located on the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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). (APN: 0238-221-23) **submitted by Bridge Acquisition, LLC.**

**1. CEQA Determination**

Motion to Approve / Deny an Addendum to a previous EIR

**2. File No. PDEV18-042 (Development Plan)**

Motion to Approve / Deny

**I. ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN AMENDMENT FOR**

**FILE NO. PSPA18-010:** An Amendment to the Ontario Gateway Specific Plan (File No. PSPA18-010) to: 1) change the land use designation for 3.9 acres of land from Office to Mixed-Use and; 2) reduce the rear parking/landscape setback adjacent to the railroad tracks from 20-feet to 10-feet. The project is located on the south side of Guasti Road, approximately 1,000 feet east of Haven Avenue. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be 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). (APN: 210-212-57); **submitted by Prime A Investments, LLC. City Council action is required.**

**1. CEQA Determination**

Motion to recommend Approval / Denial of an Addendum to a previous EIR

**2. File No. PSPA18-010 (Specific Plan Amendment)**

Motion to recommend Approval / Denial

**J. ENVIRONMENTAL ASSESSMENT & DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV18-039:** A Development Plan (File No. PDEV18-039) to construct a 136,342 square foot single story retail building (Costco Business Center) on 10.9 acres of land, within the Mixed-Use land use designation of the Ontario Gateway Specific Plan, located on the south side of Guasti Road, approximately 500 east of Haven Avenue. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be 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: 210-212-56 & 210-212-57) **submitted by Prime A Investments, LLC.**

**1. CEQA Determination**

Motion to Approve / Deny an Addendum to a previous EIR

**2. File No. PDEV18-039 (Development Plan)**

Motion to Approve / Deny

**K. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV18-040 AND PCUP18-041:** A Development Plan (File No. PDEV18-040) to construct three retail buildings totaling 19,000 square feet, in conjunction with a Conditional Use Permit (File No. PCUP18-041) to establish drive-thru facilities on two buildings (Building A & C), on 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use designation of the Ontario Gateway Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with an Addendum to The Ontario Plan (File No. PSPA17-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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) (APN: 210-212-57) **submitted by Prime A Investments, LLC.**

**1. CEQA Determination**

No action necessary – use of previous Addendum to an EIR

**2. File No. PCUP18-041 (Conditional Use Permit)**

Motion to Approve / Deny

**3. File No. PDEV18-040 (Development Plan)**

Motion to Approve / Deny

**L. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT REVIEW FOR FILE NO. PDA17-001:**

A Development Agreement Amendment (**First Amendment – File No. PDA17-001**) between the City of Ontario and Ronald and Kristine Pietersma Family Trust and Loyola Properties I L.P., to modify certain provisions related to the second installment of the Phase 2 Water Participation Fee, for Tentative Parcel Map 19787 (File No. PMTT16-021), within the High Density Residential (Planning Areas 7 and 8) land use designation of the Grand Park Specific Plan, located at the southeast corner of Ontario Ranch Road and Archibald Avenue. The environmental impacts of this project were previously reviewed in conjunction with the Grand Park Specific Plan, for which an Environmental Impact Report (SCH#2012061057) certified by the City Council on February 4, 2014. 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). (APN: 0218-241-32) **submitted by RCCD, Inc. City Council action is required.**

**1. CEQA Determination**

No action necessary – use of previous EIR

**2. File No. PDA17-001 (Development Agreement Amendment)**

Motion to recommend Approval / Denial

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

- 1) Old Business
  - Reports From Subcommittees

- Historic Preservation (Standing): Met on July 11, 2019

- 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.*

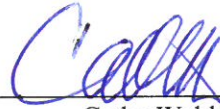
*If you challenge any action of the Planning/Historic Preservation Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning/Historic Preservation Commission at, 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 **July 19, 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



\_\_\_\_\_  
Cathy Wahlstrom, Planning Director  
Planning/Historic Preservation  
Commission Secretary



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

**MINUTES**

**June 25, 2019**

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

**MINUTES**

**June 25, 2019**

**REGULAR MEETING:** City Hall, 303 East B Street  
Called to order by Chairman Willoughby at 6:30 PM, at which time he welcomed Mr. Nicola Ricci as the new Planning Commissioner, who would be filling the vacancy left by the passing of Mr. Delman.

**COMMISSIONERS**

**Present:** Chairman Willoughby, Vice-Chairman DeDiemar, Downs, Gage, Gregorek, Reyes, and Ricci

**Absent:** None

**OTHERS PRESENT:** Planning Director Wahlstrom, Assistant Planning Director Zeledon, City Attorney Graham, Senior Planner Mejia, Associate Planner Aguilo, Associate Planner Burden, Assistant City Engineer Lee, and Planning Secretary Berendsen

**PLEDGE OF ALLEGIANCE TO THE FLAG**

The Pledge of Allegiance was led by Commissioner Ricci.

**ANNOUNCEMENTS**

Ms. Wahlstrom stated that the letter before them was received June 25<sup>th</sup> regarding Item “D” and that this item is being asked to be continued to the next regular meeting.

**PUBLIC COMMENTS**

No one responded from the audience.

**CONSENT CALENDAR ITEMS**

Mr. Ricci abstained from Item A-01, as he was not at the meeting.

**A-01. MINUTES APPROVAL**

Planning/Historic Preservation Commission Minutes of May 28, 2019, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW**

**FOR FILE NO. PDEV19-010:** A Development Plan to construct 204 multiple-family residential units (6-Plex Rowtown) on 9.16 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by the City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and 218-211-05) **submitted by Brookfield Residential. This item was continued from the May 28, 2019 Planning Commission meeting.**

**A-03. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW**

**FOR FILE NO. PDEV19-011:** A Development Plan to construct 61 single-family residential units (6-Pack Cluster) on 4.7 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and 218-211-05) **submitted by Brookfield Residential. This item was continued from the May 28, 2019 Planning Commission meeting.**

**A-04. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW**

**FOR FILE NO. PDEV19-012:** A Development Plan to construct 168 multiple-family residential units (14-Plex Courtyard Townhome) on 7.29 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and 218-211-05) submitted by Brookfield Residential. This item was continued from the May 28, 2019 Planning Commission meeting.

### **PLANNING COMMISSION ACTION**

*Mr. Willoughby moved to approve the Consent Calendar including Planning Commission Minutes of May 28, 2019, as written, and File Nos. PDEV19-010, PDEV19-011, & PDEV19-012, subject to conditions of approval. The motion was carried 7-0, with the noted abstention for Item A-01.*

### **PUBLIC HEARING ITEMS**

- B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT18-001:** A Tentative Parcel Map (PM 19936) to subdivide 51.9 acres of land into two parcels, located at 5100 East Jurupa Avenue and 5171 East Francis Street, within the (IH) Heavy Industrial and (UC) Utilities Corridor zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Minor Land Divisions) 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). (APN: 238-132-24) submitted by New-Indy Ontario, LLC.

Senior Planner Mejia, presented the staff report. Ms. Mejia described the history, location and surrounding area of the site. She described the proposed parcel sizes, access and the requirement of CC&R's for the project. She stated that staff is recommending the Planning Commission approve File No. PMTT18-001, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Reyes wanted to know the main reason for the subdivision.

Ms. Mejia stated there are two independent businesses on the property, with one property owner and this would make it easier to separate the finances and to sell a portion of the business, if they want to in the future.

### **PUBLIC TESTIMONY**

Mr. Naveen Gali appeared and stated they had received the conditions of approval and have no problems with them, being that CC&R's will be created for the site.

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

There was no Planning Commission deliberation.

### **PLANNING COMMISSION ACTION**

*It was moved by Gage, seconded by Ricci, to adopt a resolution to approve the*

*Tentative Parcel Map, File No., PMTT18-001, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.*

Mr. Gregorek recused himself from Item C, as his firm is doing work on the project.

- C. **ENVIRONMENTAL ASSESSMENT AND VARIANCE REVIEW FOR FILE NO. PVAR19-003:** A Variance to deviate from the minimum front building setback, from 30 feet to 25 feet, and from the interior side setback, from 10 feet to 5 feet, in conjunction with the construction of an attached duplex on 0.141 acres of land located at 519 North Grove Avenue, within the MDR-18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15305 (Class 5, Minor Alterations in Land Use Limitations) 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); (APN: 1048-451-09) **submitted by GMK Construction.**

Associate Planner Aguilo, presented the staff report. Ms. Aguilo described the project site, surrounding area, and history of the site. She described the changes in the zoning and the reason for the variance. She stated that staff is recommending the Planning Commission approve File No. PVAR19-003, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Willoughby wanted clarification on the front setback only applying to the north portion of the property.

Ms. Aguilo stated yes it is only on the front portion of the site.

### **PUBLIC TESTIMONY**

Mr. Mike Kent representing GMK Construction, appeared and stated he was available to answer any questions.

Mr. Gage asked Mr. Kent if he agreed with all the conditions of approval.

Mr. Kent stated he agreed.

Mr. Willoughby wanted to know if they would be rental or for sale units.

Mr. Kent stated they would be rental units.

Mr. Willoughby wanted clarification on the units being separate.

Mr. Kent stated they are attached units due to space limitations.

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

testimony

There was no Planning Commission deliberation.

**PLANNING COMMISSION ACTION**

*It was moved by Gage, seconded by Downs, to adopt a resolution to approve the Variance, File No., PVAR19-003, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Reyes, Ricci, and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, none. The motion was carried 6 to 0.*

- D. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-001 (PM 19993) AND PDEV19-004:** A Tentative Parcel Map (File No. PMTT19-001/TM 19993) to subdivide 10.68 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV19-004) to construct one multitenant commercial building totaling 5,000 square feet, located at the southwest corner of Via Turin and Fourth Street, at 4170 East Fourth Street, within the Retail land use district of the Piemonte Overlay District of the Ontario Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA16-003, a Specific Plan Amendment for which a Mitigated Negative Declaration was previously adopted by the City Council on May 16, 2017. 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); (APN: 0210-204-27) **submitted by Ontario Covenant Group, LLC.**

Ms. Wahlstrom stated this item is being continued to the July 23, 2019 meeting.

**PUBLIC TESTIMONY**

Chairman Willoughby opened the public hearing, and there was no one wishing to speak.

**PLANNING COMMISSION ACTION**

*It was moved by Willoughby, to continue the Tentative Parcel Map, File No., PMTT19-001, and the Development Plan, File No., PDEV19-004, to the July 23, 2019 meeting. The motion was carried 7 to 0.*

- E. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV19-019 AND PCUP19-007:** A Development Plan (File No. PDEV19-019) and Conditional Use Permit (File No. PCUP19-007) to establish and construct a nonstealth wireless telecommunications facility (Verizon Wireless) on an existing SCE transmission tower and related equipment enclosure on 4.7 acres of land located at 3210 East Merrill Avenue, within the SCE Corridor land use district of the Subarea 29 Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 3 (Class 15303, New Construction or

Conversion of Small Structures) 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). (APN: 0218-052-20) **submitted by Verizon Wireless.**

Associate Planner Aguilo, presented the staff report. Ms. Aguilo described the location, surrounding area, access and parking. She stated that staff is recommending the Planning Commission approve File Nos. PCUP19-007 and PDEV19-019, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Downs wanted clarification that the project is just adding to what is already there.

Ms. Aguilo stated yes.

### **PUBLIC TESTIMONY**

Mr. Chris Colten representing Spectrum Services appeared and stated he agreed to the conditions of approval.

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

There was no Planning Commission deliberation.

### **PLANNING COMMISSION ACTION**

*It was moved by Downs, seconded by Gregorek, to adopt a resolution to approve the Conditional Use Permit, File No., PCUP19-007 and the Development Plan, File No., PDEV19-019, subject to conditions of approval. Roll call vote: AYES, DeDietmar, Downs, Gage, Gregorek, Reyes, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.*

F. **ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT REVIEW FOR FILE NO. PGPA18-009:** A General Plan Amendment (File No. PGPA18-009) to:

- 1.) Modify the Land Use Element of The Ontario Plan (General Plan) to change the land use designation on 1.02 acres of land from General Commercial to Low-Medium Density Residential (5.1-11 DUs/Acre) and changing the land use designation on 0.46 acres of land from General Commercial to Hospitality, located at the southwest corner of G Street and Corona Avenue; and
- 2.) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation change.

Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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). (Related File PZC18-003) (APNs: 0110-241-18, 0110-241-56 & 0110-241-57) **submitted by LHL Investment Group, LLC. City Council action is required.**

- G. ENVIRONMENTAL ASSESSMENT AND ZONE CHANGE REVIEW FOR FILE NO. PZC18-003:** A Zone Change (File No. PZC18-003) request to change the zoning designation on 1.02 acres of land from CC (Community Commercial) to MDR-11 (Low-Medium Density Residential) and to change the zoning designation on 0.46 acres of land from CC (Community Commercial) to CCS (Convention Center Support), located at the south west corner of G Street and Corona Avenue. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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). (Related File PGPA18-009) (APNs: 0110-241-18, 0110-241-56 & 0110-241-57) **submitted by LHL Investment Group, LLC. City Council action is required.**

Associate Planner Burden, presented the staff report. Ms. Burden described the location and the surrounding area. She described the proposed changes and reasons for those changes. She stated that staff is recommending the Planning Commission recommend approval to City Council the Addendum, and File Nos. PGPA18-009 and PZC18-003, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Reyes wanted clarification on the number of sites affected and if those parcels have separate owners.

Ms. Burden stated yes there are separate owners on the three parcels affected.

### **PUBLIC TESTIMONY**

Mr. Emil Leung appeared and stated he is available to answer any questions.

Mr. Reyes wanted to know the future plans for the site.

Mr. Leung stated it is already designed for 6 townhomes and 2 individual houses and a community pool, for residents and 2 private streets for ingress and egress.

Mr. Willoughby wanted clarification on the size of the parcel.

Ms. Burden stated it is about  $\frac{3}{4}$  of an acre.

Mr. Willoughby wanted clarification on a start time for the project.

Mr. Leung stated the initial design has been done and needs to be put into working drawings and he is ready to move forward.

Mr. Gage wanted to make sure Mr. Leung agreed with the conditions of approval.



Mr. Leung stated he agreed.

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

There was no Planning Commission deliberation.

### **PLANNING COMMISSION ACTION**

*It was moved by Reyes, seconded by Downs, to recommend adoption of the Addendum, Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.*

*It was moved by Downs, seconded by DeDiemar, to recommend adoption of a resolution to approve the General Plan Amendment, File No., PGPA18-009, and the Zone Change, File No., PZC18-003, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.*

### **MATTERS FROM THE PLANNING COMMISSION**

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

**Historic Preservation (Standing):** This subcommittee met on June 13, 2019.

- Mr. Gregorek is the new Chairman of the HPSC.
- One residential property was taken off the eligibility list.
- Discussion of the landmark signs for south Ontario.

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

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

#### **New Business**

Mr. Reyes stated the façade at the site at Mountain and Philadelphia is being improved and he is happy to see that. He stated the parking lot at El Pescador has been improved with LED lighting and they have trimmed the trees and it looks much better.

Mr. Gage wanted to welcome Mr. Ricci to the Commission.

Mr. Ricci stated he was happy to be back and that he hopes to carry on Mr. Delman's legacy.

Ms. DeDiemar stated the Gardiner W. Spring Auditorium is having its re-dedication on July 16<sup>th</sup>.

Mr. Willoughby wanted to know when the Carvana car machine would be opening and if they have a grand opening ceremony to please let the Commissioner know.

**NOMINATIONS FOR SPECIAL RECOGNITION**

None at this time.

**DIRECTOR'S REPORT**

Ms. Wahlstrom stated the Monthly Activity Reports are in their packets. She informed the Commission of the All American Cities Award in Denver, Colorado, that she attended and stated we were a finalist and how it showcased the community engagement we have been doing within the City with Healthy Ontario and the Huarte De Valle garden.

**ADJOURNMENT**

Mr. Gregorek motioned to adjourn. The meeting was adjourned at 7:19 PM.

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Secretary Pro Tempore

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Chairman, Planning Commission



# PLANNING COMMISSION STAFF REPORT

July 23, 2019

**FILE NO.:** PDEV19-037

**SUBJECT:** A Development Plan (File No. PDEV19-037) to construct 3.5 acres of park land for approved Tentative Tract Map 20081 (File No. PMTT17-003) located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan; (APNs: 218-211-02 and 218-211-05) **submitted by Brookfield Residential.**

**PROPERTY OWNER:** Brookcal Ontario, LLC

**RECOMMENDED ACTION:** That the Planning Commission approve File No. PDEV19-037, 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 3.5 acres of land generally located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan, and is depicted in Figure 1: Project Location. The project site was historically utilized for agricultural dairy purposes. The site has been cleared of any structures utilized for agricultural purposes and has been mass graded and is presently vacant. The natural vegetation and soil conditions that once occurred throughout the project area have been significantly altered through agricultural uses, leaving little to no native vegetation. In addition, the project area is relatively flat sloping to the south towards Ontario Ranch Road.



**Figure 1: Project Location**

The areas surrounding the project site are comprised of vacant properties to the south and east, which are located within Mixed Use Districts PA 9A, PA 9B, and PA 6B, respectively, of the Rich Haven

Case Planner:	Lorena Mejia
Planning Director Approval:	
Submittal Date:	7/3/2019

Hearing Body	Date	Decision	Action
DAB			
PC	7/23/2019		Final
CC			

Specific Plan, and are intended for development with a mix of single-family and multiple-family residential development. The area north of the project site is located within the Rich Haven Specific Plan and is identified as a SCE Easement/Gas Easement. The area west of the project site is within the Medium Density Residential district of The Avenue Specific Plan and is developed with a mix of single-family and multiple-family dwellings. The zoning land uses surrounding the project site are summarized in the Technical Appendix of this staff report.

## **PROJECT ANALYSIS:**

[1] Background — On July 24, 2018, the Planning Commission approved a Tentative Tract Map (File No. PMTT17-003/TTM 20081) to subdivide 44.98 acres into 76 numbered lots and 62 lettered lots for residential and commercial uses, for Condominium Purposes as noted, public/private streets, landscape neighborhood edges, common open space and facilitate the construction of three residential product types, including 6-Pack Cluster homes, Rowtown homes, and Courtyard Townhomes (see *Exhibit A: Tentative Tract Map*).

On June 25, 2019, the Planning Commission Meeting, approved three Development Plans for Tentative Tract Map (File No. PMTT17-003/TTM 20081) which included:

- File No. PDEV19-010 for the construction of 204 multiple-family residential units (6-Plex Rowtown) on 9.16 acres of land;
- File No. PDEV19-011 for the construction of 61 single-family residential units (6-Pack Cluster) on 4.7 acres of land; and
- File No. PDEV19-012 for the construction of 168 multiple-family residential units (14-Plex Courtyard Townhome) on 7.29 acres of land.

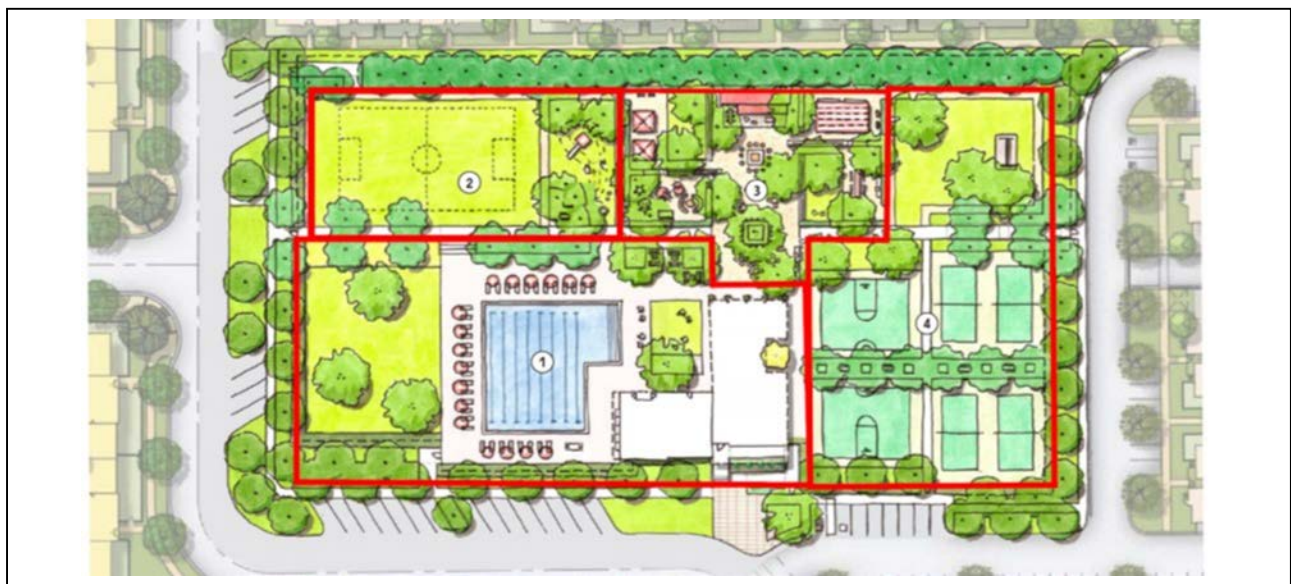
The park design and amenities were not included as part of the approved Development Plan applications requiring a separate Development Plan to be submitted for review and approval by the Planning Commission. On July 3, 2019 the applicant submitted an application for the review and approval of the conceptual park design.

[2] Park Locations — Tentative Tract Map 20081 approved a total of 3.5 acres of parkland within the tract. This included a 2.61-acre neighborhood park that is centrally located within the tract, a 0.24-acre tot-lot located within the northeast quadrant and two passive pocket parks totaling 0.66-acre within the southeast quadrant of the tract (see *Figure 2: TTM 20081 Neighborhood Parks*).



**Figure 2: TTM 20081 Neighborhood Parks**

[3] Central Neighborhood Park) — The applicant is proposing to increase the size of the central neighborhood park by 0.42 acres for a total 3.03 acres by incorporating the adjacent parcel (Lot 50). The central park is divided into four general areas and will include several active recreational amenities and including a pool/lounge/recreational building area, a sports lawn/tot lot, a backyard gathering area and basketball/pickleball/fitness area (see Figure 3: TTM 20081 Central Neighborhood Park). Visitor parking is being provided along the western and southern perimeter of the park.



**Figure 3: TTM 20081 Central Neighborhood Park**



[a] *Pool/Lounge/Recreational Building Area* – An 8-lane lap pool (approximately 5,000 square feet in size) is proposed within the southwest quadrant of the park. The pool is envisioned to be utilized by local youth swim clubs and for swim meet competitions. A flexible lawn/spectator area is located immediately west of the pool to accommodate swim events at the park (see *Figure 4: Central Park Pool Area Conceptual Site Plan & Aerial Perspective*).



**Figure 4: Central Park Pool Area Conceptual Site Plan & Aerial Perspective**

The open air recreational building is located east of the pool and is approximately 6,200 square feet in size. The main entrance to the facility is located on the southeast corner of the building. The recreation facility will be divided into six areas, that include the restrooms (456 square feet), pool equipment and storage area (768 square feet), main hallway (1,395 square feet), formal gathering area (1,418 square feet), patio area (840 square feet) and casual gathering area (1,418 square feet) (see *Exhibit B: Recreational Building Floor Plan*). The casual and formal gathering areas of the building are open air non-conditioned rooms with openings facing north, east and west creating various views and access points to the different areas of the park (see *Figure 5: Recreational Building Perspective*). The transitional architectural style proposed for the building will complement and be consistent with previously approved Development Plans that implemented a similar theme in architecture for the residential home designs throughout the planned community. The building utilizes an earth tone color palette (light tan and brown) and incorporates the following architectural features (see *Exhibit C: Recreational Building Elevations*):

- A series of slanted shed roofs with a concrete flat tile;
- The freestanding main entrance is treated with a stone veneer and metal canopy over the doorway;
- The walls utilize a combination of smooth stucco, brick veneer and horizontal cement siding; and
- Additional details such as exposed trusses, metal awnings, accent wall treated with tile for the outdoor shower area and accent screen walls constructed of wood slats.



**Figure 5: Recreational Building Perspective**



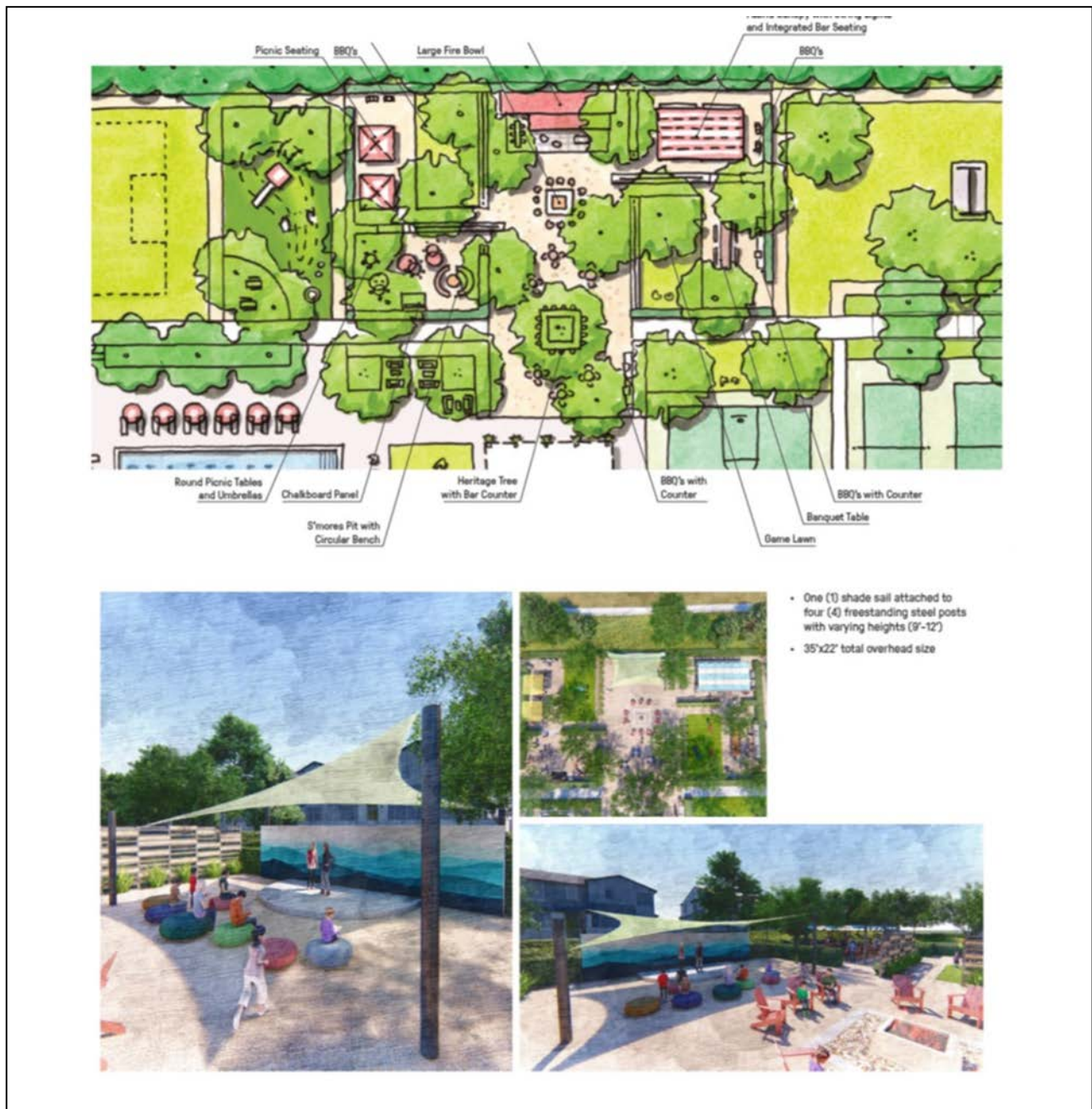
[b] *Sports Lawn/Tot-Lot* – Located on the northwest quadrant of the park is the sport and tot-lot area. This area includes a small soccer field, a tot-lot with play equipment integrated (tunnel and slide) into the berms and picnic benches (see *Figure 6: Sports Lawn/Tot-Lot Area Conceptual Site Plan & Perspective*).



**Figure 6: Sports Lawn/Tot-Lot Area Conceptual Site Plan & Perspective**



[c] *Backyard Gathering* – Located on the north centered quadrant of the park is the Backyard gathering area that includes picnic seating, barbeques, a S'mores pit, a chalkboard panel, a heritage tree surrounded by bar counter and seating, a game lawn, banquet table, additional bar seating covered by a fabric canopy, a large fire bowl and performance stage with a mural wall backdrop (see *Figure 7: Backyard Gathering Area Conceptual Site Plan & Perspective*).



**Figure 7: Backyard Gathering Area Conceptual Site Plan & Perspective**

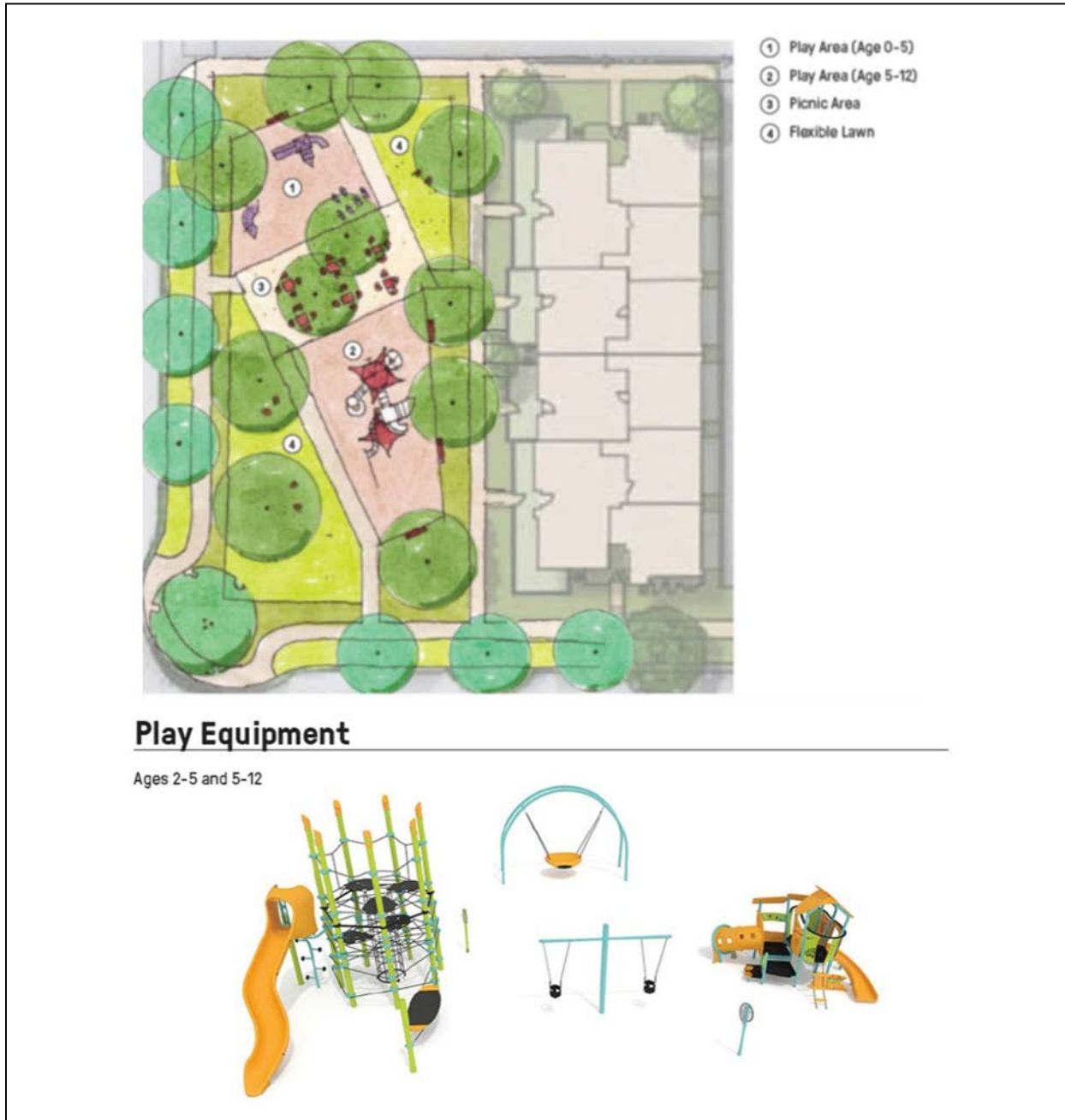
[d] Basketball/Pickleball/Fitness – The eastern quadrant of the park will include a basketball and pickleball courts and lawn area with fitness equipment (see *Figure 8: Basketball/Pickleball/Fitness Conceptual Site Plan & Perspective*).



**Figure 8: Basketball/Pickleball/Fitness Conceptual Site Plan & Perspective**



[4] Tot-Lot Park — The Tot-Lot park is located in northeast quadrant of the tract and will include play equipment for two age groups (ages 1 to 5 and ages 5 to 12), a picnic area and flexible lawn (see *Figure 9: Tot-Lot Conceptual Site Plan & Play Equipment*).



**Figure 8: Basketball/Pickleball/Fitness Conceptual Site Plan & Play Equipment**

**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
- 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 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.

- Goal LU2: Compatibility between a wide range of uses.

**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.

➤ CD2-10 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.

➤ CD2-13 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.

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

- **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.

**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 analyzed in an Addendum to The Rich Haven Specific Plan EIR (SCH# 2006051081) in conjunction with File No. PSP05-004 that was adopted by the City Council on December 4, 2007 and an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) prepared in conjunction with File No. PGPA06-001 and adopted by City Council on January 27, 2010, and 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 report.

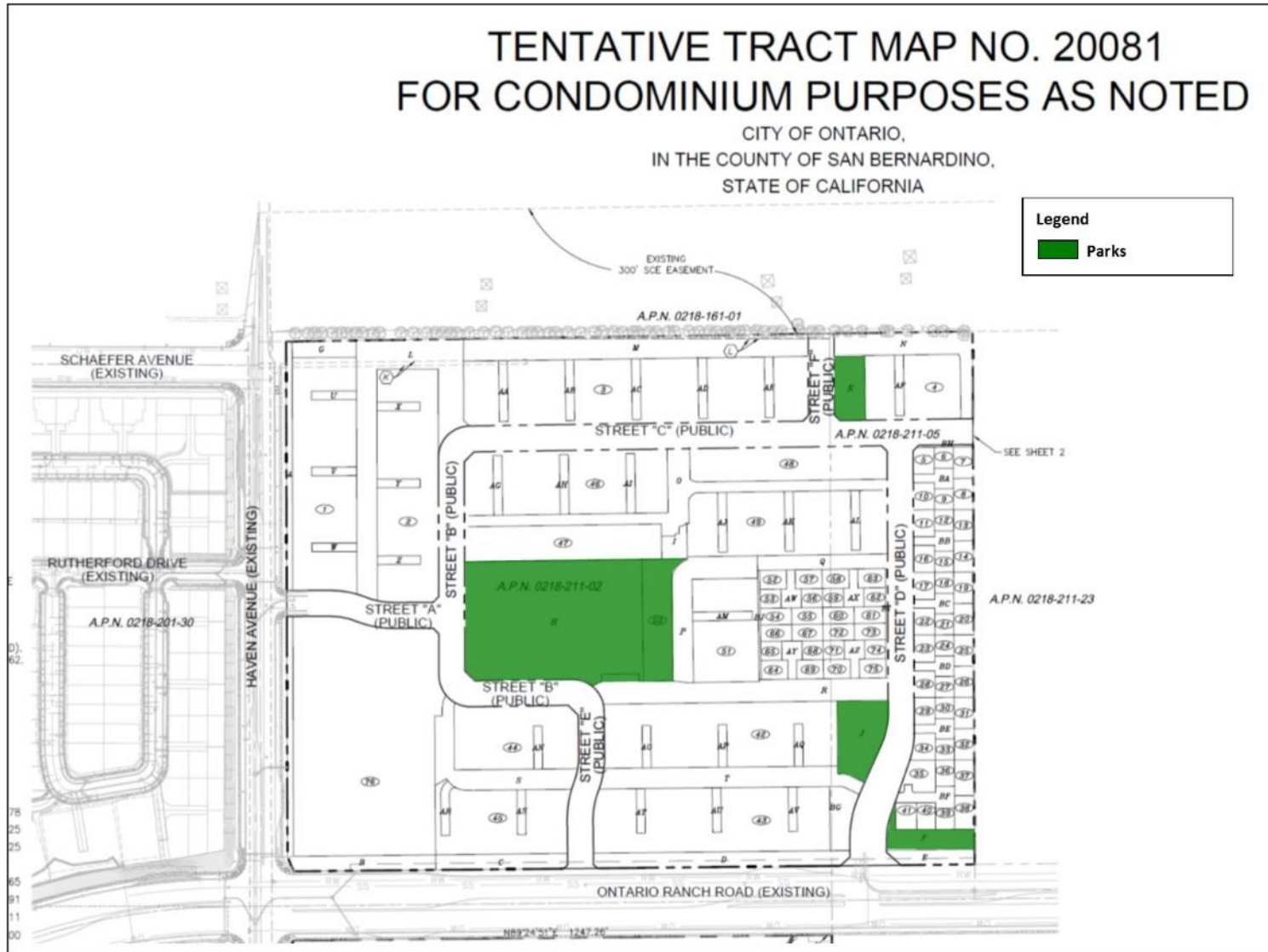
**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

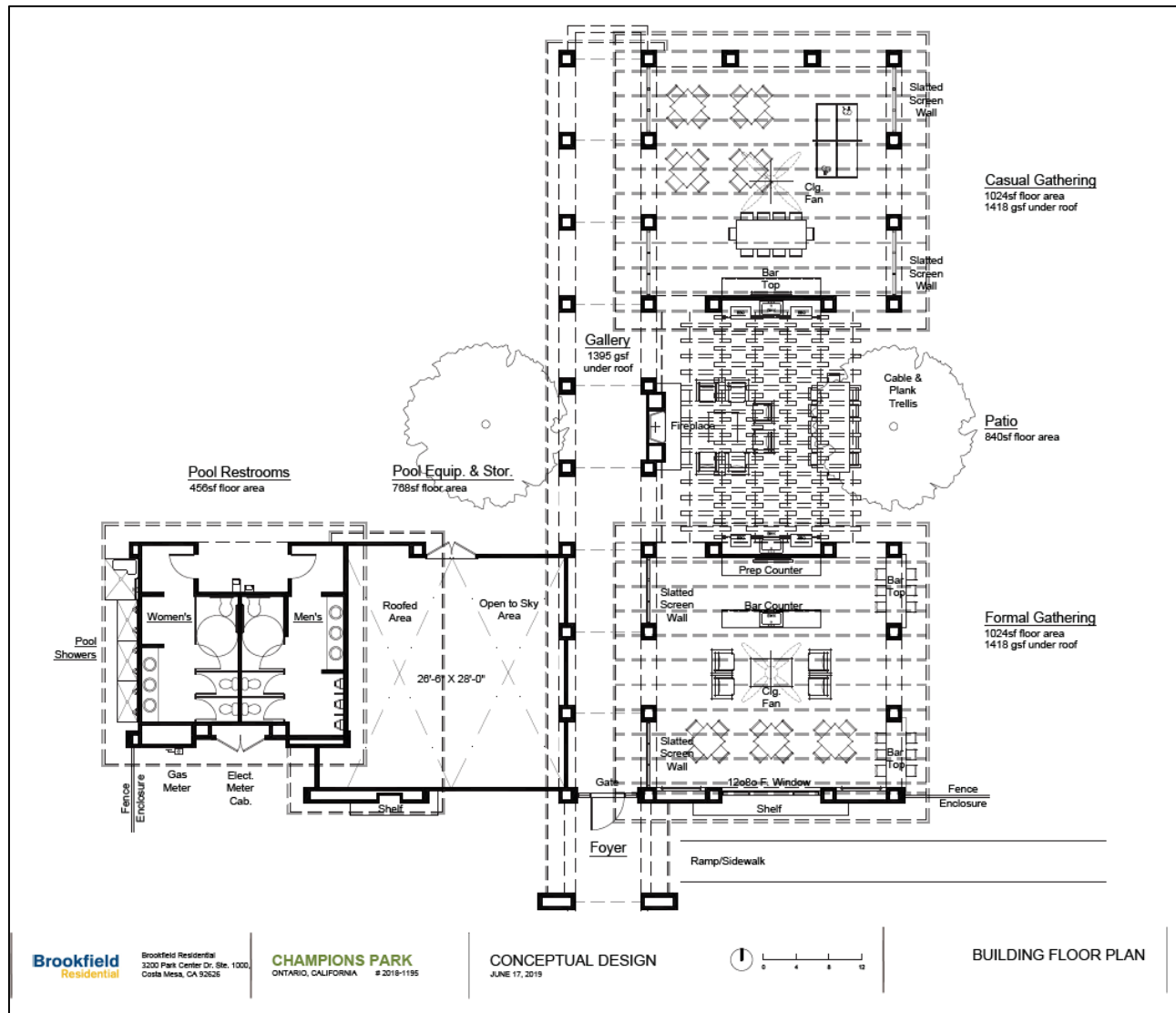
	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 6A (Regional Commercial and Stand Alone Residential Overlay)
<i>North</i>	Vacant/SCE Corridor	Open Space – Non Recreational	Rich Haven Specific Plan	SCE Easement/Gas Easement
<i>South</i>	Vacant	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 9A & 9B (Mixed-Use Overlay and Stand Alone Residential Overlay)
<i>East</i>	Vacant	Mixed Use	Rich Haven Specific Plan	Mixed Use District PA 6B (Regional Commercial and Stand Alone Residential Overlay)
<i>West</i>	Residential Subdivision	Medium Density Residential	The Avenue Specific Plan	Medium Density Residential



**Exhibit A: Tentative Tract Map**



**Exhibit B: Recreational Building Floor Plan**



**Exhibit C: Recreational Building Elevations**





Rear Elevation



Right Elevation



## RESOLUTION NO. PC

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV19-037, A DEVELOPMENT PLAN TO CONSTRUCT 3.5 ACRES OF PARK LAND LOCATED AT THE NORTHEAST CORNER OF ONTARIO RANCH ROAD AND HAVEN AVENUE, WITHIN THE MIXED USE DISTRICT PLANNING AREA 6A OF THE RICH HAVEN SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 218-211-02 AND 218-211-05.

WHEREAS, Brookfield Residential, LLC ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV19-037, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 3.5 acres of land generally located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan, and is presently mass graded and vacant; and

WHEREAS, the property to the north of the Project site is within the SCE Easement/Gas Easement land use district of the Rich Haven Specific Plan, and is developed with SCE transmission lines and towers. The property to the east is within the Mixed Use District Planning Area 6B of the Rich Haven Specific Plan zoning district, and is vacant. The property to the south is within the Mixed Use District Planning Areas 9A and 9B of the Rich Haven Specific Plan zoning district, and is vacant. The property to the west is within the Medium Density Residential land use district of The Avenue Specific Plan, and is developed with a residential subdivision; and

WHEREAS, on July 24, 2018, the Planning Commission approved Tentative Tract Map 20081 (File No. PMTT17-003) to subdivide 44.98 acres into 76 numbered lots and 62 lettered lots for residential and commercial uses, for Condominium Purposes as noted, public/private streets, landscape neighborhood edges, common open space and facilitate the construction of three residential product types, including 6-Pack Cluster homes, Rowtown homes, and Courtyard Townhomes; and

WHEREAS, on June 25, 2019, the Planning Commission Meeting, approved three Development Plans for Tentative Tract Map (File No. PMTT17-003/TTM 20081) which included: 1) File No. PDEV19-010 for the construction of 204 multiple-family residential units (6-Plex Rowtown) on 9.16 acres of land; 2) File No. PDEV19-011 for the construction of 61 single-family residential units (6-Pack Cluster) on 4.7 acres of land; and 3) File No. PDEV19-012 for the construction of 168 multiple-family residential units (14-Plex Courtyard Townhome) on 7.29 acres of land; and

WHEREAS, on July 3, 2019 the applicant submitted an application for the review and approval of the conceptual park design; and

WHEREAS, Tentative Tract Map 20081 approved a total of 3.5 acres of parkland within the tract which include a 2.61-acre neighborhood park that is centrally located within the tract, a 0.24-acre tot-lot located with the northeast quadrant and two passive pocket parks totaling 0.66-acre within the southeast quadrant of the tract; and

WHEREAS, the applicant is proposing to increase the size of the central neighborhood park by 0.42 acres for a total 3.03 acres by incorporating the adjacent parcel (Lot 50). The central park will include several active recreational amenities and is divided into four general areas which include a pool/lounge/recreational building area, a sports lawn/tot lot, a backyard gathering area and basketball/pickleball/fitness area; and

WHEREAS, the Tot-Lot park is located in the northeast quadrant of the tract and will include play equipment for two age groups (ages 1 to 5 and ages 5 to 12), a picnic area and flexible lawn; 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 analyzed in an Addendum to The Rich Haven Specific Plan EIR (SCH# 2006051081) in conjunction with File No. PSP05-004 that was adopted by the City Council on December 4, 2007 and an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) prepared in conjunction with File No. PGPA06-001 and adopted by City Council on January 27, 2010, and 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; 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 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 July 23, 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 the information contained in the previous Certified EIR Addendums and supporting documentation. Based upon the facts and information contained in the previous Certified EIR Addendums and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were previously analyzed in an Addendum to The Rich Haven Specific Plan EIR (SCH# 2006051081) in conjunction with File No. PSP05-004 that was adopted by the City Council on December 4, 2007 and an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) prepared in conjunction with File No. PGPA06-001 and adopted by City Council on January 27, 2010.

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

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

(4) The previous Certified EIR Addendums 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 Addendums, and all mitigation measures previously adopted with the Certified EIR Addendums, 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: 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 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 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 Mixed Use land use district of the Policy Plan Land Use Map, and the Planning Area 6A of the Rich Haven 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.

(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 Planning Area 6A of the Rich Haven Specific Plan, including standards relative to the particular land use proposed (neighborhood parks), 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 Rich Haven 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 Rich Haven Specific Plan.

(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 Rich Haven 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 (neighborhood parks). 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 Rich Haven Specific Plan.

**SECTION 5: 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 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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC19-XX, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 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. PDEV19-037  
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:** July 23, 2019  
**File No:** PDEV19-037  
**Related Files:** PMTT17-003 (TT20081)

**Project Description:** A Development Plan to construct 3.5 acres of park land for the previously approved Tentative Tract Map 20081 (File No. PMTT17-003) located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. (APNs: 218-211-02 and 218-211-05); **submitted by Brookfield Residential.**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: lmejia@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) and the Rich Haven Specific Plan.

**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).

**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.

**2.7** Mechanical 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** Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction an Addendum to The Rich Haven Specific Plan EIR (SCH# 2006051081) in conjunction with File No. PSP05-004 that was adopted by the City Council on December 4, 2007 and an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) prepared in conjunction with File No. PGPA06-001 and adopted by City Council on January 27, 2010. This application introduces no new significant environmental impacts. 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. The previously adopted mitigation measures shall be a condition of project approval, and are incorporated herein by this reference.

(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.

**2.9** 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.

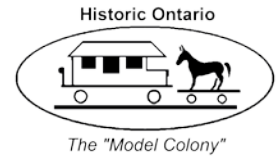
**2.10** Additional Fees.

(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.



# PLANNING / HISTORIC PRESERVATION COMMISSION STAFF REPORT JULY 23, 2019



**FILE NO.:** PHP19-006

**SUBJECT:** A request for a Certificate of Appropriateness to replace 3 existing entry monument signs on the Euclid Avenue median near Interstate 10 (I-10) and State Route 60 (SR 60) interchanges.

**PROPERTY OWNER:** California Department of Transportation (Caltrans)

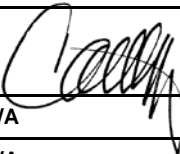
**RECOMMENDATION:** That the Planning/Historic Preservation Commission approve File No. PHP19-006, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the attached conditions of approval.

**LOCATION:** The project site is comprised of 3 locations within the Euclid Avenue median near the I-10 and the SR 60 interchanges. The location near the I-10 is curb adjacent to the south bound lanes and the other 2 locations near the SR 60 are curb adjacent to the south bound and north bound lanes, and are depicted in *Figure 1: Project Locations*.



**Figure 1: Project Locations**

Case Planner: Diane Ayala, Senior Planner

Planning Director Approval: 

Submission Date: N/A

Hearing Deadline: N/A

Hearing Body	Date	Decision	Action
HPSC:	07/11/2019	Approve	Recommend
PC / HPC:	07/23/2019		Final
CC:			

**DESCRIPTION:** The City of Ontario is requesting approval of a Certificate of Appropriateness, File No. PHP19-006, to allow for the removal of the existing City entry monument signs and installation of new City entry monument signs prior to submitting an encroachment permit application to Caltrans. The existing signs are approximately 3 feet tall, 2 feet wide and 11 feet in length and were constructed during the 1980s (estimate) and are depicted in *Figure 2: Existing Monuments*.

**Figure 2: Existing Monuments**

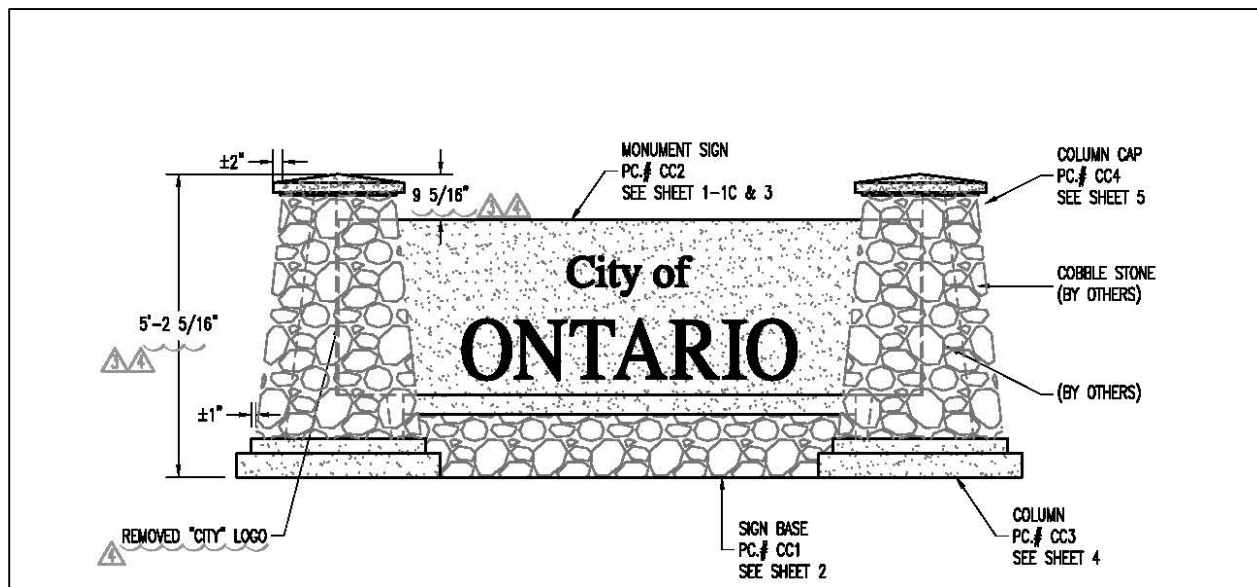


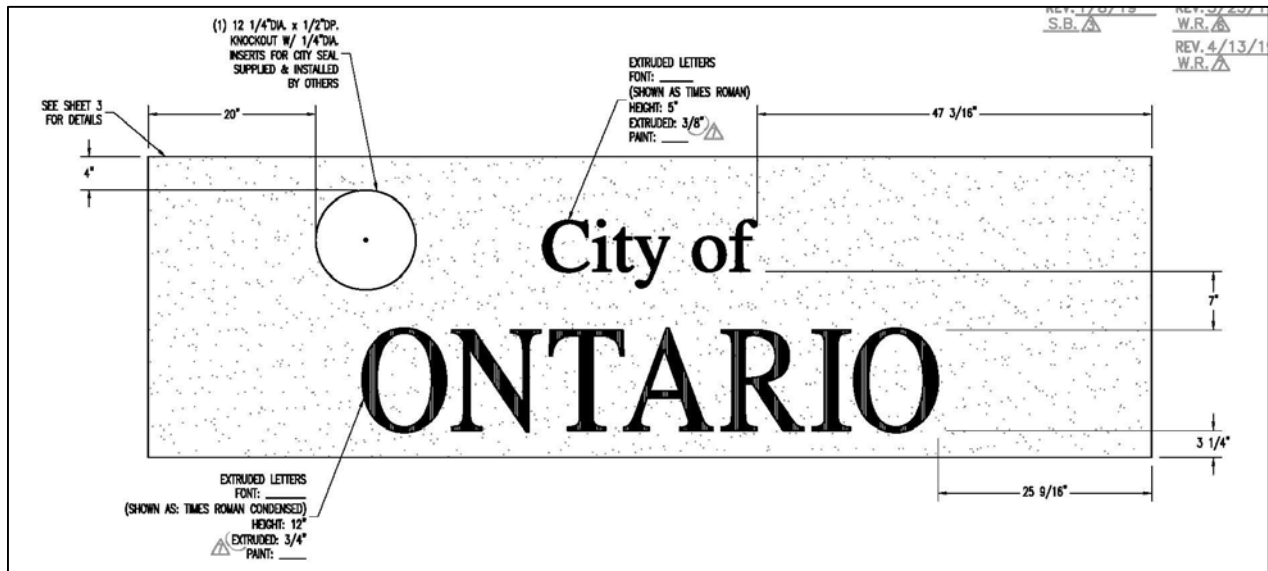
**Left: North Bound near SR 60**

**Right: South Bound near SR 60**

The new replacement monument sign will be constructed in the same location and are slightly larger measuring approximately 5 feet 5 inches tall, 2 feet 6 inches wide and 13 feet 6 inches in length. The concrete faced, single-sided signs have flanking square pillars made of river rock and are capped with concrete. The sign will read “City of Ontario” and feature the City seal. Individual-cut aluminum letters are 1 inch deep, painted bronze color and will be pinned to the concrete face. The City seal will be recessed. The sign will be illuminated externally and is depicted in *Figure 3: City Entry Monument Plans*.

**Figure 3: City Entry Monument Plans**





**HISTORIC CONTEXT:** The Chaffey brothers planned Ontario with a 200 foot-wide boulevard, Euclid Avenue, running through the center from its southern boundary to the foothills to the north. Seven miles long, Euclid Avenue with twin roadways and a central median was the stately backbone of the colony; its long, easy incline from the Southern Pacific tracks on the south to the tableland at the mouth of San Antonio Canyon on the north was ideal for gravity irrigation.

The public right-of-way of Euclid Avenue from Philadelphia Street to the I-10 was designated as Local Landmark No. 67 on January 16, 2001. On August 10, 2005, the public right-of-way of Euclid Avenue from Philadelphia Street in Ontario to 24th Street in Upland was listed on the National Register of Historic Places as a significant cultural landscape. The public right-of way includes north and south bound streets, sidewalks, light fixtures, parkways, median, trees, and stone and concrete curbs and gutters. Contributing character-defining features include the 60-foot wide median, historic rock curb, scored sidewalks, King standard light posts, double planting of California pepper trees (*Schinus molle*), silk oaks trees (*Grevillea robusta*), and other mature vegetation such as deodar trees (*Cedrus deodara*) and Canary Island palms (*Phoenix canariensis*). Non-contributing features include the bridge which crosses the I-10 and the bridge railroad crossings at Emporia and State Streets. The bridge that crosses the SR 60 is located south of Philadelphia Street, and is therefore outside of the historic resource boundary. The existing monument signs are also non-contributing features.

Between I-10 and G Street, Euclid Avenue and the properties which front the street make up the Euclid Avenue local historic district that was designated on June 4, 2013. The Euclid Avenue Historic District maintains the highest level of historic integrity throughout the extant of the corridor within the City limits. The downtown also has a moderate level of historic integrity but the level of integrity begins to decline towards the southern City limit.

Euclid Avenue, south of Philadelphia Street, to the southern City limit is not defined as a historic resource at a local, state or national level because its construction and development dates are

outside of the period of significance. However, the entire length of Euclid Avenue and the median from the northern to the southern City limits are embedded in the City's identity.

**PROJECT ANALYSIS:** Section 4.02.050 (Historic Preservation—Certificates of Appropriateness and Demolition of Historic Resources) of the Ontario Development Code, requires Certificate of Appropriateness approval for any infill or alteration to a historic resource. The intent is to recognize, protect, and enhance the visual character and quality of Euclid Avenue as a cultural landscape to the City, ultimately safeguarding Euclid Avenue's position on the National Register of Historic Places. It is not the intent to create a false sense of history with new development or alterations along the Euclid Avenue corridor, but rather to ensure that such changes do not cause an adverse effect to the contributing character-defining features of Euclid Avenue.

Euclid Avenue is defined by various periods of development that have occurred since the boulevards construction. The segment of Euclid Avenue near the I-10 is located within the boundaries of the National Register of Historic Places and the local historic district. The segment of Euclid Avenue near the SR 60 is located south of Philadelphia Street, and is therefore outside of the historic resource designation boundaries.

The Secretary of the Interior Standards for the Treatment of Historic Properties, also referred to as "the Standards," provide a critical part of the framework of the national preservation program and are widely used at the federal, state and local levels to guide work on historic resources and have been adopted and incorporated into the Ontario Development Code. The Standards state that alterations will not destroy historic features and spatial relationships that characterize the historic resource and that new work will be differentiated from the old and will be compatible with historic materials, features, size, scale, and proportion, and massing to protect the integrity of the resource.

**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 the 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
- Focus Resources in Ontario's Commercial and Residential Neighborhoods

[2] Vision

**Dynamic Balance**

- An appreciation for the "personality and charm" of this community, preserving important characteristics and values even as growth and change occur, all the while retaining a distinctive local feel where people love to be.

[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

### 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.
  - CD1-3 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.
  - CD2-11 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.
- Goal CD4: Historic buildings, streets, landscapes and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, that have been preserved and serve as a focal point for civic pride and identity.
  - CD4-2 Collaboration with Outside Agencies. We pursue opportunities to team with other agencies, local organizations and non-profits in order to preserve and promote Ontario's heritage.

**ENVIRONMENTAL REVIEW:** The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines, which consists of maintenance, repairs, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

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



## RESOLUTION NO.

A RESOLUTION OF THE HISTORIC PRESERVATION COMMISSION OF THE CITY OF ONTARIO, APPROVING FILE NO. PHP19-006, A CERTIFICATE OF APPROPRIATENESS TO REPLACE 3 EXISTING ENTRY MONUMENT SIGNS ON THE EUCLID AVENUE MEDIAN NEAR INTERSTATE 10 (I-10) AND STATE ROUTE 60 (SR 60) INTERCHANGES AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, the City of Ontario, ("Applicant") has filed an application for the approval of a Certificate of Appropriateness, File No. PHP19-006, as described in the title of this Resolution (hereinafter referred to as "Project"); and

WHEREAS, the City's character and history are reflected in its cultural, historical, and architectural heritage with an emphasis on the "Model Colony" as declared by an act of the Congress of the United States and presented at the St. Louis World's Fair in 1904; and

WHEREAS, the City's historical foundations should be preserved as living parts of community life and development in order to foster an understanding of the City's past so that future generations may have a genuine opportunity to appreciate, enjoy, and understand Ontario's rich heritage; and

WHEREAS, the Community Development and the Aesthetic, Cultural, Open Space and Recreational Resources Elements of the Policy Plan Component of the Ontario Plan sets forth Goals and Policies to conserve Ontario's historic buildings and districts; and

WHEREAS, the Euclid Avenue Median is worthy of preservation and was designated as a local landmark by the City Council on January 16, 2001 and a Contributor to the Euclid Avenue Historic District on June 4, 2013, and was listed on the National Register of Historic Places on April 10, 2005; 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

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 act on the subject Application; and



WHEREAS, 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; 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 July 11, 2019, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing and issued Decision No. HPSC19-005, recommending the Historic Preservation Commission approve the Application; and

WHEREAS, on July 23, 2019, the Historic Preservation 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, BE IT RESOLVED, that the Historic Preservation 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 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 15331 (Class 31, Historical Resource Restoration/Rehabilitation) of the CEQA Guidelines, which consists of maintenance, repairs, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer. The Guidelines were utilized in the development of the project design and, as a result, do not pose any adverse impacts to the historic resource; and

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

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

**SECTION 2: 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 HISTORIC PRESERVATION COMMISSION, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

**SECTION 3: 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 Historic Preservation Commission hereby concludes as follows:

(1) ***The proposed project at the proposed locations will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource.*** The project does not proposed any changes or alterations to a contributing character-defining feature of the historic resource.

(2) ***The proposed project will not detrimentally change, destroy or adversely affect the historic character or value of the resource.*** The spatial relationship and the massing and scale of the monument sign is appropriate to the setting.

(3) ***The proposed project will be compatible with the exterior character-defining features of the historic resource.*** The simplistic design of the entry monument sign incorporates authentic, native materials, such as concrete and rock stone, that are present throughout the historic district boundary, and therefore do not detract from the character of Euclid Avenue.

**SECTION 4: Historic Preservation Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 3, above, the Historic Preservation 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 5: Indemnification.** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

**SECTION 6: Custodian of Records.** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

**SECTION 7: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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Historic Preservation Commission Resolution  
File No. PHP19-006  
July 23, 2019  
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The Secretary Pro Tempore for the Historic Preservation 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 Historic Preservation Commission of the City of Ontario at a regular meeting thereof held on the 23<sup>rd</sup> day of July 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  
Historic Preservation Commission  
Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary of Historic Preservation  
Commission

Historic Preservation Commission Resolution  
File No. PHP19-006  
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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 Historic Preservation Commission of the City of Ontario at their regular meeting held on July 23, 2019 by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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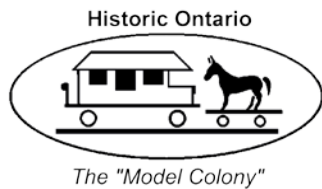
Gwen Berendsen  
Secretary Pro Tempore

Historic Preservation Commission Resolution  
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**ATTACHMENT A:**

**File No. PHP19-006  
Departmental Conditions of Approval**

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



# CERTIFICATE OF APPROPRIATENESS

## CONDITIONS OF APPROVAL

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**Date:** July 11, 2019  
**File No.:** PHP19-006  
**Location:** Three locations within the Euclid Avenue median near the I-10 and the SR 60 interchanges  
**Prepared By:** Diane Ayala, Senior Planner

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**Description:**

A request for Certificate of Appropriateness to remove 3 existing entry monument signs and install 3 new entry monument signs on the Euclid Avenue median near Interstate 10 (I-10) and State Route 60 (SR 60) interchanges

**Conditions:**

1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless permit(s) has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.
2. The construction plans shall state that cobble stone columns shall be constructed with native, authentic river rock, and not veneer. The rock can be applied over the concrete columns and base. Larger rocks shall be used at the base and bottom of the columns and progressively get smaller towards the top to give a natural appearance of the columns "growing out of the ground." A qualified mason specializing in river rock is required to complete work.
3. The faces of the sign shall be constructed with concrete and have a natural and smooth finish.
4. Sign letters shall be individual cut, aluminum or metal, painted, anodized or powder coated a bronze color.
5. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.
6. Conditions of Approval shall be reproduced onto the all plans submitted for permits.
7. Prior to completion the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the entry monument signs have been constructed per the approved plans.





# CITY OF ONTARIO MEMORANDUM

**TO:** Planning Commission

**FROM:** Cathy Wahlstrom, Planning Director *CW*

**DATE:** July 23, 2019

**SUBJECT:** Agenda Item C – File Nos. PMTT19-001 & PDEV19-004

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The applicant, Ontario Covenant Group, LLC, is requesting this item be continued to the August 27, 2019 Planning Commission meeting to allow additional time for the applicant and the adjacent parcel to the west to resolve site plan issues.



**PLANNING COMMISSION  
STAFF REPORT  
JULY 23, 2019**

**SUBJECT:** A Tentative Parcel Map (File No. PMTT18-010/TPM 20087) to subdivide 17.92 acres of land into two parcels generally located at the southwest corner of Fourth Street and Ontario Mills Drive, at 4900 East Fourth Street, within the Commercial/Office land use district of the Ontario Mills Specific Plan; (APN: 0238-014-05) **submitted by Retail Properties of America, Inc.**

**PROPERTY OWNER:** Inland Western Ontario 4<sup>TH</sup> Street, LLC

**RECOMMENDED ACTION:** That the Planning Commission approve File No. PMTT18-010, 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 17.92 acres of land generally located at the southwest corner of Fourth Street and Ontario Mills Drive, at 4900 East Fourth Street, within the Commercial/Office land use district of the Ontario Mills Specific Plan, and is depicted in Figure 1: Project Location, right. The project site is surrounded by commercial/retail land uses to the north, south, east, and west. The present site was fully developed in 1997 with a 124,600-square foot building for Edwards 22 Cinema and IMAX Theatre (see Exhibits E, F, G & H – Site Photos, attached).

**PROJECT ANALYSIS:**

[1] Background — On July 15, 2019, the Development Advisory Board (DAB) reviewed the subject application and recommended that the Planning Commission approve the proposed project, subject to the departmental conditions of approval included in with report.

[2] Tentative Parcel Map — The applicant is requesting approval of a Tentative Parcel Map (TPM 20087) to



**Figure 1: Project Location**

Case Planner:	Denny D. Chen	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	7/15/19	Approved	Recommend
Submittal Date:	11/20/2018	PC	7/23/19		Final

subdivide the existing 17.92-acre parcel into two parcels (see Exhibit B: Tentative Parcel Map, attached). Parcel 1 will be 17.16 acres and Parcel 2 will be 0.76 acres. The proposed subdivision will facilitate the future development of a commercial/retail building on Parcel 2.

According to the Development Standards of the Ontario Mills Specific Plan, it states that “No minimum parcel size shall be required, provided that the site(s) meets minimum requirements for setbacks, parking and landscaping” (*Ontario Mills Specific Plan, Page V-20*). Therefore, per the Development Standards of the Ontario Mills Specific Plan, both parcels will be required to provide a minimum of 30-foot street frontage along Fourth Street and a minimum of 25-foot street frontage along Ontario Mills Drive. Parcel 1 will provide 618-feet of street frontage along Fourth Street. Parcel 2 will provide approximately 300-feet of street frontage along Fourth Street and 124-feet frontage along Ontario Mills Drive, which significantly exceeds the minimum street frontage requirements.

[3] Parking, Site Access/Circulation - The Edwards & IMAX theater project was approved by the Development Advisory Board (DAB) in July 1996, with a total of 1,436 required on-site parking spaces. An additional 187 parking spaces are also available to the south of the project site, for a grand total of 1,623 parking spaces. The requested subdivision of the project site into 2 parcels, and the subsequent development of Parcel 2 with a commercial use, is anticipated to result in the loss of 30 off-street parking spaces. When combined with the available 187 off-site parking spaces, a total of 1,593 parking spaces will be provided for both parcels, therefore, exceeding the minimum number of required off-street parking spaces for both parcels. In addition, in the future when the proposed parcel gets developed, additional parking will be added and the overall parking requirement will be reassessed to ensure adequate parking is provided.

The applicant has submitted a Shared Parking Analysis prepared pursuant to the Urban Land Institute (ULI) shared parking principles, which shows the total peak hour parking demands for both parcels. Peak weekday (Monday through Friday) demand is shown, as well as the peak weekend (Saturday & Sunday) parking demand. According to the Parking Analysis, the total peak hour parking demand for both parcels is 1,066 parking spaces during the weekday and 1,420 parking spaces during the weekend (see Exhibit D: Shared Parking Analysis, attached). A total of 1,593 parking spaces will be provided for both parcels; therefore, no parking availability issues are anticipated.

Access to both parcels will continue to be provided by four existing driveways, located along Franklin Avenue, East Fourth Street, and Ontario Mills Drive (see Exhibit C: Existing Access Driveways, attached).

[4] CC&R'S — As a condition of tentative parcel map approval, the project has been required to establish Covenants, Conditions and Restrictions (CC&Rs), which will establish the property rights and responsibilities for each owner. The CC&Rs will be recorded with the final map and address common maintenance, reciprocal access and

reciprocal parking between parcels, and any common maintenance of landscaped areas, irrigation systems, parking facilities, and utility/drainage/flood control/rail easements. Additionally, the CC&Rs will memorialize the above-described shared parking analysis, which will be included as an attachment to the CC&Rs.

**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.
  - 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.
  - CE2-4 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.
  - CD1-3 Neighborhood Improvement. We require viable existing residential and non-residential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.
  - 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.

➤ CD2-13 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 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.

➤ CD5-2 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 Tentative Parcel Map (TPM 20087) will facilitate the development of a future commercial/retail building, by subdividing the 17.92-acre parcel into two parcels. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15: Minor Land Divisions) of the CEQA Guidelines, which consists of division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variance or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within 2 years, and the parcel does not have an average slope greater than 20 percent.

**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>	Edwards 22/IMAX Theater	MU (Mixed Use)	Ontario Mills Specific Plan	Commercial / Office
<i>North</i>	Costco Wholesale City of Rancho Cucamonga	N/A	N/A	N/A
<i>South</i>	Ontario Mills Mall	MU (Mixed Use)	Ontario Mills Specific Plan	Regional Commercial
<i>East</i>	Multi-Tenant Retail Buildings	MU (Mixed Use)	Ontario Mills Specific Plan	Commercial / Office
<i>West</i>	Shell Gas Station	MU (Mixed Use)	Ontario Mills Specific Plan	Commercial / Office

**General Site & Parcel Statistics:**

<i>Item</i>	<i>Required Min./Max. Parcel SF</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	None	0.76 to 17.16 Acres	N/A
<i>Minimum Parcel size (in SF):</i>	None	33,105 to 747,489 SF	N/A
<i>Parcel 1 (in SF)</i>	None	747,489 SF (17.16 Acres)	N/A
<i>Parcel 2 (in SF)</i>	None	33,105 SF (0.76 Acres)	N/A
<i>Minimum lot depth (in FT):</i>	None	N/A	N/A
<i>Minimum lot width (in FT):</i>	None	N/A	N/A

**Off-Street Parking:**

<i>Type of Use</i>	<i>Building Area Sq. Ft.</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Existing Building</i>	124,600	0.33 spaces per fixed seat	1,500	1,436
<i>Additional Parking Spaces Provided on the South Side of Project Site</i>				187
<i>Parking Spaces Lost with Proposed Development of Parcel 2</i>				(-30)
<b>TOTAL</b>	124,600		1,500	1,593



**Exhibit A—PROJECT LOCATION MAP**









**Exhibit C—EXISTING ACCESS DRIVEWAYS**



**Exhibit D – SHARED PARKING ANALYSIS (See Pages 11 to 15)**

**ULI SHARED PARKING ANALYSIS**

**PROJECT: REGAL CINEMA & OUTPARCEL RETAIL/FAST FOOD PAD**

**ADDRESS: 4900 EAST FOURTH STREET, ONTARIO**

**PLANNING FILE: PMTT18-10**

**APN: 0238-014-05**

**DATE: 03/08/19**

Northeast View of Project Site

Table  
 Project: PMTT19-010 Parcel Map  
 Description: Movie Theatre & Outparcel Retail/Fast Food Pad Building  
 Address: 4900 East Fourth Street, Ontario

3/8/2019

SHARED PARKING DEMAND SUMMARY WITH REGAL THEATRE AND OUT PARCEL PAD

PEAK MONTH: LATE DECEMBER -- PEAK PERIOD: 8 PM, WEEKEND

Land Use	Project Data Quantity Unit		Weekday					Weekend					Weekday			Weekend			
			Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	
													8 PM	Late December		8 PM	Late December		
Fast Food Restaurant	3,000	sf GLA	12.75	1.00	1.00	12.75	/ksf GLA	12.00	1.00	1.00	12.00	/ksf GLA	0.50	0.95	18	0.50	0.95	17	
Employee			2.25	1.00	1.00	2.25	/ksf GLA	2.00	1.00	1.00	2.00	/ksf GLA	0.80	1.00	4	0.60	1.00	4	
Cineplex	5,103	seats	0.19	1.00	1.00	0.19	/seat	0.26	1.00	1.00	0.26	/seat	1.00	1.00	970	1.00	1.00	1,327	
Employee			0.01	1.00	1.00	0.01	/seat	0.01	1.00	1.00	0.01	/seat	1.00	1.00	51	1.00	1.00	51	
Residential, Rental, Shared Spaces		units	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	1.50	/unit	0.98	1.00	0	0.98	1.00	0	
Reserved		sp/unit	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0	
Guest		units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0	
Reserved		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0	
Guest		units	0.15	1.00	1.00	0.15	/unit	0.15	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0	
															Customer	988	Customer		1344
															Employee	55	Employee		55
															Reserved	0	Reserved		0
															Total	1043	Total		1399

Shared Parking Reduction 27% 2%  
 Parking Provided 1406 1406

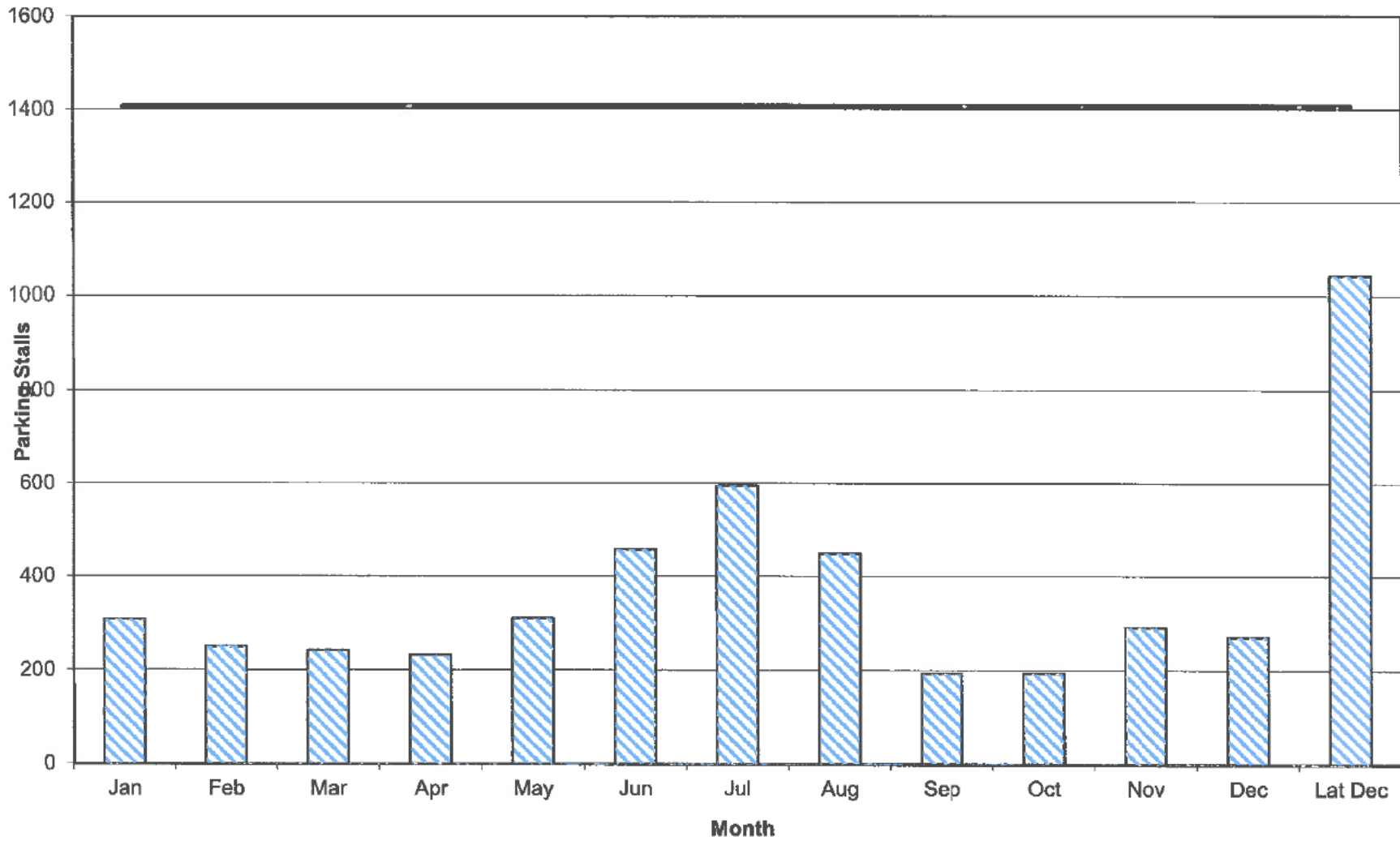


Planning Commission Staff Report  
 File No.: PMTT18-010 (TPM 20087)  
 July 23, 2019

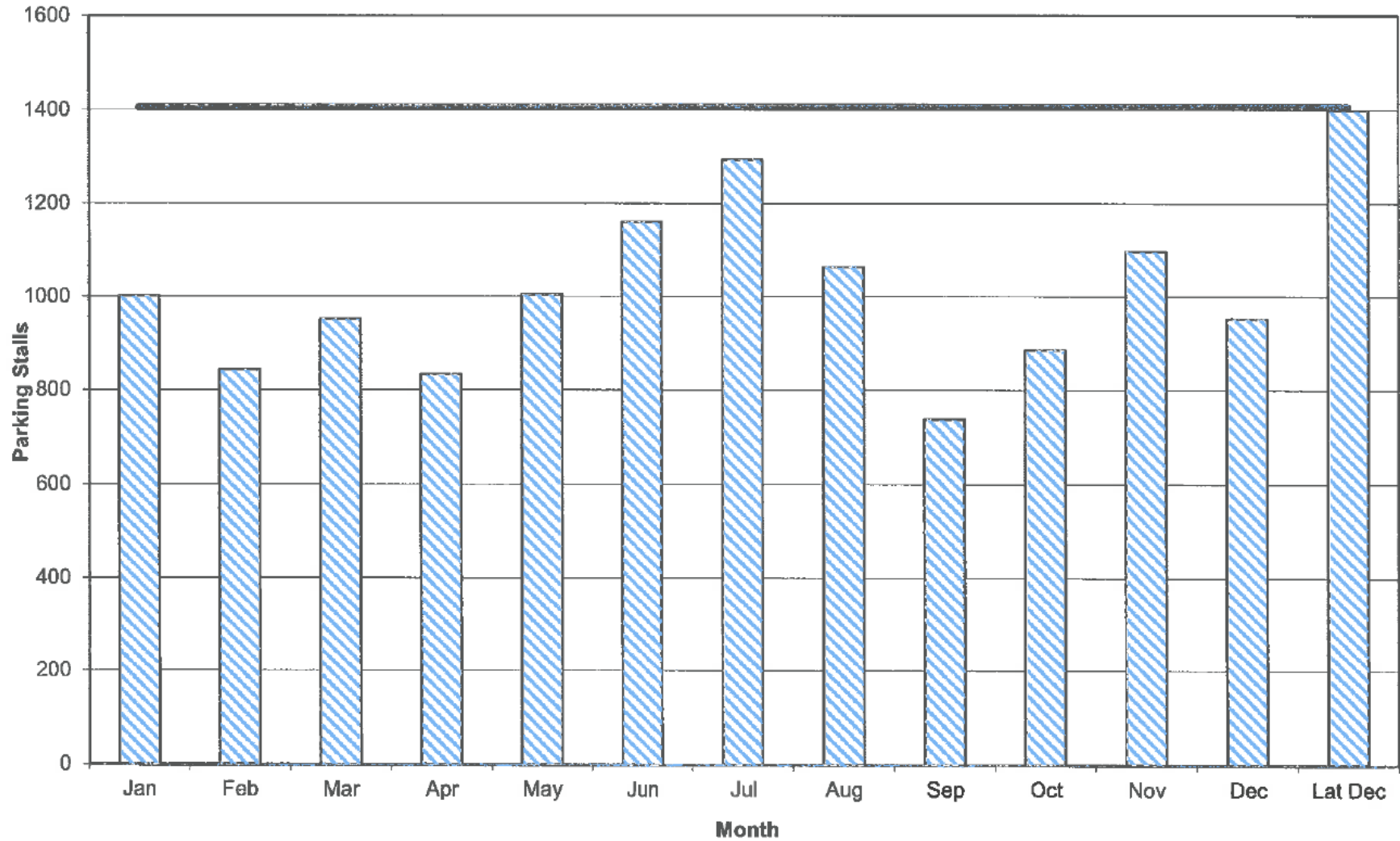
Project: PMTT19-010 Parcel Map  
 Description: Movie Theatre & Outparcel Retail/Fast Food Pad Building  
 Address: 4900 East Fourth Street, Ontario  
 ksf = thousand square feet

Land Use	Quantity	Max Parking Spaces		Mode Adjustment				Noncaptive Ratio			
		Weekday	Weekend	Weekday		Weekend		Weekday		Weekend	
				Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening
Projected Parking Supply: 1406											
Community Shopping Center (<400 ksf)	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Regional Shopping Center (400 to 600 ksf)	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Super Regional Shopping Center (>600 ksf)	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Fine/Casual Dining Restaurant	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Family Restaurant	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Fast Food Restaurant	3,000 sf GLA	39	36	100%	100%	100%	100%	100%	100%	100%	100%
Employee		7	6	100%	100%	100%	100%	100%	100%	100%	100%
Nightclub	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Cineplex	5,103 seats	970	1327	100%	100%	100%	100%	100%	100%	100%	100%
Employee		51	51	100%	100%	100%	100%	100%	100%	100%	100%
Performing Arts Theater	0 seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Arena	0 seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Pro Football Stadium	0 seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Pro Baseball Stadium	0 seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Health Club	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Convention Center	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Business	0 rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Leisure	0 rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Restaurant/Lounge	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Residential, Rental, Shared Spaces	0 units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	0 sp/unit	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Guest	0 units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Residential, Owned, Shared Spaces	0 units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	0 sp/unit	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Guest	0 units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office <25 ksf	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office 25 to 100 ksf	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office 100 to 500 ksf	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office >500 ksf	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Data Processing Office	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Medical/Dental Office	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Church	0 sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces		1008	1363								
Subtotal Employee/Resident Spaces		58	57								
Subtotal Reserved Spaces		0	0								
Total Parking Spaces		1066	1420								

### Weekday Month-by-Month Estimated Parking Demand



### Weekend Month-by-Month Estimated Parking Demand





**Exhibit E – SITE PHOTOS**



Front Entrance View of Edwards & IMAX Theaters – North Elevation

**Exhibit F – SITE PHOTOS**



Southeast View of Edwards / IMAX Theater



**Exhibit G – SITE PHOTOS**



Fourth Street View – Looking North from the Project Site



**Exhibit H – SITE PHOTOS**



Southwest View of Existing Parking Lot & Edwards Theater

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT18-010 (TPM 20087), A SUBDIVISION OF 17.92 ACRES OF LAND INTO TWO PARCELS ON PROPERTY LOCATED AT THE SOUTHWEST CORNER OF FOURTH STREET AND ONTARIO MILLS DRIVE, AT 4900 EAST FOURTH STREET, WITHIN THE COMMERCIAL/OFFICE LAND USE DISTRICT OF THE ONTARIO MILLS SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-014-05.

WHEREAS, Retail Properties of America, Inc. ("Applicant") has filed an Application for the approval of a Tentative Tract Map, File No. PMTT18-010 (TPM 20087), as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application proposes to subdivide 17.92 acres of land generally located at the southwest corner of Fourth Street and Ontario Mills Drive, at 4900 East Fourth Street, within the Commercial/Office land use district of the Ontario Mills Specific Plan; and

WHEREAS, the properties to the south, east and west of the Project site are all within the Ontario Mills Specific Plan and are developed with Commercial/Office and retail uses. The property to the north is within the City of Rancho Cucamonga and is developed with a big-box retail store; and

WHEREAS, according to the development standards of the Ontario Mills Specific Plan, there is no minimum parcel size required for development or subdivision of property, provided that the minimum setbacks, off-street parking, and landscaping requirements are met for each lot. Parcel 1 is proposed to be 17.16-acres in size and Parcel 2 will be 0.76-acres; and

WHEREAS, the proposed subdivision will facilitate the future development of a commercial/retail building at the northeast corner of the project site. Access for both parcels will continue to be provided by four existing driveways, located along Franklin Avenue, East Fourth Street, and Ontario Mills Drive; and

WHEREAS, a condition of approval has been placed on the project which requires a Development Plan be submitted for the development of Parcel 2; 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

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 act 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 (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 July 15th, 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. DAB19-034, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 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 the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15 - Minor Land Divisions) of the CEQA Guidelines. Class 15 allows for the division of property in urbanized areas for commercial use into four or fewer parcels when: (a) the division is in conformance with the General Plan and zoning, (b) no variances or exceptions are required, (c) all services and access to the proposed parcels to local standards are available, (d) the parcel was not involved in a division of a larger parcel within the previous two years, and (e) the parcel does not have an average slope greater than 20 percent. The project is in full compliance with each of the aforementioned stipulations.

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

(3) 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 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 Tentative Parcel 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 Parcel Map is located within the MU (Mixed Use) land use district of the Policy Plan Land Use Map, and the Commercial/Office land use designation of the California Commerce Center North/Ontario Gateway Plaza/Wagner Properties (Ontario Mills) 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 the establishment of “[a] dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses” (Goal CD1). Furthermore, the project will promote the City’s policy to “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” (Policy CD1-1 *City Identity*); and

(2) ***The design or improvement of the proposed Tentative Parcel 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 Parcel Map is located within the MU (Mixed Use) land use district of the Policy Plan Land Use Map, and within the Commercial/Office land use designation of the Ontario Mills 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 provide “[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 “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” (Policy CD2-7 *Sustainability*); and



(3) ***The site is physically suitable for the type of development proposed.***

The project site meets the minimum lot area and dimensions of the Ontario Mills Specific Plan, and is physically suitable for the type of commercial/retail development that is proposed in terms of zoning, land use and development activity, and existing site conditions; and

(4) ***The site is physically suitable for the density/intensity of development proposed.***

The project site is currently developed and the proposed subdivision will facilitate future development of a commercial/retail building on Parcel 2. The project site meets the minimum lot area and dimensions of the Ontario Mills Specific Plan, and is physically suitable for the density and intensity of a future commercial/retail development; and

(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; and

(6) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.***

The project site is presently developed and the proposed subdivision, and the existing conditions on the project site, are not likely to cause serious public health problems, as 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; and

(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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. [Insert Number] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019 by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:   None

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PMTT18-010 (TPM 20087)  
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***

**Meeting Date:** July 23, 2019

**File No:** PMTT18-010

**Related Files:** None

**Project Description:** A Tentative Parcel Map (File No. PMTT18-010, TPM 20087) to subdivide 17.92 acres of land into two parcels, for property located at 4900 East Fourth Street, within the Commercial/Office land use district of the California Commerce Center North/Ontario Gateway Plaza/Wagner Properties (Ontario Mills) Specific Plan. (APN: 0238-014-05); **submitted by Retail Properties of America Inc.**

**Prepared By:** Denny D. Chen, Associate Planner  
Phone: 909.395.2424 (direct)  
Email: dchen@ontarioca.gov

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

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

**1.1 Time Limits.**

(a) Tentative Parcel Map (TPM 20087) approval shall become null and void 2 years following the effective date of application approval, unless the final tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

**1.2 Subdivision Map.**

(a) The Final Tract Map shall be in conformance with the approved Tentative Parcel Map on file with the City. Variations from the approved Tentative Parcel Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Parcel Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Tract Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) Pursuant to California Government Section 66474.9, the subdivider agrees that it will 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 of this subdivision, which action is brought within the time period

provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

**1.3** Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit and shall be recorded with the Final Parcel Map.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

(d) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

(e) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

(f) The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

(g) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

**1.4** Environmental Review.

(a) The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Class 15 - Minor Land Divisions) of the CEQA Guidelines. Class 15 allows for the division of property in urbanized areas for industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous two years, and the parcel does not have an average slope greater than 20 percent.

**1.5** Additional Fees.

(a) Within 5 days following final application approval, the Notice of Determination (NOD) filing fee of \$50.00 dollars 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.

**1.6**     Additional Requirements.

**(a)**     After the Final Parcel Map has been approved and recorded, a Development Plan shall be submitted to the Planning Department for review and approval, prior to the development of Parcel 2.

**(b)**     The final Covenants, Conditions & Restrictions (CC&Rs) shall ensure reciprocal access and parking between both parcels. The CC&Rs shall also ensure continued access, utilities, and proper maintenance of the site, including regularly scheduled clean-up and sweeping of both parcels.

**(c)**     The CC&Rs shall memorialize the shared parking analysis submitted with the Tentative Parcel Map and approved by the City, which will be included as an attachment to the CC&Rs.





# CITY OF ONTARIO

## MEMORANDUM

### ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

**DAB MEETING DATE:** July 15<sup>th</sup>, 2019

**PROJECT:** PM-20087, a Parcel Map to subdivide 17.92 acres of land into two parcels.

**APN:** 0238-014-05

**LOCATION:** 4900 East Fourth Street

**PROJECT ENGINEER:** Antonio Alejos, Assistant Engineer *A.A.* (909) 395-2384

**PROJECT PLANNER:** Denny Chen, Associate Planner (909) 395-2424

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**The following items are the Conditions of Approval for the subject project:**

1. Project shall comply with the requirements as set forth in the Amendment to the Standard Conditions of Approval for New Development Projects adopted by the City Council (Resolution No. 2017-027) on April 18, 2017; as well as project-specific conditions/requirements as outlined below:
2. The Applicant/Developer shall convert the existing street lights along the properties frontage at 4th Street, Franklin Avenue & Ontario Mills Drive with LED cobra heads in accordance with the City of Ontario Traffic and Transportation Design Guidelines.
3. The Applicant/Developer shall modify the exiting driveway approaches along the properties frontage at 4th Street, Franklin Avenue & Ontario Mills Drive to meet current ADA requirements.
  - a. The Applicant/Developer shall process a Public Easement Dedication for sidewalk purposes only if additional sidewalk is required behind the right-of-way line.
  - b. No new driveway approach will be allowed along parcel 2.
4. The Applicant/Developer shall prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.
5. The Applicant/Developer shall record Parcel Map No. 20087 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.

6. The Applicant/Developer shall submit a duplicate photo mylar of the record map to the City Engineer's office.
7. The Applicant/Developer shall 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.ontarioca.gov](http://www.ontarioca.gov)) 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.
8. 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.
9. The Applicant/Developer shall process a right-of-way dedication to dedicate a property line corner 'cut-back' at the South-East corner of 4th Street/Franklin Avenue and South-West corner of 4th Street/Ontario Mills Drive per City Standard Drawing Number 1301.
10. The Applicant/Developer shall provide a private blanket easement over all of parcels 1 and 2 for reciprocal ingress-egress for the benefit of parcel 2.
11. The Applicant/Developer shall provide a private blanket easement over all of parcels 1 and 2 for surface drainage with no concentrated flows from one parcel to the other for the benefit of parcels 1 and 2.
12. The Applicant/Developer shall pay all Development Impact Fees (DIF) to the Building Department.

*for* Rayulhee  
Bryan Lirley, P.E.  
Principal Engineer

7/1/19  
Date

Rayulhee  
Raymond Lee, P.E.  
Assistant City Engineer

7/1/19  
Date

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**DAB CONDITIONS OF APPROVAL**

**Sign Off**

*Carolyn Bell*  
 Carolyn Bell, Sr. Landscape Planner

12/26/18  
 Date

Reviewer's Name: <b>Carolyn Bell, Sr. Landscape Planner</b>		Phone: <b>(909) 395-2237</b>
D.A.B. File No.: PMTT18-010	Related Files:	Case Planner: Denny Chen
Project Name and Location: Parcel Map 4900 East Fourth St.		
Applicant/Representative: Commerce Center North/ Ontario Gateway/Wagner Properties 3750 Long Beach Blvd ste 200 Long Beach, CA 90807		
<input checked="" type="checkbox"/>	<b>A Tentative Tract Map (dated 11/21/18 ) 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 Tentative Tract Map (dated ) has not been approved. Corrections noted below are required prior to DAB approval.</b>	

On Construction Plans:

- Note decorative paving to match where existing is removed or damaged
- Note for compaction in landscape areas to not be greater than 85%; all finished grades 1 1/2" below finished surfaces; landscaped slopes to be max 3:1.
- Provide a tree inventory if construction within existing tree root or canopy area. 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.
- Note landscapes shall be maintained by the property management association or maintenance personnel.
- Replace missing shade trees in parking lot islands required in every planter island and at each row end. Consider Ulmus 'Drake', Quercus ilex, Pistachia chinensis or similar.
- Repair or replace broken or leaking irrigation system.
- Existing trees shall be protected in place. If tree removal is requested a landscape plan and tree inventory shall be submitted to this department for review and approval.
- Landscape and irrigation plans shall be submitted for review and approval if any on-site construction, staging or storage occurs requiring landscape or irrigation replacement
- Landscape and irrigation plans and installation shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Denny Chen  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** December 6, 2018  
**SUBJECT:** PMTT18-010

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

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### Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lm





# CITY OF ONTARIO

## MEMORANDUM

**TO:** Denny Chen, Associate Planner  
Planning Department

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

**DATE:** November 26, 2018

**SUBJECT:** PMTT18-010 – A Parcel Map to subdivide 17.92 acres of land into two parcels located at 4900 E. Fourth Street, within the Commercial/Office land use district of the Ontario Mills (California Commerce Center North/Ontario Gateway Plaza/Wagner Properties) Specific Plan (APN: 0238-014-05).

- 
- The plan does adequately address Fire Department requirements at this time.
- No comments.
-



CITY OF ONTARIO  
MEMORANDUM

TO: Scott Murphy, Development Director  
Cathy Wahlstrom, Planning Director  
Diane Ayala, Advanced Planning Division  
Charity Hernandez, Economic Development  
Kevin Shear, Building Official  
Khoi Do, Assistant City Engineer  
Carolyn Bell, Landscape Planning Division  
Ahmed Aly, Municipal Utility Company  
Doug Sorel, Police Department  
Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Jay Bautista, T. E., Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Eric Woosley, Engineering/NPDES  
Joe De Sousa, Code Enforcement (Copy of memo only)  
Jimmy Chang, IT Department

FROM: Denny Chen, Associate Planner

DATE: November 21, 2018

SUBJECT: FILE #: PMTT18-010

Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Wednesday, December 5, 2018**.

- Note:
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Parcel Map to subdivide 17.92 acres of land into two parcels located at 4900 E. Fourth Street, within the Commercial/Office land use district of the Ontario Mills (California Commerce Center North/Ontario Gateway Plaza/Wagner Properties) Specific Plan (APN: 0238-014-05).

- The plan does adequately address the departmental concerns at this time.
  - No comments
  - Report attached (1 copy and email 1 copy)
  - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
  - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

POLICE  
Department

DOUGLAS SOREL  
Signature

MANAGEMENT  
ANALYST  
Title

11/27/18  
Date

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT18-010  
 Address: 4900 East Fourth Street  
 APN: 0238-014-05  
 Existing Land Use: Movie Theatre and parking lot  
 Proposed Land Use: Parcel Map to subdivide 17.92 acres into two parcels  
 Site Acreage: 17.92 Proposed Structure Height: Existing Building  
 ONT-IAC Project Review: N/A  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Denny Chen  
 Date: 12/7/18  
 CD No.: 2018-075  
 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 type="radio"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="radio"/> 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 type="radio"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 160 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: 





# PLANNING COMMISSION STAFF REPORT

July 23, 2019

**FILE NOS.:** PMTT17-004, PDEV17-015 and PVAR17-004

**SUBJECT:** A request for [1] a Tentative Tract Map (File No. PMTT17-004/TT18373) to subdivide 1.42 acres of land into a single parcel for condominium purposes; [2] a Development Plan (File No. PDEV17-015) to construct 17 multiple family residential units; and [3] a Variance (File No. PVAR17-004) to reduce the required building side yard setback from 10 feet to 5 feet, reduce the building separation requirements for garage to garage from 30 feet to 26 feet, and dwelling front to front from 30 feet to 23 feet for property located at 920 South Cypress Avenue within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. (APN: 1011-401-07) **submitted by SKG Pacific Enterprises, Inc.**

**PROPERTY OWNER:** Ketter Pacific Investments, LLC

**RECOMMENDED ACTION:** That the Planning Commission approve File Nos. PMTT17-004 (TT18373), PDEV17-015 and PVAR17-004, 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 departmental reports.

**PROJECT SETTING:** The project site is comprised of 1.42 acres of land located at 920 South Cypress Avenue, within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, and is depicted in Figure 1: Project Location, below. The project site is currently developed with a single-story, 1,127-square foot single-family dwelling that will be demolished to accommodate the proposed project. Land uses immediately surrounding the project site include multiple family residential to the north, south and west; and single family residential to the east. The surrounding existing land uses, Policy Plan (General Plan) and zoning information are summarized in the Technical Appendix Section of this report.



**Figure 1: Project Location**

Case Planner:	Lorena Mejia
Planning Director Approval:	
Submittal Date:	3/17/19

Hearing Body	Date	Decision	Action
DAB	7/15/19	Approve	Recommend
PC	7/23/19		Final
CC			



## PROJECT ANALYSIS:

[1] Background — On November 27, 2007, the Applicant received approval of a Development Plan (File No. PDEV06-067) to construct 17 multiple-family units, and a Tentative Tract Map (File No. PMTT06-064 (TT 18373) to create one lot for condominium purposes. Due to the economic downturn of 2007, the project did not proceed forward to construction and the project entitlements expired. The Applicant recently submitted new entitlement applications requesting approval of the previously expired project.

On March 13, 2017, the Applicant submitted a Development Plan (File No. PDEV17-015) to construct 17 multiple-family residential units. The Development Plan is being processed in conjunction with a Tentative Tract Map (File No. PMTT17-004/TT 18373) to subdivide the project site into a single parcel for condominium purposes and a Variance (File No. PVAR17-004) to reduce the required building side yard setback and building separation requirements for garage to garage and dwelling front to front.

On July 15, 2019, the Development Advisory Board (DAB) conducted a hearing to consider the subject Tentative Parcel Map, Development Plan and Variance and concluded the hearing voting to recommend that the Planning Commission approve the Applications subject to conditions of approval, which have been included with the Planning Commission resolution for each Application.

[2] Tentative Parcel Map (File No. PMTT17-004/TT 18373) — A Tentative Tract Map has been submitted to subdivide the 1.42-acre project site into a single lot for condominium purposes. The single-lot condominium plan will be recorded with the Department of Real Estate and will delineate the airspace for each unit, parking, common areas and access. The project meets the minimum one-acre project size requirement of the Development Code for the MDR18 zoning district. The proposed map will include Covenants, Conditions and Restrictions (CC&R's) which will establish rules and regulations for the property owner's association. In addition, the CC&R's will be recorded with the final map to ensure access and common maintenance of landscaped areas, common open space area, parking facilities, and utility and drainage easements. Furthermore, prior to recordation of the final map, the Engineering Department is requiring the Applicant to vacate two existing street easements (33 feet wide) that are located along the western edge of the property (see **Exhibit B: Tentative Tract Map**).

### [3] Development Plan (File No. PDEV17-015)

[a] *Site Design/Building Layout* — The existing narrow lot is 97 feet wide by 638 feet deep. There are seven buildings proposed, which will be located primarily along the southern half of the site, with the exception of Building 1. Building 1 has been located at the northeast corner of the site to avoid the visual impact of a straight driveway along the entire length of the lot from Cypress Avenue. Building 1 consists of two units with main entries fronting Cypress Avenue and is setback 21 feet from the front property line.

The driveway entrance is located at the southeast corner of the project site and curves north, behind Building 1, before aligning west along the northern property line, to provide access to the seven buildings. Building 2 is setback approximately 115 feet from the front property line and the front entrances have been designed to face Cypress Avenue, assisting to create an aesthetically pleasing streetscape within the existing neighborhood. The remaining buildings will gain access to their units through a shared 23-foot wide private courtyard or 15-foot wide landscaped walkway. The project is also providing a private park located near the center of the project site, which each unit can access via shared interior walkways (see **Exhibit C: Site Plan**).

The development plan consists of 17 units within 7 separate buildings. There are three different floor plans proposed, each three-story units ranging from 2,186 to 2,546 square feet. Each of the floor plans has a two-car garage, open bonus room and outdoor covered patio on the first floor. The second floor contains the main living area which includes a deck, living room, kitchen, pantry, dining area, laundry room and powder room. The third floor contains three bedrooms (or two bedrooms plus den) and two bathrooms. The proposed floor plans for each building are further described below:

- Building 1 (2 units): 2,186 square feet, 3 bedroom, 2.5 baths, and two-car garage;
- Buildings 2 – 5 (2 units per building): 2,546 square feet, 3 bedrooms, 2.5 baths, and two-car garage; and
- Building 6 (4 units): 2,182 square feet, 3 bedrooms (2 units) or 2 bedrooms plus a den (2 units), 2.5 baths, and two-car garage
- Building 7 (3 units): 2,182 square feet, 3 bedrooms, 2.5 baths, and two-car garage

[b] *Site Access/Circulation* — The project has one point of access from Cypress Avenue. The main common drive curves to the north around Building 1 then runs east and west along the northern half of the lot. Building Nos. 6 and 1 have direct garage access from the main common drive. Garage access for the remaining five buildings are from north-south oriented driveways that intersect with the main common drive.

Trash trucks will be able to maneuver through the development by backing from the north-south driveways onto the main common drive. Additionally, a 50-foot deep by 20-foot wide hammer head has been provided at the western end of the main common drive to allow trash trucks and emergency vehicles to maneuver out of the development.

[c] *Parking* — The Development Code requires that the project provide a minimum of 46 parking spaces, based on multiple-family residential standards, which includes guest parking at the rate of one space per 4 units. The project proposes a total of 46 parking spaces, including 34 spaces located within a two-car garage for each unit and 12 unenclosed spaces. Nine unenclosed spaces are located north of the private park, two spaces are located along western property line, and one space is located adjacent to Building 1.

[d] *Architecture* — The architectural style proposed for the project will consist of a three-story Monterey Revival style. Architectural features to be used on this project include:

- ◆ A combination of low-pitched gable and hipped red S-tiled roofs;
- ◆ Beige stucco walls with a light sand finish and stack stone veneer with a brown and tan color palette;
- ◆ 2<sup>nd</sup> story balconies treated with wrought iron railings supported by columns (treated with a stack stone veneer) to create a covered front porch on the first floor;
- ◆ Articulation in the building footprint, incorporating vertical and horizontal changes and recessed building planes;
- ◆ Single-hung windows with shutters, and arched entryways with a shed roof; and
- ◆ Additional architectural details that include iron crosses over square windows, rafter tails, and clay pipes within the gable ends (see ***Exhibit D: Elevations***).

[e] *Landscaping/Open Space* — The project will provide the required perimeter landscaping in the front, side and rear yards, and along all drive aisles and building setbacks, for an overall landscape coverage of 20 percent. The open space requirements of the Ontario Development Code require that each unit provide a minimum of 500 square feet of private/common open space per unit. A total of 8,500 square feet of private/common open space is required for the project and total 8,700 square feet has been provided, exceed the minimum standard. Private open space (minimum 200 square feet per unit) has been provided in the form of patio areas on the first floor and second story balconies for each unit. Common open space (minimum 300 square feet per unit) has been provided in the form of a private park located near the center of the site that is 5,047 square feet in size (measuring 49 feet deep by 103 feet in length) and will include a tot-lot, barbeque grills, a covered patio and open grass area. The balance of the required common area is dispersed throughout the project site in the form of passive landscaped areas (see ***Exhibit E: Landscape Plan***).

[f] Utilities (drainage, sewer) — Public utilities (water and sewer) are available to serve the project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP) which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed to a series of on-site

infiltration/retention basins that are one-foot in depth, located within the landscape planters along the western and southern property lines, and the private park grass area. Overflow drainage from the on-site infiltration/retention basins will be conveyed to the curb and gutter along Cypress Avenue.

[4] Variance (File No. PVAR17-004) — In 2015 and 2016, the City Council approved comprehensive updates to the City's Official Zoning Map and Development Code to bring the Zoning Map and Development Code into consistency with the Policy Plan Component of The Ontario Plan. The Comprehensive Zoning Update included the project site and surrounding properties, and reclassified zones throughout the City. Additionally, the R2 zone was eliminated and replaced with the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zone, and development standards were revised, affecting the previously approved plans as follows:

- ◆ In the MDR18 zoning district, buildings are now required to have a 10-foot side yard setback, as opposed to a 5-foot side yard setback previously allowed on the property by the R2 zone;
- ◆ Open Space requirements were modified to provide 500 square feet of open space per unit, as opposed to the previously required 400 square feet per unit; and
- ◆ New development standards were introduced within the Development Code for minimum separations between buildings, based upon the building use, including garage to garage (30 foot separation) and dwelling front to front (30 foot separation).

The Applicant is now requesting Variance approval for a reduced side yard setback and building separations that are described further below:

- ◆ A request to reduce the side yard building setback, from 10 feet to 5 feet for Buildings 1, 2, 3, 4, 5 and 7;
- ◆ A request to reduce the building separation requirement for garage to garage, from 30 feet to 26 feet for Buildings 2, 3, 4 and 5; and
- ◆ A request to reduce the building separation requirement for front to front, from 30 feet to 23 feet for Buildings 3 and 4 which building entrances front each other.

The three Variance requests will allow the project to accommodate the required 26-foot wide drive aisle for emergency vehicle access and hammer head turnaround, as well as an adequately sized common open space area and a five-foot landscape planter located along the northern property line. The applicant has attempted to apply the Development Code requirements to the project site but when applied to the narrow lot,

the resulting building envelope is limited. Additionally, the strict application of current development standards to the site would result in the elimination of the five-foot landscape planter along the northern property line, the reduction in common and private open space, and the loss of units that would make it difficult to meet the minimum required density for the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district.

Staff believes, that the Variance request is consistent with TOP Goal LU3, which promotes flexibility in order to respond to special conditions and circumstances in order to achieve the Vision. For these reasons, staff supports granting the variance request.

In acting on a Variance request, the Planning Commission must consider and clearly establish certain findings of fact, which are prescribed by State law and the City's Development Code. The following facts and findings have been provided as basis for approval of the requested Variance:

(1) ***The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the development regulations contained in this Development Code.*** The neighborhood surrounding the project site is fully developed with a mix of multiple-family and single-family dwellings. The existing narrow lot is 97 feet wide by 638 feet deep. Buildings 1, 2, 3, 4, 5 and 7 are proposed for a reduced side yard building setback, from 10 feet to 5 feet. Buildings 2, 3, 4 and 5 are proposed for a reduction in the minimum building separation requirement for garage to garage, from 30 feet to 26 feet. Buildings 3 and 4 are proposed for a reduction in the minimum building separation for dwelling front to front, from 30 feet to 23 feet. The three Variance requests will allow the project to accommodate the required 26-foot wide drive aisle for emergency vehicle access and hammer head turnaround, an adequately sized common open space area, and a five-foot wide landscaped planter located along the northern property line. The applicant has attempted to apply the Development Code requirements to the project site but when strictly applied to the narrow lot, the resulting building envelope is limited. Additionally, strictly applying current development standards to the site would result in: [a] the elimination of the five-foot landscape planter along the northern property line, [b] a reduction in common and private open space, and [c] the loss of units would make it difficult to meet the required minimum density for the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. However, approval of the three requested Variances would allow the development to meet the minimum density requirements and develop the narrow-shaped lot. In addition, TOP Policy Plan Goal LU3 allows for flexible response to conditions and circumstances in order to achieve the Vision. Strict interpretation and enforcement of the side yard setback and building separation requirements would result in practical difficulty, inconsistent with the objectives of the development regulations contained in the Development Code and TOP; and

(2) ***There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to other properties in the vicinity and in the same zoning***

**district.** The existing parcel is the last underutilized parcel within the immediate vicinity that can be developed to meet the intensity requirements envisioned by TOP and the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. The neighborhood surrounding the project site is fully developed with a mix of multiple-family and single-family dwellings. The majority of the properties in the neighborhood were developed with the previous R-2 zone Development Code standards, which allowed for a five-foot side yard building setback, a minimum open space requirement of 400 square feet per unit and building separations were not required. Furthermore, the granting of the side yard setback and building separation reductions will allow the site to maintain adequate access for emergency vehicles, meet common and private open space requirements, and result in an overall site plan that is aesthetically pleasing for residents by providing the 5-foot wide landscape planter located along the northern property line of the project site; and

(3) ***The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zoning district.*** The requested relief of a reduced side yard setback and building separation requirements will allow for greater design flexibility and will serve to equalize development rights between the applicant and owners of property in the same zoning district, located within the area of the project site; and

(4) ***The granting of the Variance will not be detrimental to the public health, safety or welfare, or be materially injurious to properties or improvements in the vicinity.*** A thorough review and analysis of the proposed Variance and its potential to adversely impact properties surrounding the subject site was completed by staff. As a result of this review, certain design considerations will be incorporated into the project as conditions of approval, to mitigate identified impacts to an acceptable level, including the use of upgraded materials, the inclusion of certain architectural design elements on building exteriors, intensified landscape elements, and decorative paving; and

(5) ***The proposed Variance 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 the purposes of any applicable specific plan or planned unit development, and the purposes of this Development Code.*** The proposed Project is located with the MDR (Medium Density Residential – 11.1 to 18.0 DU/Acre) land use district of the Policy Plan Land Use Map, and the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) 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.

**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
- Focus Resources in Ontario's Commercial and Residential Neighborhoods
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

[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.

- 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.

- H2-5 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.

- H5-2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation and other amenities.

### **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.

➤ CD1-3 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.
- CD2-13 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.

- CD3-5 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, 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, Infill Development Projects) and Section 15305 (Class 5, Minor Alterations in Land Use

Limitations) of the CEQA Guidelines. The proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits and the area being developed is 1.42 acres, less than the maximum five-acre threshold, and is substantially surrounded by urban land uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The site is adequately served by all required utilities and public services. Also, the minor alterations in land use limitations exception includes minor lot line adjustments, side yard, and setback variances not resulting in the creation of any new parcel.

**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>	Single Family Residential	MDR (Medium Density Residential)	MDR-18 (Medium Density Residential)	N/A
<i>North</i>	Multi-Family Residential	MDR (Medium Density Residential)	MDR-18 (Medium Density Residential)	N/A
<i>South</i>	Multi-Family Residential	MDR (Medium Density Residential)	MDR-18 (Medium Density Residential)	N/A
<i>East</i>	Single Family Residential	LMDR (Low Medium Density Residential)	MDR-11 (Low-Medium Density Residential)	N/A
<i>West</i>	Multi-Family Residential	MDR (Medium Density Residential)	MDR-18 (Medium Density Residential)	N/A

**Off-Street Parking:**

<i>Type of Use</i>	<i>No. of Units</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Two-bedroom units</i>	2	2 spaces per unit (one space in a garage of carport) (on-site)	4	4
<i>Three-bedroom units</i>	15	1.75 spaces per unit (one space in a garage of carport) (on-site)	37.5	38
<i>Guest</i>	17	1.0 space per every 4 units	4.25	4
<i>TOTAL</i>			46	46

**General Site & Building Statistics**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	1 acre	1.42	Y
<i>Minimum project density (dwelling units/ac):</i>	16 units	17 units	Y
<i>Front yard setback (in FT):</i>	20 FT	21 FT	Y
<i>Side yard setback (in FT):</i>	10 FT	5 FT (Variance Request)	N
<i>Maximum height (in FT):</i>	45 FT	35 FT	Y
<i>Open space – private:</i>	200 SF per unit	200 SF per unit	Y
<i>Open space – common:</i>	300 SF per unit	300 SF per unit	Y

**Dwelling Unit Count:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Total no. of units</i>	16	17	Y
<i>Total no. of buildings</i>	n/a	7	Y
<i>No. units per building</i>	n/a	2 – 4	Y

**Dwelling Unit Statistics:**

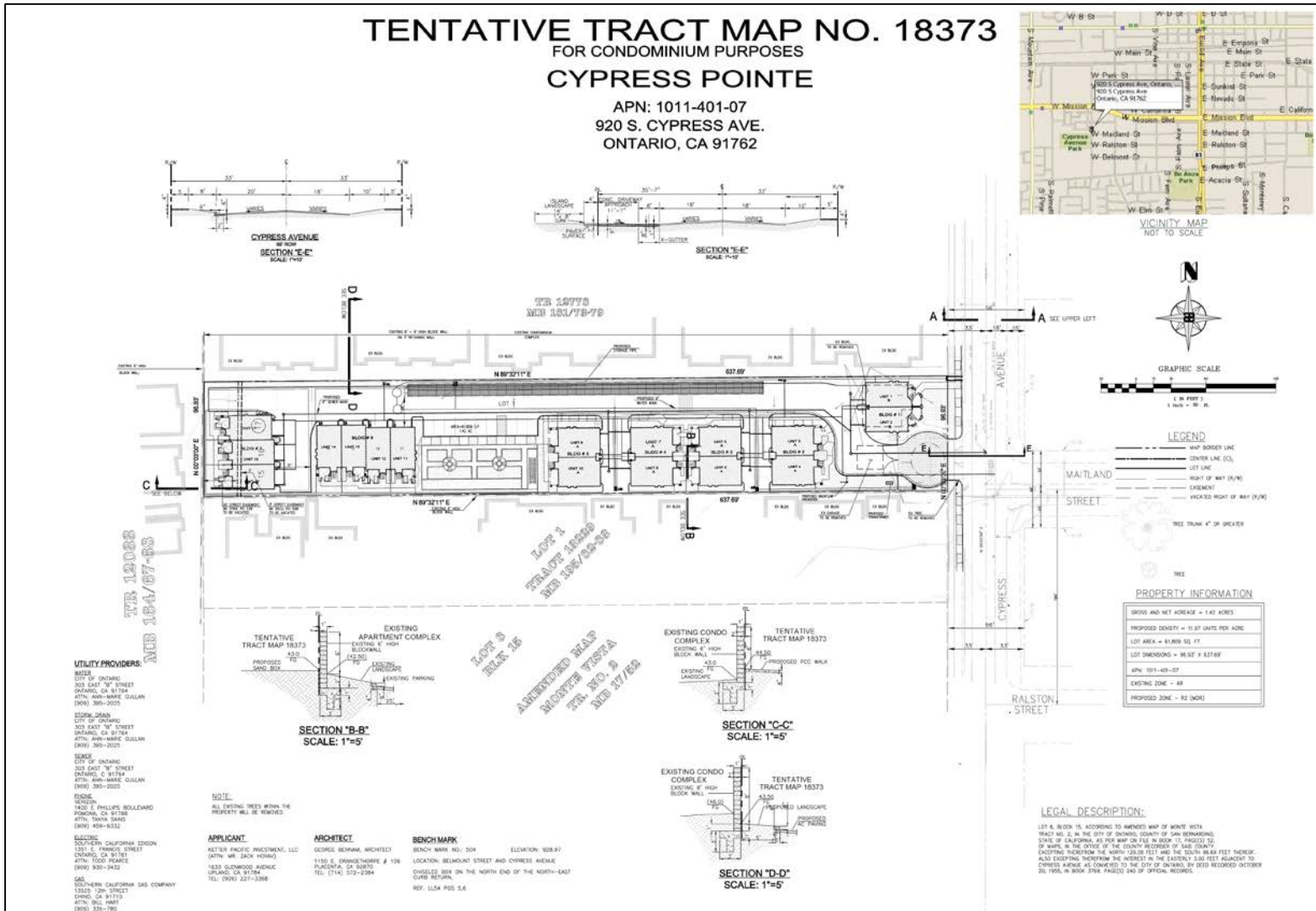
<i>Unit Type</i>	<i>Size (in SF)</i>	<i>No. Bedrooms</i>	<i>No. Bathrooms</i>	<i>No. Stories</i>	<i>Private Open Space (in FT)</i>
Building 1 (Units 1 & 2)	2,186	3	2 ½	3	300 SF
Buildings 2 – 5 (Units 3 – 10)	2,546	3	2 ½	3	200 SF
Building 6 (Units 11 – 14)	2,182	3 (2+Den)	2 ½	3	200 SF
Building 7 (Units 15 – 17)	2,182	3	2 ½	3	200 SF

**Exhibit A—Project Location Map**

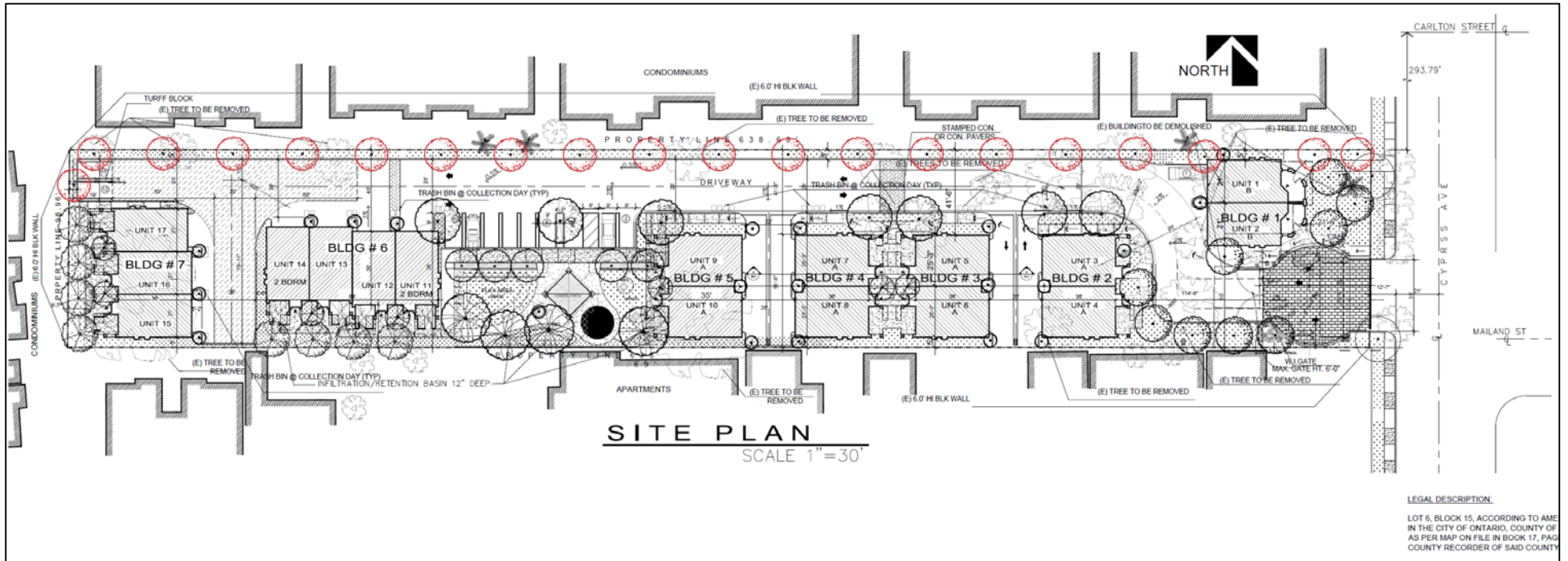




**Exhibit B—Tentative Tract Map**



**Exhibit C—Site Plan**



**Exhibit C—Elevations  
Building 1**



UNITS 1,2 TYPE(B) SOUTH ELEVATION  
3/16" = 1'-0"

UNITS 1,2 TYPE(B) WEST ELEVATION  
3/16" = 1'-0"



UNITS 1,2 TYPE(B) NORTH ELEVATION  
3/16" = 1'-0"

UNITS 1,2 TYPE(B) EAST ELEVATION  
3/16" = 1'-0"



**Buildings 2 thru 5**



BLDG # 2-5 UNIT 3-10 TYPE(A) NORTH ELEVATION  
3/16" = 1'-0"

BLDG # 2-5 UNIT 3-10 TYPE(A) EAST ELEVATION  
3/16" = 1'-0"



BLDG # 2-5 UNIT 3-10 TYPE(A) SOUTH ELEVATION  
3/16" = 1'-0"

BLDG # 2-5 UNIT 3-10 TYPE(A) WEST ELEVATION  
3/16" = 1'-0"

**Building 6**



BLDG # 6 SOUTH ELEVATION 3/16" = 1'-0"

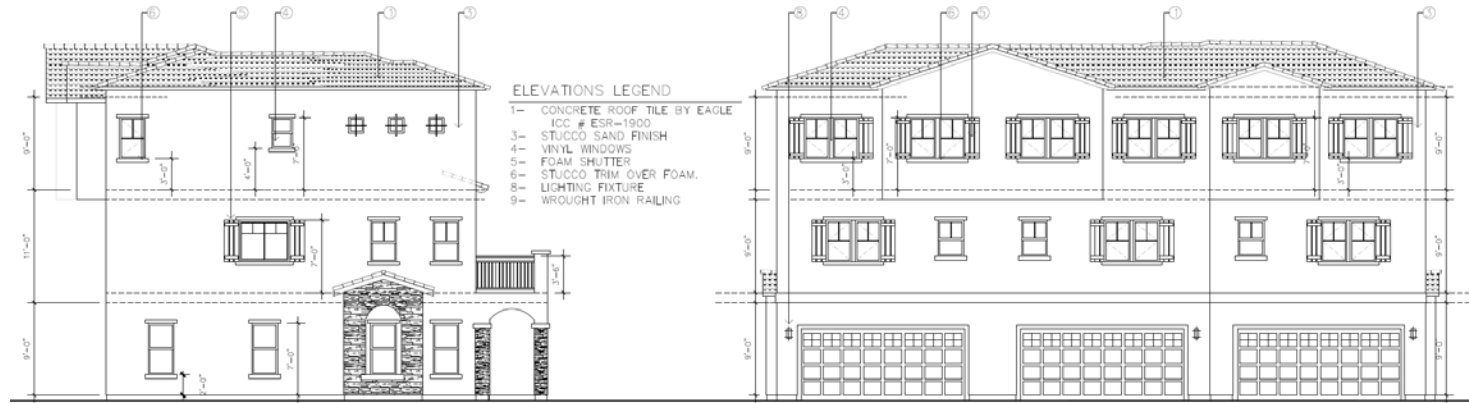
BLDG # 6 WEST ELEVATION 3/16" = 1'-0"



BLDG # 6 EAST ELEVATION 3/16" = 1'-0"

BLDG # 6 NORTH ELEVATION 3/16" = 1'-0"

**Building 7**



**BLDG # 7 NORTH ELEVATION**  
 $\frac{3}{16} = 1-0$

**BLDG # 7 EAST ELEVATION**  
 $\frac{3}{16} = 1-0$

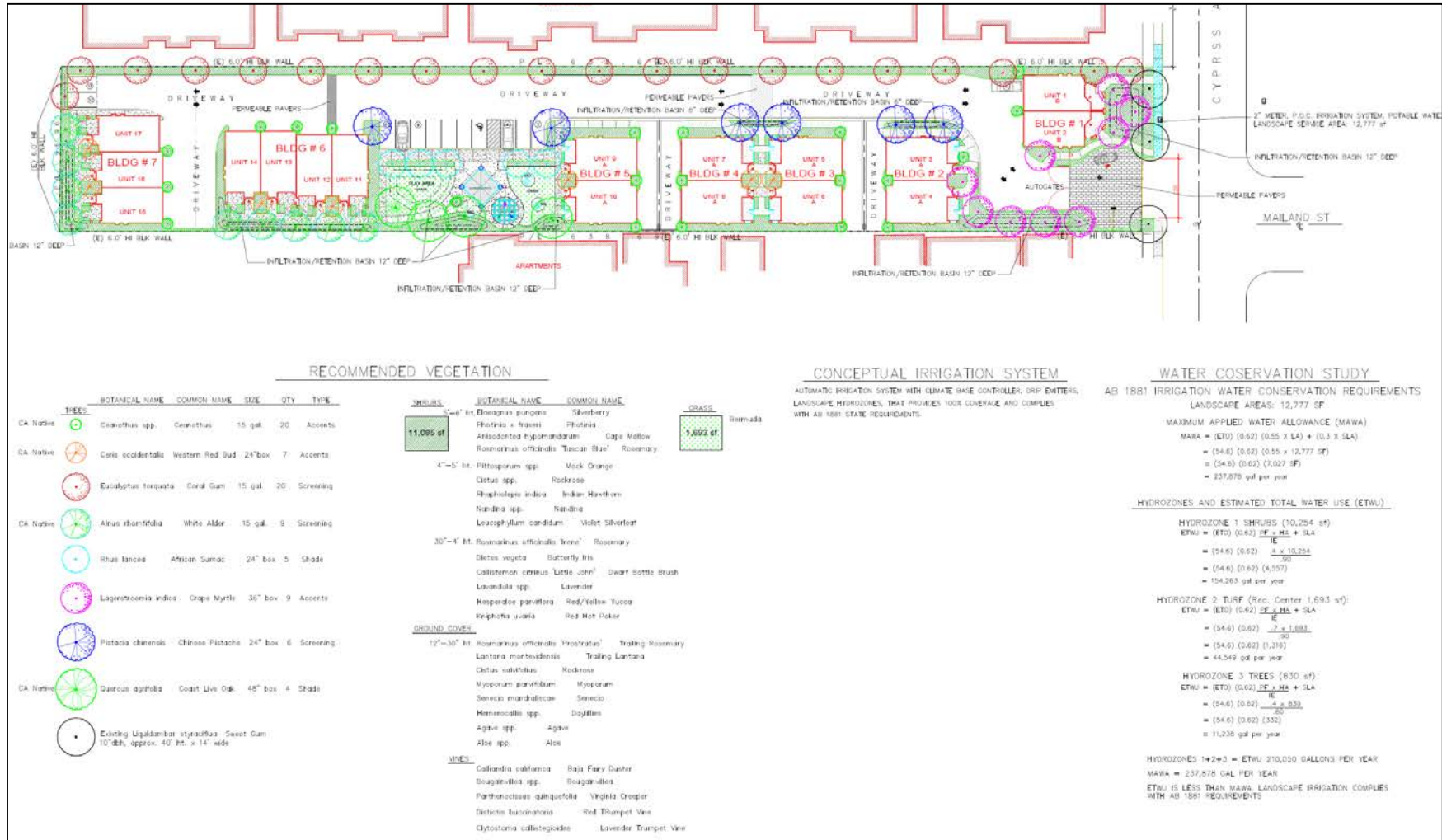


**BLDG # 7 WEST ELEVATION**  
 $\frac{3}{16} = 1-0$

**BLDG # 7 SOUTH ELEVATION**  
 $\frac{3}{16} = 1-0$



**Exhibit D—Landscape Plan**



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PVAR17-004, A VARIANCE TO REDUCE THE REQUIRED BUILDING SIDE YARD SETBACK FROM 10 FEET TO 5 FEET, REDUCE THE BUILDING SEPARATION REQUIREMENTS FOR GARAGE TO GARAGE FROM 30 FEET TO 26 FEET, AND DWELLING FRONT TO FRONT FROM 30 FEET TO 23 FEET FOR A PROPERTY LOCATED AT 920 SOUTH CYPRESS AVENUE WITHIN THE MDR18 (MEDIUM DENSITY RESIDENTIAL – 11.1 TO 18.0 DU/ACRE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1011-401-07.

WHEREAS, SKG PACIFIC ENTERPRISES, Inc ("Applicant") has filed an Application for the approval of a Variance, File No. PVAR17-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 1.42 acres of land located at 920 South Cypress Avenue, within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre), and is presently improved with single family dwelling; and

WHEREAS, the properties to the north, south and west of the Project site are within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, and is developed with multiple family residential dwellings. The property to the east is within the MDR11 (Low-Medium Density Residential – 5.1 to 11.0 DU/Acre) zoning district, and is developed with single family residential dwellings; and

WHEREAS, the Variance is being processed in conjunction with a Development Plan (File No. PDEV17-015) to facilitate the construction of 17 multiple-family residential units and a Tentative Tract Map (File No. PMTT17-004/TT18373) to subdivide the 1.42-acre project site into a single parcel for condominium purposes; and

WHEREAS, in 2015 and 2016, the City Council approved comprehensive updates to the City's Official Zoning Map and Development Code to bring the Zoning Map and Development Code into consistency with the Policy Plan Component of The Ontario Plan. The Comprehensive Zoning Update included the project site and surrounding properties, and reclassified zones throughout the City. Additionally, the R2 zone was eliminated and replaced with the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zone, and development standards were revised, affecting the previously approved plan; and

WHEREAS, in the MDR18 zoning district, buildings are now required to have a 10-foot side yard setback, as opposed to a 5-foot side yard setback previously allowed on the property by the R2 zone; and

WHEREAS, open space requirements were modified to provide 500 square feet of open space per unit, as opposed to the previously required 400 square feet per unit; and

WHEREAS, new development standards were introduced within the Development Code for minimum separations between buildings, based upon the building use, including garage to garage (30 foot separation) and dwelling front to front (30 foot separation); and

WHEREAS, the Applicant is now requesting Variance approval for a reduced side yard setback and building separations that include: 1) a request to reduce the side yard building setback, from 10 feet to 5 feet for Buildings 1, 2, 3, 4, 5 and 7; 2) a request to reduce the building separation requirement for garage to garage, from 30 feet to 26 feet for Buildings 2, 3, 4 and 5; and 3) a request to reduce the building separation requirement for front to front, from 30 feet to 23 feet for Buildings 3 and 4 which building entrances front each other; and

WHEREAS, the three Variance requests will allow the project to accommodate the required 26-foot wide drive aisle for emergency vehicle access and hammer head turnaround, as-well-as an adequately sized common open space area and a five-foot landscape planter located along the northern property line; and

WHEREAS, the applicant has attempted to apply the Development Code requirements to the project site but when applied to the narrow lot, the resulting building envelope is limited. Additionally, the strict application of current development standards to the site would result in the elimination of the five-foot landscape planter along the northern property line, the reduction in common and private open space, and the loss of units that would make it difficult to meet the minimum required density for the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district; 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 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; and

WHEREAS, on July 15, 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. DAB19-031, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 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 15305 (Class 5, Minor Alterations in Land Use Limitations) of the CEQA Guidelines include minor lot line adjustments, side yard, and setback variances not resulting in the creation of any new parcel; and

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

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

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the 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, 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 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 strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the development regulations contained in this Development Code.*** The neighborhood surrounding the project site is fully developed with a mix of multiple-family and single-family dwellings. The existing narrow lot is 97 feet wide by 638 feet deep. Buildings 1, 2, 3, 4, 5 and 7 are proposed for a reduced side yard building setback, from 10 feet to 5 feet. Buildings 2, 3, 4 and 5 are proposed for a reduction in the minimum building separation requirement for garage to garage, from 30 feet to 26 feet. Buildings 3 and 4 are proposed for a reduction in the minimum building separation for dwelling front to front, from 30 feet to 23 feet. The three Variance requests will allow the project to accommodate the required 26-foot wide drive aisle for emergency vehicle access and hammer head turnaround, an adequately sized common open space area, and a five-foot wide landscaped planter located along the northern property line. The applicant has attempted to apply the Development Code requirements to the project site but when strictly applied to the narrow lot, the resulting building envelope is limited. Additionally, strictly applying current development standards to the site would result in: [a] the elimination of the five-foot landscape planter along the northern property line, [b] a reduction in common and private open space, and [c] the loss of units would make it difficult to meet the required minimum density for the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. However, approval of the three requested Variances would allow the development to meet the minimum density requirements and develop the narrow-shaped lot. In addition, TOP Policy Plan Goal LU3 allows for flexible response to conditions and circumstances in order to achieve the Vision. Strict interpretation and enforcement of the side yard setback and building separation requirements would result in practical difficulty, inconsistent with the objectives of the development regulations contained in the Development Code and TOP.

(2) ***There are exceptional or extraordinary circumstances or conditions applicable to the property involved, or to the intended use of the property, that do not apply generally to other properties in the vicinity and in the same zoning district.*** The existing parcel is the last underutilized parcel within the immediate vicinity that can be developed to meet the intensity requirements envisioned by TOP and the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. The neighborhood surrounding the project site is fully developed with a mix of multiple-family and single-family dwellings. The majority of the properties in the neighborhood were developed with the previous R-2 zone Development Code standards, which allowed for a five-foot side yard building setback, a minimum open space requirement of 400 square feet per unit and building separations were not required. Furthermore, the granting of the side yard setback and building separation reductions will allow the site to maintain adequate access for emergency vehicles, meet common and private open space

requirements, and result in an overall site plan that is aesthetically pleasing for residents by providing the 5-foot wide landscape planter located along the northern property line of the project site.

(3) ***The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zoning district.*** The requested relief of a reduced side yard setback and building separation requirements will allow for greater design flexibility and will serve to equalize development rights between the applicant and owners of property in the same zoning district, located within the area of the project site.

(4) ***The granting of the Variance will not be detrimental to the public health, safety or welfare, or be materially injurious to properties or improvements in the vicinity.*** A thorough review and analysis of the proposed Variance and its potential to adversely impact properties surrounding the subject site was completed by staff. As a result of this review, certain design considerations will be incorporated into the project as conditions of approval, to mitigate identified impacts to an acceptable level, including the use of upgraded materials, the inclusion of certain architectural design elements on building exteriors, intensified landscape elements, and decorative paving.

(5) ***The proposed Variance 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 the purposes of any applicable specific plan or planned unit development, and the purposes of this Development Code.*** The proposed Project is located with the MDR (Medium Density Residential – 11.1 to 18.0 DU/Acre) land use district of the Policy Plan Land Use Map, and the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) 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.

**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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore



**ATTACHMENT A:**

**File No. PVAR17-004  
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:** July 23, 2019  
**File No:** PVAR17-004  
**Related Files:** PMTT17-004 & PDEV17-015

**Project Description:** A Variance (File No. PVAR17-004) to reduce the required building side yard setback from 10 feet to 5 feet, reduce the building separation requirements for garage to garage from 30 feet to 26 feet and dwelling front to front building separation from 30 feet to 23 feet for a property located at 920 South Cypress Avenue within the MDR18 zoning district. (APN: 1011-401-07) **submitted by SKG Pacific Enterprises, Inc.**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: lmejia@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) Variance 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** Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15305 (Class 5, Minor Alterations in Land Use Limitations) of the CEQA Guidelines, which includes minor lot line adjustments, side yard, and setback variances not resulting in the creation of any new parcel.

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

**2.4** Additional Requirement. Variance approval shall not be final and complete until related File Nos. PMTT17-004 and PDEV17-015 have been approved by the Planning Commission.

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PMTT17-004 (TT18373), A TENTATIVE TRACT MAP TO SUBDIVIDE 1.42 ACRES OF LAND INTO A SINGLE PARCEL FOR CONDOMINIUM PURPOSES FOR A PROPERTY LOCATED AT 920 SOUTH CYPRESS AVENUE WITHIN THE MDR18 (MEDIUM DENSITY RESIDENTIAL – 11.1 TO 18.0 DU/ACRE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF— APN: 1011-401-07.

WHEREAS, SKG PACIFIC ENTERPRISES, Inc ("Applicant") has filed an Application for the approval of a Tentative Tract Map, File No. PMTT17-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 1.42 acres of land located at 920 South Cypress Avenue, within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre), and is presently improved with single family dwelling; and

WHEREAS, the properties to the north, south and west of the Project site are within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, and is developed with multiple family residential dwellings. The property to the east is within the MDR11 (Low-Medium Density Residential – 5.1 to 11.0 DU/Acre) zoning district, and is developed with single family residential dwellings; and

WHEREAS, the Project consists of a Tentative Tract Map to subdivide the 1.42-acre site into a single lot for condominium purposes; and

WHEREAS, the Tentative Tract Map is being processed in conjunction with a Development Plan (File No. PDEV17-015) to construct 17 multiple-family residential units and a Variance (File No. PVAR17-004) to reduce the required building side yard setback and building separation requirements for garage to garage and dwelling front to front; and

WHEREAS, the single-lot condominium plan will be recorded with the Department of Real Estate and will delineate the airspace for each unit, parking, common areas and access. The project meets the minimum one-acre project size requirement of the Development Code for the MDR18 zoning district; and

WHEREAS, the proposed map will include Covenants, Conditions and Restrictions (CC&R's) which will establish rules and regulations for the property owner's association. In addition, the CC&R's will be recorded with the final map to ensure access and common maintenance of landscaped areas, common open space area, parking facilities, and utility and drainage easements; and

WHEREAS, prior to recordation of the final map, the Engineering Department is requiring the Applicant to vacate two existing street easements (33 feet wide) that are located along the western edge of the property; 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 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; and

WHEREAS, on July 15, 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. DAB19-032, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 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. The proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits and the area being developed is 1.42 acres, less than the maximum five-acre threshold, and is substantially surrounded by urban land uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The site is adequately served by all required utilities and public services; and

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

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

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the 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, 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 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 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/Parcel Map is located within the MDR (Medium Density Residential) land use district of the Policy Plan Land Use Map, and the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. 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 MDR (Medium Density Residential) land use district of the Policy Plan Land Use Map, and the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. 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

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, and is physically suitable for the type of multiple-family 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 multiple-family residential development at a density of 12 DUs/acre. The project site meets the minimum lot area and dimensions of the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, 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, 17-unit multiple-family residential development and proposed right-of-way improvements on the project site, are not likely to cause serious public health problems, as 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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

Planning Commission Resolution  
File No. PMTT17-004  
July 23, 2019  
Page 8

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 July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PMTT17-004  
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:** July 23, 2019

**File No:** PMTT17-004

**Related Files:** PDEV17-015 & PVAR17-004

**Project Description:** A Tentative Tract Map (File No. PMTT17-004/TT18373) to subdivide 1.42 acres of land into a single parcel for condominium purposes for a property located at 920 South Cypress Avenue within the MDR18 zoning district. (APN: 1011-401-07) **submitted by SKG Pacific Enterprises, Inc.**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: lmejia@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) Tentative Parcel/Tract Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel/tract map has been recorded, or a time extension has been approved by the Planning Commission pursuant to Development Code Section 2.02.025 (Time Limits and Extensions). This Permit does not supersede any individual time limits specified herein for performance of specific conditions or improvements.

**2.2** Subdivision Map.

(a) The Final Tract Map shall be in conformance with the approved Tentative Tract/Parcel Map on file with the City. Variations from the approved Tentative Tract Map may be reviewed and approved by the Planning Department. A substantial variation from the approved Tentative Tract Map may require review and approval by the Planning Commission, as determined by the Planning Director.

(b) Tentative Tract Map approval shall be subject to all conditions, requirements and recommendations from all other departments/agencies provided on the attached reports/memorandums.

(c) The subject Tentative Tract Map for condominium purposes shall require the recordation of a condominium plan concurrent with the recordation of the Final Tract and CC&Rs.

(d) Pursuant to California Government Section 66474.9, the subdivider agrees that it will 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 of this subdivision, which action is brought within the time period provided for in Government Code Section 66499.37. The City of Ontario shall promptly notify the subdivider of any such claim, action or proceeding and the City of Ontario shall cooperate fully in the defense.

**2.3** Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

(a) CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit.

(b) The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

(c) CC&Rs shall ensure reciprocal parking and access between parcels.

(d) CC&Rs shall ensure reciprocal parking and access between parcels, and common maintenance of:

(i) Landscaping and irrigation systems within common areas;

(ii) Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;

(iii) Shared parking facilities and access drives; and

(iv) Utility and drainage easements.

(e) CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

(f) The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

(g) A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

**2.4** 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.

**2.5**     Environmental Review.

(a)     The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. The proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits and the area being developed is 1.42 acres, less than the maximum five-acre threshold, and is substantially surrounded by urban land uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. Also, the site is adequately served by all required utilities and public services.

**2.6**     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 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.

**2.7**     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.

**2.8**     Additional Requirement. Tentative Tract Map Approval shall not be final and complete until related File Nos. PDEV17-015 and PVAR17-004 have been approved by the Planning Commission.



# HOUSING ELEMENT CONSISTENCY DETERMINATION



File No.: PDEV17-015, PVAR17-004 & PMTT17-004

Prepared By: Clarice Burden

Location: 920 South Cypress Avenue

Date: 4/13/17

**Project Description:**

Signature: *Clarice Burden*

A Development Plan to construct 17 condominium units on 1.34 acres of land located at 920 South Cypress Avenue, within the MDR-18 zone, a Variance to reduce private open space from 200 SF per unit to 150 SF per unit and A Tentative Tract Map to subdivide the property for condominium purposes (APN: 1011-404-07).

This project has been reviewed for consistency with the adopted Housing Element. The following was found:

- The proposed project is consistent with the adopted Housing Element. The site is not one of the properties listed in the Available Land Inventory in the Housing Element.
- The proposed project is consistent with the adopted Housing Element. The site is listed as one of the sites in the Available Land Inventory in the Housing Element. The number of units proposed by the project of \_\_\_\_\_ and density of \_\_\_\_\_ du/ac is consistent with the minimum number of units specified in the Available Land Inventory in the Housing Element. The Available Land Inventory specifies that this site has a minimum number of \_\_\_\_\_ units at a minimum density of \_\_\_\_\_ du/ac.
- The proposed project is not consistent with the adopted Housing Element. The site is one of the properties listed in the Available Land Inventory in the Housing Element. The proposed project is not consistent with the number of dwelling units of \_\_\_\_\_ and/or the minimum density of \_\_\_\_\_ specified in the Available Land Inventory in the Housing Element. The Available Land Inventory specifies that this site has a minimum number of \_\_\_\_\_ units at a minimum density of \_\_\_\_\_ du/ac. One of the following will be needed:
  - A General Plan Amendment to remove the subject property from the Available Land Inventory in the Housing Element will need to be approved prior to the approval of this project. Removing the subject property from the Available Land Inventory will not impact the City's Regional Housing Needs Allocation obligations since there are an adequate number of sites in the inventory to meet the RHNA obligation without finding replacement sites; or
  - A General Plan Amendment to remove the subject property from the Available Land Inventory in the Housing Element will need to be approved prior to the approval of this project. Removing the subject property from the Available Land Inventory will impact the City's Regional Housing Needs Allocation obligations since there are not an adequate number of sites in the inventory to meet the RHNA obligation. Replacement sites that meet the HCD criteria will need to be found and included in the General Plan Amendment (listed by APN, number of units and density). Appropriate replacement sites will need to be reviewed by Advance Planning staff prior to including them in the Available Site Inventory.
  - There are not adequate replacement sites to meet the City's RHNA obligation. The proposed project will either need to be revised to comply with the Housing Element or denied since it is not consistent with The Ontario Plan.

Additional Comments:  
 The zoning for the property is MDR-18 and the land use designation for the property per TOP is Medium Density Residential which are consistent with each other. The proposed dwelling units per acre falls within the Medium Density Residential density range.

**Findings should be included in the approving resolutions stating how/if the proposed project is consistent with the adopted Housing Element.**





# CITY OF ONTARIO

## MEMORANDUM

TO: Scott Murphy, Development Director  
Cathy Wahlstrom, Planning Director  
Diane Ayala, Advanced Planning Division  
Charity Hernandez, Economic Development  
Kevin Shear, Building Official  
Khoi Do, Assistant City Engineer  
**Carolyn Bell, Landscape Planning Division**  
Ahmed Aly, Municipal Utility Company  
Doug Sorel, Police Department  
Paul Ehrman, Deputy Fire Chief/Fire Marshal  
Jay Bautista, T. E., Traffic/Transportation Manager  
Lorena Mejia, Airport Planning  
Steve Wilson, Engineering/NPDES  
Joe De Sousa, Code Enforcement (Copy of memo only)  
Jimmy Chang, IT Department

FROM: Lorena Mejia, Senior Planner

DATE: June 11, 2018

SUBJECT: **FILE #: PMTT17-004**

Finance Acct#:

The following project has been resubmitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Monday, June 25, 2018**.

**PROJECT DESCRIPTION:** A Tentative Tract Map to subdivide approximately 1.34 acres of land for condominium purposes, located at located at 920 South Cypress Avenue, within the MDR18 (Medium Density Residential - 11.1 to 18.0 DU/Acre) zoning district (APN: 1011-404-07). Related Files: PVAR17-004 & PDEV17-015.

The plan does adequately address the departmental concerns at this time.

- No comments
- See previous report for Conditions
- Report attached (1 copy and email 1 copy)
- Standard Conditions of Approval apply

The plan does not adequately address the departmental concerns.

- The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department: Landscape Planning      Signature: Carolyn Bell Sr      Title: Landscape Architect      Date: 7/11/18



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP	<input checked="" type="checkbox"/> <b>TRACT MAP</b>  <input checked="" type="checkbox"/> <b>FOR CONDOMINIUM PURPOSES</b>
<b>PROJECT FILE NO. <u>TM-18373</u></b>  <b>RELATED FILE NO(S). <u>PMTT17-004, PDEV17-015 &amp; PVAR17-004</u></b>		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: <u>  /  /  </u>		

CITY PROJECT ENGINEER & PHONE NO:      Antonio Alejos *A.A.*      (909) 395-2384

CITY PROJECT PLANNER & PHONE NO:      Lorena Mejia      (909) 395-2276

DAB MEETING DATE:      July 15<sup>th</sup>, 2019

PROJECT NAME / DESCRIPTION:      **TM-18373, a Tentative Tract Map to subdivide approximately 1.34 acres of land for condominium purposes.**

LOCATION:      920 South Cypress Avenue

APPLICANT:      SKG Pacific Enterprises, Inc.

REVIEWED BY:      *[Signature]*      7/3/19  
                                  Bryan Lirley, P.E.      Date  
                                  Principal Engineer

APPROVED BY:      *[Signature]*      7/3/19  
                                  Raymond Lee, P.E.      Date  
                                  Assistant City Engineer





**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 IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:   
 \_\_\_\_\_ feet on \_\_\_\_\_  
 Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
 and \_\_\_\_\_
- 1.02 Dedicate to the City of Ontario, the following easement(s): \_\_\_\_\_   
 \_\_\_\_\_
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
- 1.04 **Vacate the following street(s) and/or easement(s):**   
**1.) 33-ft street easement along the westerly property line.**
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) 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&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 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).
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Management Services Department at (909) 395-2124 regarding this requirement.   
 (1) \_\_\_\_\_  
 (2) \_\_\_\_\_
- 1.09 **Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.**





- 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.ontarioca.gov](http://www.ontarioca.gov)) 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 Tract Map No. 18373 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 March 4<sup>th</sup>, 1972.
- 2.05 Apply for a:  Certificate of Compliance with a Record of Survey;  Lot Line Adjustment 
  - 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: \_\_\_\_\_

2.10 Dedicate to the City of Ontario the right-of-way described below:   
\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
and \_\_\_\_\_.

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. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions: \_\_\_\_\_



**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	Cypress Av	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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
AC Pavement	<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
PCC Pavement (Truck Route Only)	<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
Drive Approach	<input checked="" type="checkbox"/> <b>New</b> <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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> <b>Remove and replace damaged panels</b>	<input 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
ADA Access Ramp	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input type="checkbox"/> Trees <input 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)
Raised Landscaped Median	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> <b>New w/ Break-Off Check Valve</b> <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 checked="" type="checkbox"/> <b>New Lateral w/ Clean-out</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral





<b>Water</b> (see Sec. 2.D)	<input checked="" type="checkbox"/> <b>New Service for Domestic Use w/ Back-flow Device</b> <input checked="" type="checkbox"/> <b>New Service for Irrigation Use w/ Back-flow Device</b> <input checked="" type="checkbox"/> <b>New Service for Fire Use w/ DCDA</b>	<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
<b>Traffic Signing and Striping</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New "No Parking Anytime" Signs</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
<b>Street Light</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>Relocate the existing Street Light if there is a conflict with the proposed driveway approach</b>	<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
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
<b>Storm Drain</b> (see Sec. 2G)	<input checked="" type="checkbox"/> <b>Under Sidewalk Drain</b>	<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 type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input 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	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
<b>Other Improvements</b>	<input checked="" type="checkbox"/> <b>Overhead utility services shall be removed and replaced with underground utility services</b>	_____ _____ _____	_____ _____ _____	_____ _____ _____





Specific notes for improvements listed in item no. 2.17, above: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

- 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). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **A 12-inch sewer main is available for connection by this project in Cypress Avenue. (Ref: Sewer plan bar code: S11321)**
- 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: \_\_\_\_\_

**D. WATER**

- 2.27 **A 16-inch water main is available for connection by this project in Cypress Avenue. (Ref: Water plan bar code: W10353)**
- 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: \_\_\_\_\_

**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:**
- 1.) **The Applicant/Developer shall design the gated entry system such that residents can operate the gates via remote-control devices or transponder. A call box with keypad (or similar system) shall be provided to allow for visitor access and be placed 30 feet from back of ROW. The call box shall be placed so as to be accessible from within the vehicle. An entry median shall be designed to allow for vehicles to make an escape maneuver.**

**G. DRAINAGE / HYDROLOGY**

- 2.38 A \_\_\_\_\_ inch storm drain main is available to accept flows from this project in \_\_\_\_\_.   
 (Ref: Storm Drain plan bar code: \_\_\_\_\_)
- 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.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: \_\_\_\_\_

#### J. SPECIAL DISTRICTS

- 2.48 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.
- 2.49 Other conditions: \_\_\_\_\_

#### K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located \_\_\_\_\_, see Fiber Optic Exhibit herein.
- 2.51 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

- 2.52 **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>**
- 2.53 Other conditions: \_\_\_\_\_



**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**

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**Project Number: PDEV17-015 and Tract Map No. 18373**

**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 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: \_\_\_\_\_



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV17-015, A DEVELOPMENT PLAN TO CONSTRUCT 17 MULTIPLE FAMILY RESIDENTIAL UNITS FOR A PROPERTY LOCATED AT 920 SOUTH CYPRESS AVENUE WITHIN THE MDR18 (MEDIUM DENSITY RESIDENTIAL – 11.1 TO 18.0 DU/ACRE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1011-401-07.

WHEREAS, SKG PACIFIC ENTERPRISES, Inc ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV17-015, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 1.42 acres of land located at 920 South Cypress Avenue, within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre), and is presently improved with single family dwelling; and

WHEREAS, the properties to the north, south and west of the Project site are within the MDR18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, and is developed with multiple family residential dwellings. The property to the east is within the MDR11 (Low-Medium Density Residential – 5.1 to 11.0 DU/Acre) zoning district, and is developed with single family residential dwellings; and

WHEREAS, the Development Plan is for the construction of 17 multiple family residential units and is being processed in conjunction with a Tentative Tract Map (File No. PMTT17-004/TT 18373) to subdivide the project site into a single parcel for condominium purposes and a Variance (File No. PVAR17-004) to reduce the required building side yard setback and building separation requirements for garage to garage and dwelling front to front; and

WHEREAS, the existing narrow lot is 97 feet wide by 638 feet deep. There are seven buildings proposed, which will be located primarily along southern half of the site, except for Building 1. Building 1 has been located at the northeast corner of the site to avoid the visual impact of a straight driveway along the entire length of the lot from Cypress Avenue; and

WHEREAS, the driveway entrance is located at the southeast corner of the project site and curves north, behind Building 1, before aligning west along the northern property line, to provide access to the seven buildings. The units will gain access through a shared 23-foot wide private courtyard or 15-foot wide landscaped walkway. The project is also providing a private park located near the center of the project site, which each unit can access via shared interior walkways; and

WHEREAS, the development plan consists of 17 units within 7 separate buildings. Buildings 1 through 5, will each have two units, Building 6 will have four units and Building 7 will have three units. There are three different floor plans proposed, each three-story unit ranging from 2,186 to 2,546 square feet; and

WHEREAS, the project has one point of access from Cypress Avenue. The main common drive through the development runs east and west along the northern half of the lot, once it curves around the street-fronting units (Building 1). Building Nos. 6 and 1 have direct garage access from the main common drive. Garage access for the remaining five buildings are from north-south oriented driveways that intersect with the main common drive; and

WHEREAS, the Development Code requires that the project provide a minimum of 46 parking spaces, based on multiple-family residential standards and is providing 46 parking spaces; and

WHEREAS, the architectural style proposed for the project will consist of a three-story Monterey Revival style. Architectural features to be used on this project include: 1) a combination of low-pitched gable and hipped red S-tiled roofs; 2) beige stucco walls with a light sand finish and stack stone veneer with a brown and tan color palette; 3) 2nd story balconies treated with wrought iron railings supported by columns (treated with a stack stone veneer) to create a covered front porch on the first floor; and 4) architectural details that include iron crosses over square windows, rafter tails, and clay pipes within the gable ends; and

WHEREAS, the project will provide the required perimeter landscaping in the front, side and rear yards, and along all drive aisles and building setbacks, for an overall landscape coverage of 20 percent. The open space requirements of the Ontario Development Code require that each unit provide a minimum of 500 square feet of private/common open space per unit. A total of 8,500 square feet of private/common open space is required for the project and a total 8,700 square feet has been provided; and

WHEREAS, public utilities (water and sewer) are available to serve the project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP) which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration. The proposed development will not substantially alter the existing drainage pattern. The onsite drainage will be conveyed to a series of on-site infiltration/retention basins that are one-foot in depth, located within the landscape planters along the western and southern property lines, and the private park grass area. Overflow drainage from the on-site

infiltration/retention basins will be conveyed to the curb and gutter along Cypress Avenue;  
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 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; and

WHEREAS, on July 15, 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. DAB19-033, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 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. The proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits and the area being developed is 1.42 acres, less than the maximum five-acre threshold, and is substantially surrounded by urban land uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The site is adequately served by all required utilities and public services; and

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

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

**SECTION 2: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the 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, 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 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 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 MDR (Medium Density Residential) land use district of the Policy Plan Land Use Map, and the MDR-18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) 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 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 MDR-18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district, including standards relative to the particular land use proposed (17-unit multi-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 Development Code 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.

(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 Development Code 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 (17-unit multiple-family residential). 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 Development Code.

**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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV17-015  
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:** July 23, 2019

**File No:** PDEV17-015

**Related Files:** PMTT17-004 & PVAR17-004

**Project Description:** A Development Plan (File No. PDEV17-015) to construct 17 multi-family residential units for a property located at 920 South Cypress Avenue within the MDR18 zoning district. (APN: 1011-401-07) **submitted by SKG Pacific Enterprises, Inc.**

**Prepared By:** Lorena Mejia, Senior Planner  
Phone: 909.395.2276 (direct)  
Email: lmejia@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)    All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c)    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.

(d)    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**    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.

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

**2.8**    Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

**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.

**2.11** Environmental Review.

(a) The proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. The proposed project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed development occurs within city limits and the area being developed is 1.42 acres, less than the maximum five-acre threshold, and is substantially surrounded by urban land uses. The project site has no value as habitat for endangered, rare or threatened species. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. Also, the site is adequately served by all required utilities and public services.

(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) On-site solid waste shall be designed in accordance with the City's Solid Waste Manual.

(b) Development Plan approval shall not be final and complete until related File Nos. PMTT17-004 and PVAR19-004 have been approved by the Planning Commission.

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV17-015  
 Address: 920 S Cypress Avenue  
 APN: 1011-404-07  
 Existing Land Use: Single Family Home  
 Proposed Land Use: Multi-family condominium (17 units)  
 Site Acreage: 1.34 Proposed Structure Height: 35 ft  
 ONT-IAC Project Review: n/a  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Lorena Mejia  
 Date: 5/25/17  
 CD No.: 2017-029  
 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 type="radio"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> 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: <u>200 ft</u>	
<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 provided the following condition is met:

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2017-029  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

New Residential land uses are required to have a Recorded Overflight Notification appearing on the Property Deed and Title incorporating the following language:

(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.)

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Lorena Mejia  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** March 21, 2017  
**SUBJECT:** PDEV17-015

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

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### Conditions of Approval

1. Standard Conditions of Approval apply.

KS:lm





# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** April 13 2017

**SUBJECT:** PDEV17-015 – A DEVELOPMENT PLAN TO CONSTRUCT A 17  
CONDOMINIUM UNITS AT 920 S. CYPRESS AVENUE

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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 walkways, driveways, doorways, parking lots, hallways, stairwells, and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

The Applicant is invited to contact Douglas Sorel at (909) 395-2873 with any questions or concerns regarding these conditions.

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**CONDITIONS OF APPROVAL**

**Sign Off**

*Carolyn Bell*  
 Carolyn Bell, Sr. Landscape Architect

2/20/19  
 Date

Reviewer's Name: **Carolyn Bell, Sr Landscape Architect** Phone: **(909) 395-2237**

D.A.B. File No.: PDEV17-015 Rev 4 Case Planner: Lorena Mejia

Project Name and Location:  
 Cypress Pointe Condominiums  
 920 S Cypress Ave

Applicant/Representative:  
 Ketter Pacific LLC- Ray Allard, Allard Eng.  
 16866 Seville Ave  
 Fontana, CA 92335

- A Preliminary Landscape Plan (dated 1/22/19) 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.**
- A Preliminary Landscape Plan () has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.**

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

**Civil Plans**

1. Show fire backflow device set back 4' back of paving to provide landscape screening
2. Show storm water chambers or infiltration areas. Infiltration areas within landscape planters may be no greater than 50% of the landscape area width. A 10' wide space allows a 5' wide swale.
3. Instead of a concrete trench, consider a vegetated swale with engineered soil 24" wide x 3-4' deep over a perforated pipe.
4. Limit paved surfaced in park area where not required.
5. Reduce driveway apron width from 35' to 28' to provide adequate space to screen utilities at front entry.

**Landscape Plans**

6. Show conceptual site furnishing including benches, trellis structure, play equipment cut sheets. See previous correction for suggestions. Show play equipment fall zones on plan.
7. 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 if needed.
8. Revise infiltration basins and swales, see note above. Revise basins and swale where tree are required. Trees shall not be located in the bottom or slopes of basins or swales
9. Show all utilities on the landscape plans. Keep utilities clear of required tree locations: backflow devices 4' from paving for landscape screening max 36" high strappy leaf shrubs
10. Show parkway landscape and street trees spaced 30' apart. Liquidambar are dead/ dying

replace with designated street trees: Pistacia chinensis.

- 11. Call out type of proposed irrigation system: drip line with pop up stream spray bubblers for trees with PC screens.
- 12. Show landscape hydrozones to separate low water from moderate water landscape. Or add L, M, H to plant legend.
- 13. Show north and east facing areas with separate irrigation from south and west facing areas.
- 14. Avoid high water, short lived, high maintenance or poor performing plants: Ceanothus, Alnus, Rhus, Photinia, Anisodonte, Lavender, Lantana, Hemerocallis, Calliandra, Bougainvillea, all vines except clinging types for walls, Boston ivy, ficus repens
- 15. Note for agronomical soil testing and include report on landscape construction plans. Note on CD's contractor to take a 2<sup>nd</sup> test to verify amendments were added.
- 16. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations. Alnus and Ceanothus are not appropriate native trees for this location. Alnus are streamside trees and Ceanothus are north facing, ocean influence- cooler climate natives.
- 17. Note and show on plans AC units screened with landscape.
- 18. Provide agronomical soil tests at 12" depth and include independent lab report on landscape construction plans. Sewage sludge or biosolids are not allowed. Note "Contractor shall install amendments per plan and then take a new soil test and provide report to landscape architect and city inspector to verify amendments installed are satisfactory prior to planting. Landscape architect shall verify report with amendments receipts on certificate of compliance.
- 19. 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. Typical fees are:

Plan Check—less than 5 acres .....	\$1,301.00
Inspection—Construction (up to 3 inspections) .....	\$278.00
Inspection—Field - 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:** Lorena Mejia, Senior Planner  
Planning Department

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

**DATE:** March 27, 2018

**SUBJECT:** PDEV17-015 – A Development Plan To Construct 17 Condominium Dwelling Units On Approximately 1.34 Acres Of Land Located At 920 South Cypress Avenue, Within The MDR-18 (Medium Density Residential - 11.1 To 18.0 DU/Acre) Zoning District (APN: 1011-404-07).  
Related Files: PVAR17-004 & PMTT17-004.

- 
- The plan **does** adequately address Fire Department requirements.
- No comments.
-



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> <b>OTHER</b>	<input type="checkbox"/> <b>PARCEL MAP</b>	<input checked="" type="checkbox"/> <b>TRACT MAP</b>  <input checked="" type="checkbox"/> <b>FOR CONDOMINIUM PURPOSES</b>
<b>PROJECT FILE NO. <u>TM-18373</u></b>  <b>RELATED FILE NO(S). <u>PMTT17-004, PDEV17-015 &amp; PVAR17-004</u></b>		
<input checked="" type="checkbox"/> <b>ORIGINAL</b> <input type="checkbox"/> <b>REVISED:</b> <u>  /  /  </u>		

**CITY PROJECT ENGINEER & PHONE NO:**      Antonio Alejos *A.A.*      (909) 395-2384

**CITY PROJECT PLANNER & PHONE NO:**      Lorena Mejia      (909) 395-2276

**DAB MEETING DATE:**      July 15<sup>th</sup>, 2019

**PROJECT NAME / DESCRIPTION:**      **TM-18373, a Tentative Tract Map to subdivide approximately 1.34 acres of land for condominium purposes.**

**LOCATION:**      920 South Cypress Avenue

**APPLICANT:**      SKG Pacific Enterprises, Inc.

**REVIEWED BY:**      *[Signature]*      7/3/19  
                                  Bryan Lirley, P.E.      Date  
                                  Principal Engineer

**APPROVED BY:**      *[Signature]*      7/3/19  
                                  Raymond Lee, P.E.      Date  
                                  Assistant City Engineer





**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 IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:   
\_\_\_\_\_ feet on \_\_\_\_\_  
Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
and \_\_\_\_\_.
- 1.02 Dedicate to the City of Ontario, the following easement(s): \_\_\_\_\_   
\_\_\_\_\_
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
- 1.04 **Vacate the following street(s) and/or easement(s):**   
**1.) 33-ft street easement along the westerly property line.**
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) 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&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 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).
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Management Services Department at (909) 395-2124 regarding this requirement.   
(1) \_\_\_\_\_  
(2) \_\_\_\_\_
- 1.09 **Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.**





- 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.ontarioca.gov](http://www.ontarioca.gov)) 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 Tract Map No. 18373 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 March 4<sup>th</sup>, 1972.
- 2.05 Apply for a:  Certificate of Compliance with a Record of Survey;  Lot Line Adjustment   
 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: \_\_\_\_\_

2.10 Dedicate to the City of Ontario the right-of-way described below:   
 \_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
 and \_\_\_\_\_.

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. Final fee shall be determined based on the approved site plan.**
- 2.16 Other conditions: \_\_\_\_\_



**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	Cypress Av	Street 2	Street 3	Street 4
Curb and Gutter	<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	<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
AC Pavement	<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
PCC Pavement (Truck Route Only)	<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
Drive Approach	<input checked="" type="checkbox"/> <b>New</b> <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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Sidewalk	<input checked="" type="checkbox"/> <b>Remove and replace damaged panels</b>	<input 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
ADA Access Ramp	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input type="checkbox"/> Trees <input 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)
Raised Landscaped Median	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> <b>New w/ Break-Off Check Valve</b> <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 checked="" type="checkbox"/> <b>New Lateral w/ Clean-out</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral





<b>Water</b> (see Sec. 2.D)	<input checked="" type="checkbox"/> <b>New Service for Domestic Use w/ Back-flow Device</b> <input checked="" type="checkbox"/> <b>New Service for Irrigation Use w/ Back-flow Device</b> <input checked="" type="checkbox"/> <b>New Service for Fire Use w/ DCDA</b>	<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
<b>Traffic Signing and Striping</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>New “No Parking Anytime” Signs</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
<b>Street Light</b> (see Sec. 2.F)	<input checked="" type="checkbox"/> <b>Relocate the existing Street Light if there is a conflict with the proposed driveway approach</b>	<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
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
<b>Storm Drain</b> (see Sec. 2G)	<input checked="" type="checkbox"/> <b>Under Sidewalk Drain</b>	<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 type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input 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	_____ _____ _____	_____ _____ _____	_____ _____ _____	_____ _____ _____
<b>Other Improvements</b>	<input checked="" type="checkbox"/> <b>Overhead utility services shall be removed and replaced with underground utility services</b>	_____ _____ _____	_____ _____ _____	_____ _____ _____



Specific notes for improvements listed in item no. 2.17, above: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

- 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). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **A 12-inch sewer main is available for connection by this project in Cypress Avenue. (Ref: Sewer plan bar code: S11321)**
- 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: \_\_\_\_\_

**D. WATER**

- 2.27 **A 16-inch water main is available for connection by this project in Cypress Avenue. (Ref: Water plan bar code: W10353)**
- 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: \_\_\_\_\_

**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:** 
  - 1.) **The Applicant/Developer shall design the gated entry system such that residents can operate the gates via remote-control devices or transponder. A call box with keypad (or similar system) shall be provided to allow for visitor access and be placed 30 feet from back of ROW. The call box shall be placed so as to be accessible from within the vehicle. An entry median shall be designed to allow for vehicles to make an escape maneuver.**

**G. DRAINAGE / HYDROLOGY**

- 2.38 A \_\_\_\_\_ inch storm drain main is available to accept flows from this project in \_\_\_\_\_. (Ref: Storm Drain plan bar code: \_\_\_\_\_)
- 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.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions: \_\_\_\_\_

#### J. SPECIAL DISTRICTS

- 2.48 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.
- 2.49 Other conditions: \_\_\_\_\_

#### K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole. Generally located \_\_\_\_\_, see Fiber Optic Exhibit herein.
- 2.51 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

- 2.52 **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>**
- 2.53 Other conditions: \_\_\_\_\_



**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: PDEV17-015 and Tract Map No. 18373**

**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 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: \_\_\_\_\_





# PLANNING COMMISSION STAFF REPORT

July 23, 2019

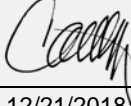
**FILE NOS.:** PGPA19-002, PDEV18-041 and PDEV18-042

**SUBJECT:** A request for: [1] A General Plan Amendment (File No. PGPA19-002) to the Policy Plan (General Plan) component of The Ontario Plan to modify Exhibit LU-01 Land Use Plan, changing the land use designation for two parcels totaling 11.9 acres of land, from General Commercial to Industrial, and modify Exhibit LU-03 Future Buildout to be consistent with the land use designation changes of the Policy Plan; [2] a Development Plan (File No. PDEV18-041) to construct one industrial building totaling 178,462 square feet on 7.85 acres of land, located on the southeast corner of Wall Street and Wanamaker Avenue, at 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan; and [3] a Development Plan (File No. PDEV18-042) to construct one industrial building totaling 90,291 square feet on 4.05 acres of land, located on the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan; (APNs: 0238-221-36 and 0238-221-23); **Development Plan applications submitted by Bridge Acquisition, LLC. General Plan Amendment City Initiated. City Council action is required for the General Plan Amendment.**

**PROPERTY OWNER:** Bridge Point Ontario, LLC

**RECOMMENDED ACTION:** That the Planning Commission:

- (A) Recommend City Council adopt an addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010;
- (B) Recommend City Council approve File No. PGPA19-002 subject to the conditions of approval contained in the attached departmental reports; and
- (C) Approve File No. PDEV18-041 and File No. PDEV18-042 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 departmental reports.

<i>Case Planner:</i>	Jeanie Irene Aguilo
<i>Planning Director Approval:</i>	
<i>Submittal Date:</i>	12/21/2018

<i>Hearing Body</i>	<i>Date</i>	<i>Decision</i>	<i>Action</i>
DAB	07/15/2019	Approved	Recommend
PC	07/23/2019		Final Recommend
CC	09/17/2019		Final

**PROJECT SETTING:** The project site incorporates two properties generally located at the northeast and southeast corners of Wall Street and Wannamaker Avenue, and is depicted in Figure 1: Project Location, right. The larger of the two properties, associated with File No. PDEV18-041, is comprised of 7.85 acres of land located within the Light Industrial land use district of the California Commerce Center Specific Plan. The smaller property, associated with File No. PDEV18-042, consists of 4.05 acres of land located within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan. The area surrounding the Project site is characterized by industrial land uses to the north, south, and west, and the Interstate 15 Freeway to the east. Beyond the freeway (east side) lies the Ontario Auto Center.



**Figure 1: Project Location**

**PROJECT ANALYSIS:**

[1] Background — In 2010, The Ontario Plan (“TOP”) was adopted, which set forth the land use pattern for the City to achieve its Vision. The project site was initially envisioned to have an industrial land use designation to be consistent with their respective Specific Plan (Light Industrial) land use designations and industrial surrounding land uses. However, at the time of TOP adoption, the property owner of the existing commercial use (Scandia) did not support the land use change from commercial to industrial and had concerns about creating a legal nonconforming use on the property. With the adoption of TOP, the Commercial land use designation was assigned to the project site, allowing the owner/user to continue the use and avoid any inconsistency issues while the use remained. The property owner has since sold the property and the commercial use Scandia has been removed from the site. The proposed industrial land uses for both properties now require a General Plan Amendment to achieve consistency between TOP’s Land Use Plan and both Specific Plans (California Commerce Center Specific Plan and Pacific Gate-East Gate Specific Plan).

Below is a description of the proposed applications that comprise the project:

- A General Plan Amendment (File No. PGPA19-002) to the Policy Plan (General Plan) component of The Ontario Plan to modify Exhibit LU-01 Land Use Plan , changing the land use designation on two properties totaling 11.9 acres of land, from General Commercial to Industrial, and modify Exhibit LU-03 Future Buildout

to be consistent with the land use designation changes of the Policy Plan (see, Exhibit B—Proposed General Plan Amendment);

- A Development Plan (File No. PDEV18-041) to construct one industrial building totaling 178,462 square feet on 7.85 acres of land located at the southeast corner of Wall Street and Wannamaker Avenue (“Building A”); and
- A Development Plan (File No. PDEV18-042) to construct one industrial building totaling 90,291 square feet on 4.05 acres of land located at the northeast corner of Wall Street and Wannamaker Avenue (“Building B”).

On July 15, 2019, the Development Advisory Board (DAB) conducted a hearing to consider the subject Development Plan applications and concluded the hearing voting to recommend that the Planning Commission approve the Applications subject to conditions of approval, which have been included with the Planning Commission resolution for each Application.

[1] General Plan Amendment — To accommodate the proposed Development Plan applications for industrial development, the proposed General Plan Amendment will revise Exhibit LU-01 Land Use Plan, changing the land use designation on the 11.9-acre project site, from General Commercial (GC) to Industrial (IND). Approval of the proposed land use amendment will provide consistency between the Policy Plan Land Use Plan and the Light Industrial land use designation assigned by each parcel’s respective Specific Plan Land Use Plan (California Commerce Center Specific Plan and Pacific Gate-East Gate Specific Plan). Furthermore, the properties surrounding the project site (immediately to the north, west, and south) are currently assigned the Industrial (0.55 FAR) land use designation, providing further land use consistency within the immediate vicinity of the project site.

The proposed land use designation change would eliminate 11.95 acres (TOP gross acres) of General Commercial designated land and 156,163 square feet of potential commercial space (based on a 0.30 FAR). The loss of 156,163 square feet of commercial space represents less than 0.0005% decrease in building area over 33 million square feet of commercial (retail/office) space that is existing and/or planned throughout the City. Additionally, the proposed land use change would result in the addition of 286,298 square feet of industrial space (based on a 0.55 FAR), which represents less than 0.001% increase in industrial space over the 179 million square feet of industrial (business park/industrial) space that is existing and/or planned throughout the City.

The General Plan Amendment will modify the Future Buildout table (Exhibit LU-03 of TOP’s Policy Plan component) to be consistent with the proposed Land Use Plan changes. The revised Future Buildout table is included as Exhibit B—PGPA19-002 Modified Future Buildout, attached to this report.

[2] Development Plan

[a] *Site Access/Circulation* — Proposed Building A, located at the southeast corner parcel of Wall Street and Wanamaker Avenue (previous Scandia location), is 178,462-

square feet in size. The front of the building is oriented to the northeast, facing Wall Street. The building is situated on the western portion of the site and is setback 35 feet from Wanamaker Avenue to the west, 102 feet from Interstate 15 Freeway to the east, 35 feet from Wall Street to the north, and 44 feet from the interior southern property line. Parking will be primarily located east of the building, for use by tenants and visitors, with additional parking located south of the building. There are two points of access proposed to the project site. The first access point is located at the northeast corner of the site, on Wall Street, and will be used for employee and visitor parking. The second access point is located at the southwest corner of the site, on Wanamaker Avenue, and will serve as the gated entrance to the tractor-trailer yard area.



**Figure 2: Proposed Site Plans**

Proposed Building B, is located north of Building A (previous Scandia site), across Wall Street, at the northeast corner of Wall Street and Wanamaker Avenue, and is 90,291-square feet in size (see, Figure 2: Proposed Site Plans, above). The front of the building is oriented to the south, facing Wall Street. The building is situated on the northern portion of the site, with a 68-foot building setback from Wanamaker Avenue to the west, a 35-foot setback from Rochester Avenue to the east, a 69-foot building setback from Wall Street to the south, and an approximate 5-foot setback from the interior property line to the north. Parking will be primarily situated to the west of the building, for use by tenants and visitors, and additional parking is situated to the south side of the site. The primary truck access to the site will be from Wall Street, at the south west corner of the site. Additional access will be provided from Wanamaker Avenue, at the northeast corner of the site, to access the office and visitor parking area. A yard area designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is oriented to the southeast of the proposed building. The yard area will be screened from view of public streets by a combination of landscaping and screen walls with view-obstructing gates.

[b] *Parking* — The Project has provided off-street parking pursuant to the “Warehouse and Distribution” parking standards specified in the Development Code. The off-street parking calculations for each building are as follows:



**BUILDING A (File No. PDEV18-041)**

Type of Use	Building Area	Parking Ratio	Spaces Required	Spaces Provided
Warehouse / Distribution	168,462 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors <ul style="list-style-type: none"> <li>• <b>24 dock-high loading doors proposed</b></li> <li>• <b>6 tractor-trailer parking spaces provided</b></li> </ul>	99	99
Office	5,000 SF + 5,000 Mezzanine	Parking required when “general business offices” and other associated uses, exceed 10 percent of the building GFA (17,846 SF of office allowed)	0	0
<b>TOTAL</b>	<b>178,462 SF</b>		<b>99</b>	<b>99</b>

**BUILDING B (File No. PDEV18-042)**

Type of Use	Building Area	Parking Ratio	Spaces Required	Spaces Provided
Warehouse / Distribution	86,291 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors <ul style="list-style-type: none"> <li>• <b>12 dock-high loading doors proposed</b></li> <li>• <b>3 tractor-trailer parking spaces provided</b></li> </ul>	56	56
Office	4,000 SF + 4,000 Mezzanine	Parking required when “general business offices” and other associated uses, exceed 10 percent of the building GFA (9,029 SF of office allowed)	0	0
<b>TOTAL</b>	<b>90,291 SF</b>		<b>56</b>	<b>56</b>

The number of off-street parking spaces provided for each building meets the minimum number of parking spaces required by the Development Code for warehouse/distribution facilities. In addition to the off-street parking spaces required for each building, the City’s off-street parking and loading standards require that each building provide a minimum of one tractor trailer parking space for every four dock-high loading spaces. The number of tractor trailer parking spaces provided for the buildings meets the minimum number required.

[c] *Architecture* — The proposed buildings are both of concrete tilt-up construction and have the same architectural design with enhanced elements and treatments located at office entries and along street facing elevations. Architecturally, the buildings



incorporate smooth-painted concrete, concrete reveals, formliner accent panels, storefront windows with anodized aluminum mullions and clear glazing, and painted steel canopies at the main office entries (see Exhibit E—Exterior Elevations (PDEV18-041, Building A) and Exhibit F—Exterior Elevations (PDEV18-042, Building B), attached).

The mechanical equipment for the industrial warehouse buildings will be roof-mounted and obscured from public view by the parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the buildings' architecture.

Staff believes that the proposed project illustrates the type of high-quality architecture promoted by the Development Code, as-well-as the California Commerce Center Specific Plan and the Pacific Gate/East Gate Specific Plan, as applicable. This is exemplified through the use of:

- Articulation in the building footprint, incorporating a combination of recessed and popped-out wall areas; and
- Articulation in the building parapet/roof line, which serves to accentuate the building's entries and breaks up large expanses of building wall; and
- A mix of exterior materials, finishes and fixtures; and
- Incorporation of base and top treatments defined by changes in color, materials and recessed wall areas.
- The building was designed to ensure that its massing and proportion, along with its colors and architectural detailing, are consistent on all four building elevations.

[d] *Landscaping* — The project provides substantial landscaping along the Wanamaker Avenue and Wall Street frontages, and around the project perimeter and loading and tractor-trailer yard area. The Development Code requires a minimum 15 percent landscape coverage for each site. Both sites exceed the minimum coverage, with Building A providing 18.5 percent coverage and Building B providing 16.7 percent coverage. The project site is currently lacking right-of-way improvements (sidewalk/parkway) and street trees, which will be provided with the project. The proposed on-site and off-site landscape improvements will assist towards creating a walkable, safe area for pedestrians to access the project site. The landscape plan incorporates a combination of 36-inch and 24-inch box trees along Wanamaker Avenue, which includes a mix of Forest Pansy Redbud, Coast Live Oak, Chinese Pistache, and Fern Pine trees. In addition, a mix of 15-gallon and 24-inch box accent and shade trees will be provided throughout the project site that includes Brisbane Box and Jacaranda trees. A variety of shrubs and groundcovers are also being provided, which are low water usage or drought tolerant (see Exhibit G and H: Landscape Plans, attached).

[e] *Utilities (drainage, sewer)* — Public utilities (water and sewer) are available to serve the projects. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes both projects' compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and

maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of an underground stormwater infiltration system for each project site. Any overflow drainage will be conveyed to the public street by way of parkway culverts.

**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
- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

[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.

### **Community Economics Element:**

- 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 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.

➤ CD2-7 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.

➤ CD3-5 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, 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 environmental impacts of this project were previously reviewed in conjunction with an addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. The Addendum was prepared pursuant to CEQA, the State CEQA Guidelines and The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" which provides for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts not previously analyzed in the Environmental Impact Report. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by 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/Specific Plan Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Former Scandia Amusement Park	General Commercial	California Commerce Center Specific Plan & Pacific Gate/East Gate Specific Plan	Light Industrial
<i>North</i>	Vacant	General Commercial	Pacific Gate-East Gate Specific Plan	Light Industrial
<i>South</i>	Manufacturing (Maney Aircraft)	Industrial	California Commerce Center Specific Plan	Light Industrial
<i>East</i>	Interstate 15 Freeway	Interstate 15 Freeway	Interstate 15 Freeway	Interstate 15 Freeway
<i>West</i>	Manufacturing (DSM Nutritional Products)	Industrial	California Commerce Center Specific Plan	Light Industrial & Rail Industrial

**General Site & Building Statistics:**

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Lot/Parcel Size:</i>	Building A – 7.85 AC Building B – 4.05 AC	N/A	Y
<i>Floor Area Ratio:</i>	Building A – 0.52 Building B – 0.51	0.55 (Max.)	Y
<i>Building Height:</i>	Building A – 42 FT Building B – 40 FT	Building A & B – 150 FT (Max.)	Y

**Off-Street Parking:**

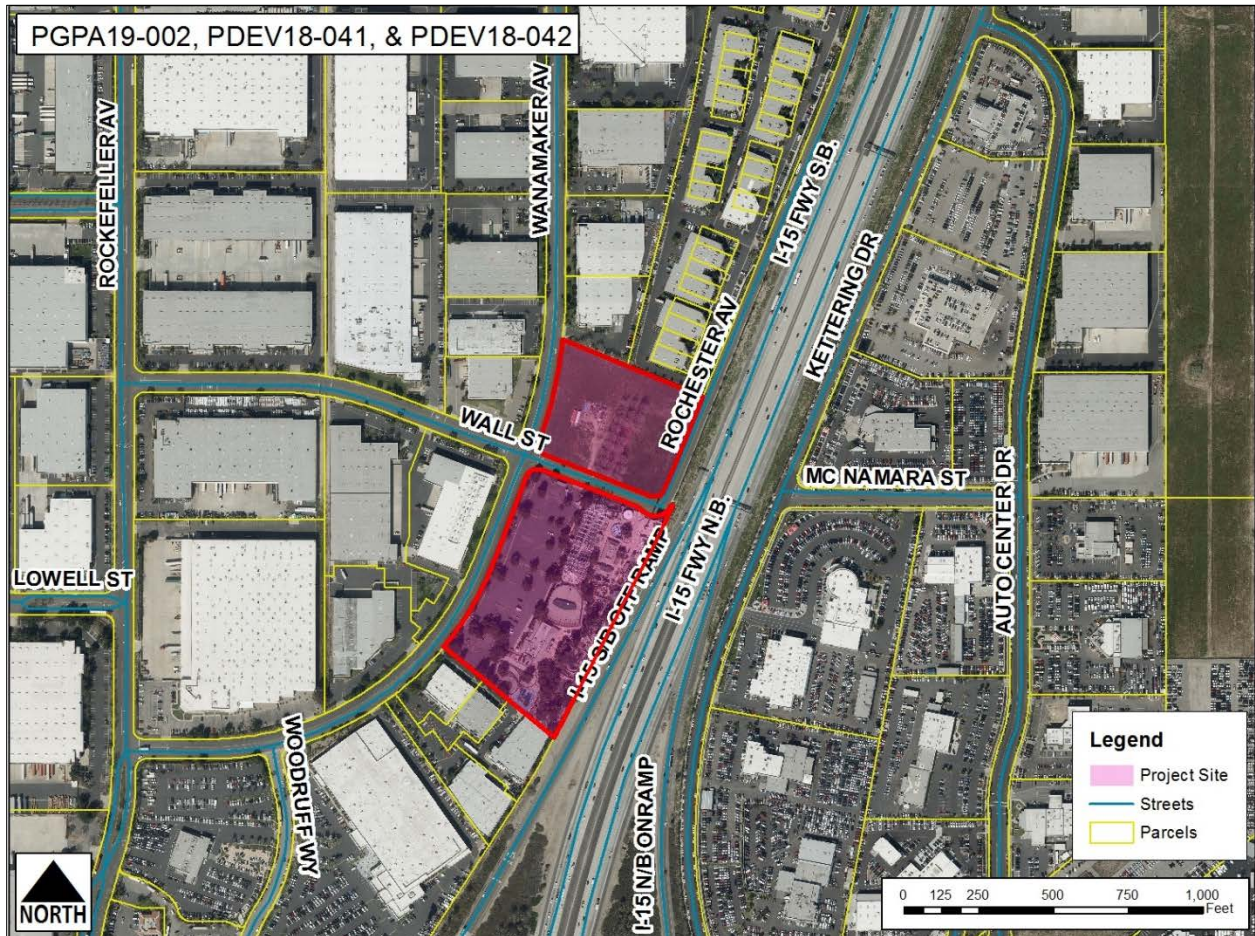
***BUILDING A (File No. PDEV18-041)***

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Warehouse / Distribution	168,462 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors <ul style="list-style-type: none"> <li>• <b>24 dock-high loading doors proposed</b></li> <li>• <b>6 tractor-trailer parking spaces provided</b></li> </ul>	99	99
Office	5,000 SF + 5,000 Mezzanine	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (17,846 SF of office allowed)	0	0
<b>TOTAL</b>	<b>178,462 SF</b>		<b>99</b>	<b>99</b>

***BUILDING B (File No. PDEV18-042)***

<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Warehouse / Distribution	86,291 SF	One space per 1,000 SF (0.001/SF) for portion of GFA <20,000 SF, plus 0.5 space per 1,000 SF (0.0005/SF) for GFA > 20,000 SF; One tractor-trailer parking space per 4 dock-high loading doors <ul style="list-style-type: none"> <li>• <b>12 dock-high loading doors proposed</b></li> <li>• <b>3 tractor-trailer parking spaces provided</b></li> </ul>	56	56
Office	4,000 SF + 4,000 Mezzanine	Parking required when "general business offices" and other associated uses, exceed 10 percent of the building GFA (9,029 SF of office allowed)	0	0
<b>TOTAL</b>	<b>90,291 SF</b>		<b>56</b>	<b>56</b>

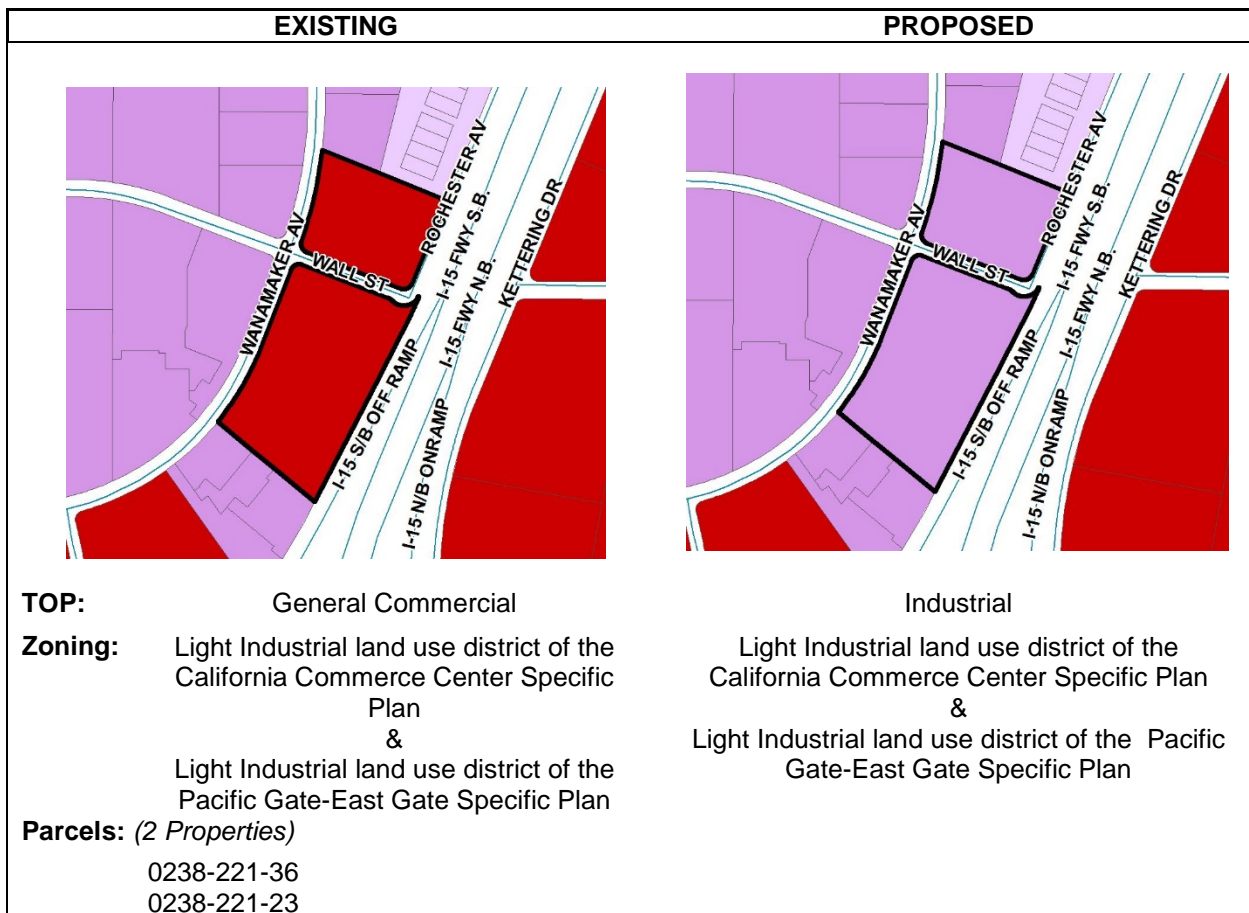
**Exhibit A—PROJECT LOCATION MAP**



**Exhibit B—PGPA19-002 PROPOSED GENERAL PLAN AMENDMENT**

**TOP Legend:**

	Rural Residential		Neighborhood Commercial		Airport		Public Facility
	Low Density Residential		General Commercial		Land Fill		Public School
	Low-Medium Density Residential		Office Commercial		Open Space - Parkland		COM Overlay
	Medium Density Residential		Hospitality		Open Space - Water		BP Overlay
	High Density Residential		Business Park		Open Space - Non-Recreation		IND Overlay
	Mixed Use		Industrial		Rail		





**Exhibit C—PGPA19-002 MODIFIED FUTURE BUILDOUT**



**LU-03 Future Buildout<sup>1</sup>**

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Residential</b>						
Rural	529	2.0 du/ac	1,059	4,232		
Low Density <sup>6</sup>	7,255	4.0 du/ac (OMC) 4.5 du/ac (NMC)	30,584	122,244		
Low-Medium <sup>6</sup> Density	1,000	8.5 du/ac	8,500	33,976		
Medium Density	1,897	18.0 du/ac (OMC) 22.0 du/ac (NMC)	38,200	133,791		
High Density	183	35.0 du/ac	6,415	21,470		
<b>Subtotal</b>	<b>10,865</b>		<b>84,758</b>	<b>315,713</b>		
<b>Mixed Use</b>						
• Downtown	113	<ul style="list-style-type: none"> <li>60% of the area at 35 du/ac</li> <li>40% of the area at 0.80 FAR for office and retail</li> </ul>	2,365	4,729	1,569,554	2,808
• East Holt Boulevard	57	<ul style="list-style-type: none"> <li>25% of the area at 30 du/ac</li> <li>50% of the area at 1.0 FAR office</li> <li>25% of area at 0.80 FAR retail</li> </ul>	428	856	1,740,483	3,913
• Meredith	93	<ul style="list-style-type: none"> <li>23% of the area at 37.4 du/ac</li> <li>72% at 0.35 FAR for office and retail uses</li> <li>5% at 0.75 FAR for Lodging</li> </ul>	800	1,600	1,172,788	1,462
• Transit Center	76	<ul style="list-style-type: none"> <li>10% of the area at 60 du/ac</li> <li>90% of the area at 1.0 FAR office and retail</li> </ul>	457	913	2,983,424	5,337
• Inland Empire Corridor	37	<ul style="list-style-type: none"> <li>50% of the area at 20 du/ac</li> <li>30% of area at 0.50 FAR office</li> <li>20% of area at 0.35 FAR retail</li> </ul>	368	736	352,662	768
• Guasti	77	<ul style="list-style-type: none"> <li>20% of the area at 30 du/ac</li> <li>30% of area at 1.0 FAR retail</li> <li>50% of area at .70 FAR office</li> </ul>	465	929	2,192,636	4,103
• Ontario Center	345	<ul style="list-style-type: none"> <li>30% of area at 40 du/ac</li> <li>50% of area at 1.0 FAR office</li> <li>20% of area at 0.5 FAR retail</li> </ul>	4,139	8,278	9,014,306	22,563
• Ontario Mills	240	<ul style="list-style-type: none"> <li>5% of area at 40 du/ac</li> <li>20% of area at 0.75 FAR office</li> <li>75% of area at 0.5 FAR retail</li> </ul>	479	958	5,477,126	7,285
• NMC West/South	315	<ul style="list-style-type: none"> <li>30% of area at 35 du/ac</li> <li>70% of area at 0.7 FAR office and retail</li> </ul>	3,311	6,621	6,729,889	17,188
• NMC East	264	<ul style="list-style-type: none"> <li>30% of area at 25 du/ac</li> <li>30% of area at 0.35 FAR for office</li> <li>40% of area at 0.3 FAR for retail uses</li> </ul>	1,978	3,956	2,584,524	4,439
• Euclid/Francis	10	<ul style="list-style-type: none"> <li>50% of the area at 30 du/ac</li> <li>50% of area at 0.8 FAR retail</li> </ul>	156	312	181,210	419
• SR-60/ Hamner Tuscana Village	41	<ul style="list-style-type: none"> <li>18% of the area at 25 du/ac</li> <li>57% of the area at 0.25 FAR retail</li> <li>25% of the area at 1.5 FAR office</li> </ul>	185	369	924,234	2,098
<b>Subtotal</b>	<b>1,668</b>		<b>15,129</b>	<b>30,257</b>	<b>34,922,836</b>	<b>72,383</b>

**Exhibit C—PGPA19-002 MODIFIED FUTURE BUILDOUT (continued)**



**LU-03 Future Buildout<sup>1</sup>**

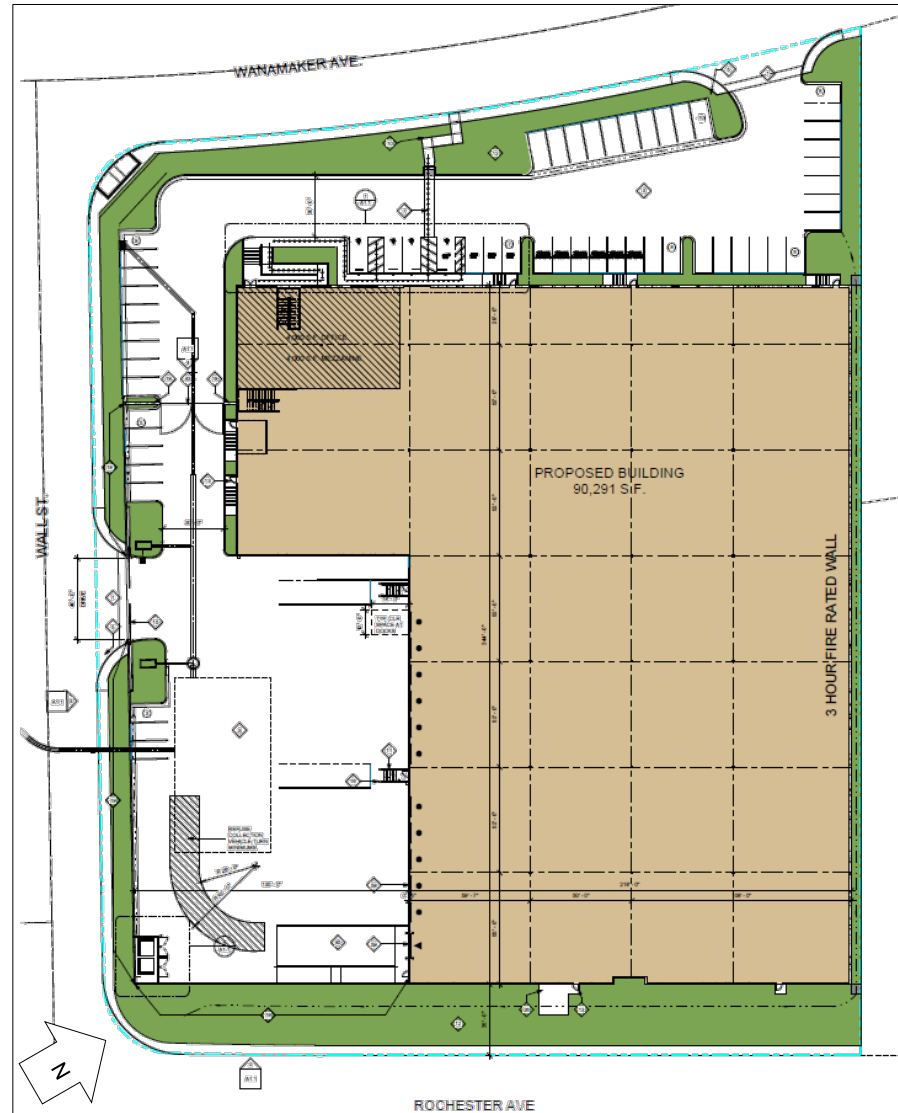
Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Retail/Service</b>						
Neighborhood <sup>6</sup> Commercial	281	0.30 FAR			3,671,585	8,884
General Commercial	<del>534</del> 519	0.30 FAR			<del>6,944,858</del> 6,788,695	<del>6,452</del> 6,307
Office/ Commercial	514	0.75 FAR			16,805,775	37,269
Hospitality	142	1.00 FAR			6,177,679	7,082
<i>Subtotal</i>	<del>1,469</del> <b>1,457</b>				<del>33,599,897</del> <b>33,443,735</b>	<del>59,687</del> <b>59,542</b>
<b>Employment</b>						
Business Park	1,507	0.40 FAR			26,261,610	46,075
Industrial	<del>6,372</del> 6,384	0.55 FAR			<del>152,661,502</del> 152,947,800	<del>134,132</del> 134,383
<i>Subtotal</i>	<del>7,879</del> <b>7,891</b>				<del>178,923,112</del> <b>179,209,410</b>	<del>180,207</del> <b>180,459</b>
<b>Other</b>						
Open Space- Non-Recreation	1,232	Not applicable				
Open Space- Parkland <sup>6</sup>	950	Not applicable				
Open Space- Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	632	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,871	Not applicable				
<i>Subtotal</i>	<b>9,906</b>					
<b>Total</b>	<b>31,786</b>		<b>99,887</b>	<b>345,971</b>	<b>247,445,845</b> <b>247,575,980</b>	<b>312,277</b> <b>312,383</b>

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.



**Exhibit D—SITE PLAN (PDEV18-042, Building B)**



***Exhibit E—EXTERIOR ELEVATIONS (PDEV18-041, Building A)***



WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



***Exhibit F—EXTERIOR ELEVATIONS (PDEV18-042, Building B)***



WEST ELEVATION



EAST ELEVATION

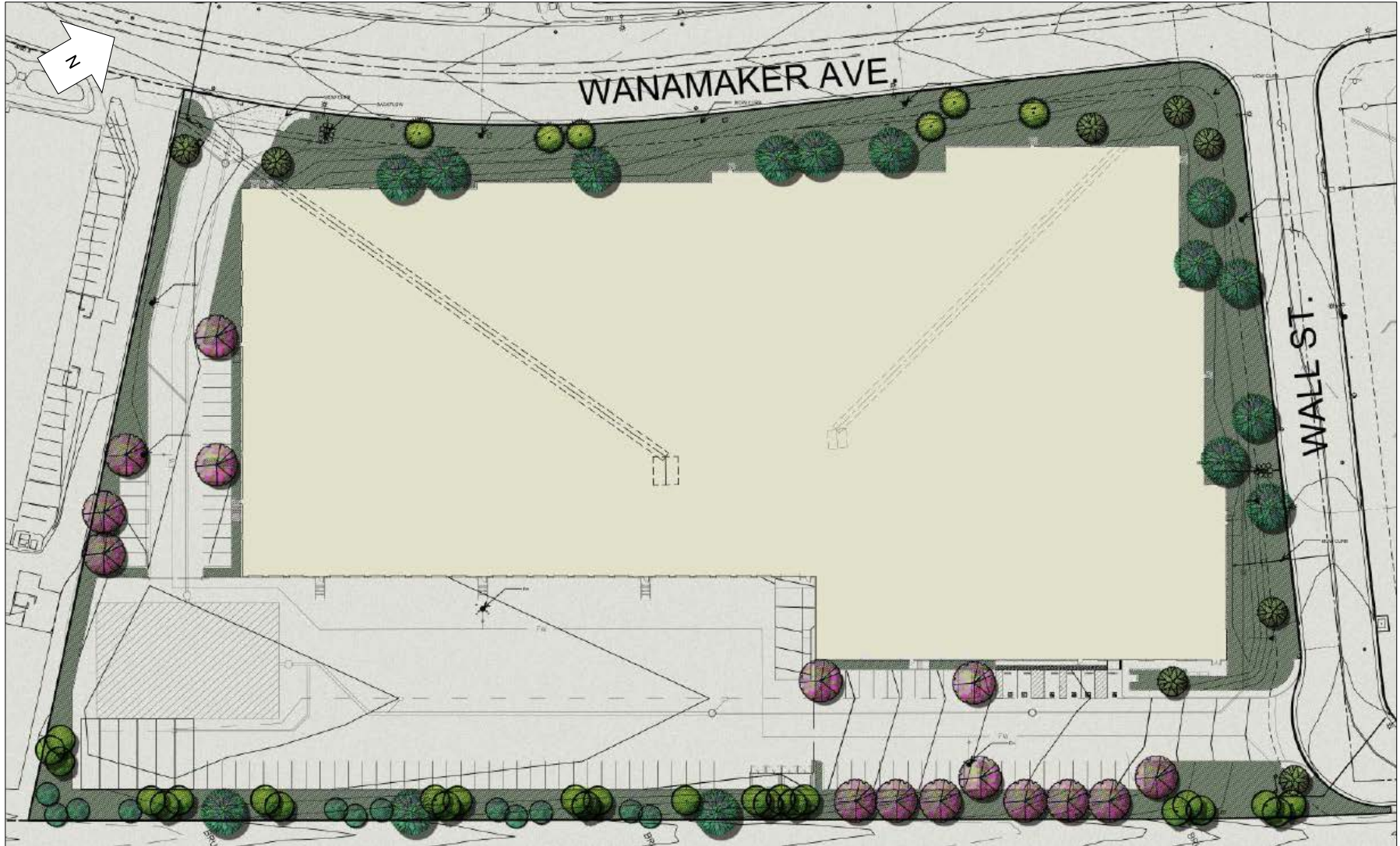


NORTH ELEVATION



SOUTH ELEVATION

**Exhibit G—LANDSCAPE PLAN Exhibit C—EXTERIOR ELEVATIONS (PDEV18-041, Building A)**



**Exhibit H—LANDSCAPE PLAN (PDEV18-042, Building B)**





RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO RECOMMENDING CITY COUNCIL APPROVAL OF AN ADDENDUM TO THE ONTARIO PLAN (TOP) CERTIFIED ENVIRONMENTAL IMPACT REPORT (SCH # 2008101140), FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NOS. PGPA19-002, PDEV18-041, AND PDEV18-042; APN: 0238-221-36 and 0238-221-23

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario prepared and approved for attachment to the certified Environmental Impact Report, an addendum to The Ontario Plan (TOP) certified Environmental Impact Report (SCH # 2008101140) — for File No. PGPA19-002, PDEV18-041, and PDEV18-042 (hereinafter referred to as “EIR Addendum”), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as “CEQA”); and

WHEREAS, File Nos. PGPA19-002, PDEV18-041, and PDEV18-042 analyzed under the EIR Addendum, consists of the following entitlements: [1] A General Plan Amendment (File No. PGPA19-002) to the Policy Plan (General Plan) component of The Ontario Plan to modify Exhibit LU-01 Land Use Plan, changing the land use designation for two parcels totaling 11.9 acres of land, from General Commercial to Industrial, and modify Exhibit LU-03 Future Buildout Table to be consistent with the land use designation changes of the Policy Plan; [2] a Development Plan (File No. PDEV18-041) to construct one industrial building totaling 178,462 square feet on 7.85 acres of land, located on the southeast corner of Wall Street and Wanamaker Avenue at 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan; and [3] a Development Plan (File No. PDEV18-042) to construct one industrial building totaling 90,291 square feet on 4.05 acres of land, located on the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan, in the City of Ontario, California (hereinafter referred to as the "Project"); and

WHEREAS, the EIR Addendum concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001 (hereinafter referred to as “Certified EIR”), in which development and use of the Project site was discussed; and

WHEREAS, pursuant to California Environmental Quality Act ("CEQA") Guidelines Section 15164(a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary to a project, but the preparation of a subsequent or supplemental EIR is not required; and

WHEREAS, the City determined that none of the conditions requiring preparation of a subsequent or supplemental EIR would occur from the Project, and that preparation of an addendum to the EIR was appropriate; and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the decision-making authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the EIR Addendum for the Project, has concluded that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the EIR Addendum for the Project are on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein; 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 environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001.

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



(3) 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. This Application introduces no new significant environmental impacts.

(4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference.

(5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(6) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related 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 Environmental Impact Report 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: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 and 2, above, the Planning Commission hereby finds that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby RECOMMENDS THE CITY COUNCIL APPROVES the EIR Addendum, attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 4: 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 5: Custodian of Records.** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

**SECTION 6: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 23<sup>rd</sup> day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary of 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 July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**Addendum to The Ontario Plan (TOP)  
Environmental Impact Report**

*(Addendum to follow this page)*





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

## California Environmental Quality Act Initial Study Form

**Project Title/File No.:** PGPA19-002, PDEV18-041, & PDEV18-042

**Lead Agency:** City of Ontario, 303 East "B" Street, Ontario, California 91764, (909) 395-2036

**Contact Person:** Jeanie Irene Aguilo, Associate Planner, 909-395-2418

**Project Sponsor:** City of Ontario, 303 East B Street, Ontario, CA 91764

**Project Location:** The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 through 3, below, the project site is located 1155 South Wanamaker Avenue and the northeast corner of Wall Street and Wanamaker Avenue. APNs: 0238-221-36 and 0238-221-23.

Figure 1: REGIONAL LOCATION MAP

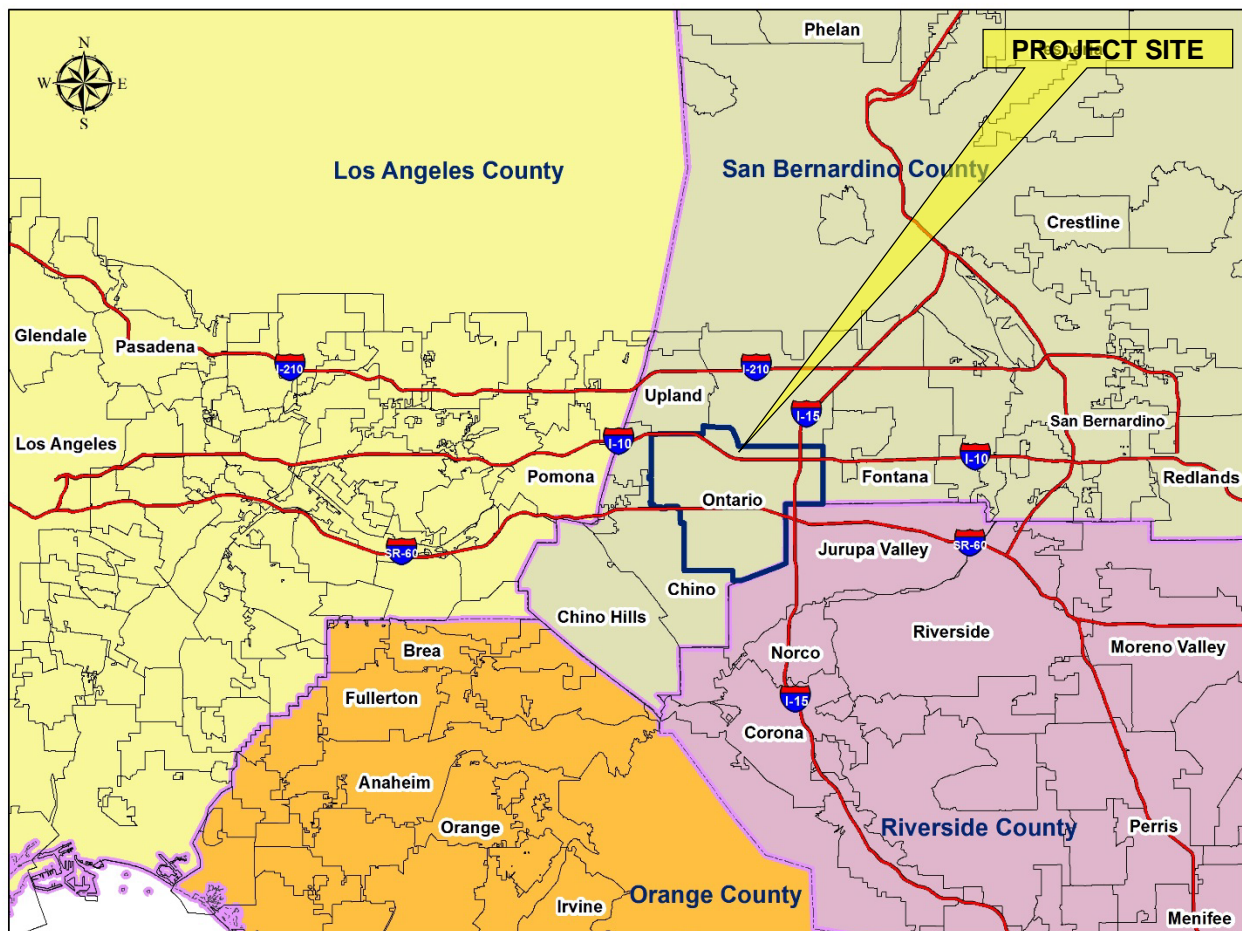


Figure 2: VICINITY MAP

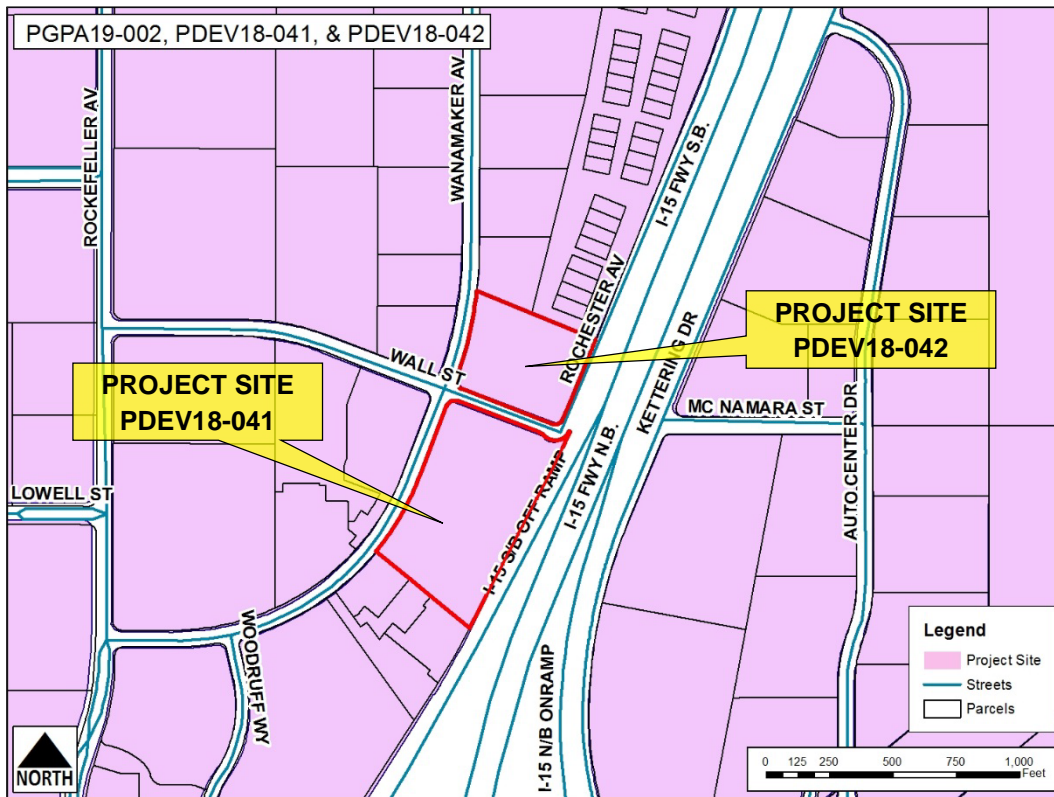
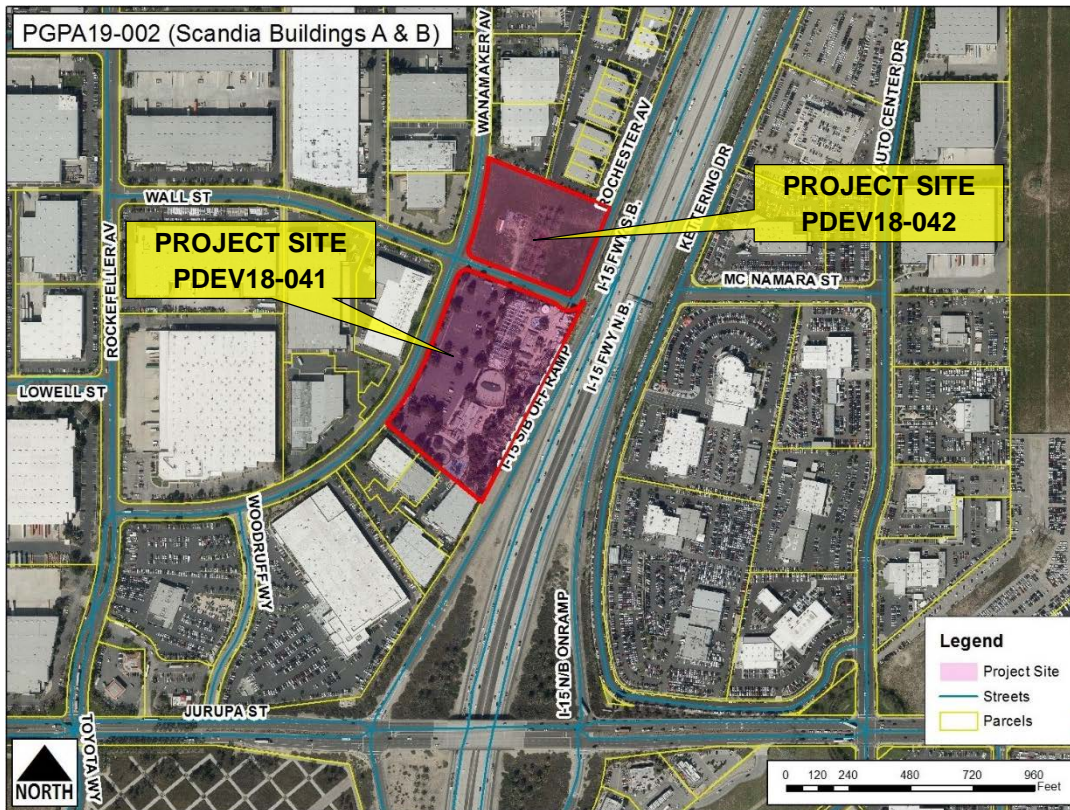


Figure 3: AERIAL PHOTOGRAPH



**General Plan Designation:**    Existing - General Commercial   Proposed - Industrial

**Zoning:**

- PDEV18-041 – Light Industrial land use district of the California Commerce Center Specific Plan.
- PDEV18-042 – Light Industrial land use district of the Pacific Gate-East Gate Specific Plan.

**Description of Project:** An Amendment to the Policy Plan (General Plan) component of The Ontario Plan to: [1] modify Exhibit LU-01 Land Use Plan, changing the land use designation on 7.85 acres of land located at the southeast corner of Wall Street and Wanamaker Avenue, from General Commercial to Industrial; [2] modify Exhibit LU-01 Land Use Plan, changing the land use designation 4.05 acres of land located at the northeast corner of Wall Street and Wanamaker Avenue, from General Commercial to Industrial; and [3] modify Exhibit LU-03 Future Buildout to be consistent with the proposed Policy Plan land use designation changes.

**Project Setting:**

- PDEV18-041 – The project site was formerly used as the Scandia Amusement Park, however it is currently vacant and is surrounded by developed urban uses.
- PDEV18-042 – The project site is currently vacant and gently slopes from north to south and is surrounded by developed urban uses.

**Background:** On January 27, 2010, the Ontario City Council adopted The Ontario Plan (TOP). TOP serves as the framework for the City's business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the functional and legal mandate of a General Plan and contains nine elements; Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design and Social Resources.

An Environmental Impact Report (EIR) was prepared for TOP (SCH # 2008101140) and certified by the City Council on January 27, 2010 that included Mitigation Findings and a Statement of Overriding Considerations pursuant to CEQA. TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan, in the Policy Plan and impacts resultant of population and employment growth in the City. The significant unavoidable adverse impacts that were identified in the EIR included; agriculture resources, air quality, cultural resources, greenhouse gas emissions, noise and transportation/traffic.

**Analysis:** According to the California Environmental Quality Act Guidelines Section 15164, an Addendum to a previously certified EIR may be used if some changes or additions are necessary, but none of the conditions described in Section 15162 requiring the preparation of a subsequent Negative Declaration or EIR have occurred. The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration are needed for further discretionary approval. These findings are described below:

- 1) *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.*

Substantial changes are not proposed by the project and project implementation will not require revisions to TOP EIR. TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan. The Ontario Plan EIR assumed more overall development at buildout as shown below. Since the adoption and certification of TOP EIR, several amendments have been approved. These amendments, along with the proposed amendment to the approximate 7.85-acre and 4.05 acre sites associated with this project, will result in less development than TOP EIR analyzed at buildout.



<b>TOP Buildout Analysis</b>	<b>Units</b>	<b>Population</b>	<b>Non-Residential Square Footage</b>	<b>Jobs</b>
Buildout per Original TOP EIR	99,887	345,971	257,445,845	312,277
Revised Buildout per previous approved TOP amendments and the proposed amendment	99,887	345,971	247,575,980	312,383

Since the anticipated buildout resulting from previous approved TOP amendments and the proposed project changes will be less than that originally analyzed in TOP EIR, no revisions to TOP EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

- 2) *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

Substantial changes have not occurred with respect to the circumstances under which the project was undertaken, that would require major revisions to TOP EIR in that the proposed changes would be in keeping with the surrounding area. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

- 3) *Required Finding. No new information has been provided that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR.*

No new information has been provided that would indicate the proposed project would result in any new significant effects not previously discussed in TOP EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

**CEQA Requirements for an Addendum:**

If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines Section 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines Section 15162(b)). When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines Section 15164(b).)

Under Section 15162, a subsequent EIR or negative declaration is required only when:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken

which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous negative declaration;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - 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 project proponents decline to adopt the mitigation measure or alternative; or
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Thus, if the Project does not result in any of the circumstances listed in Section 15162 (i.e., no new or substantially greater significant impacts), the City may properly adopt an addendum to TOP EIR.

**Conclusion:**

The Ontario Plan Environmental Impact Report (TOP EIR), certified by City Council on January 27, 2010, was prepared as a Program EIR in accordance with CEQA, the State CEQA Guidelines, and the City's Rules for the Implementation of CEQA and in accordance with Section 15121(a) of the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). The TOP EIR considered the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by The Ontario Plan. Consequently, the TOP EIR focused on impacts from changes to land use associated with buildout of the City's Land Use Plan, within the Policy Plan, and impacts from the resulting population and employment growth in the City. The proposed land use designation changes coordinate with the existing uses of the properties and uses within the surrounding areas. As described on page 2, the amount of development anticipated at buildout will be cumulatively lower (dwelling units, population, non-residential square footage and jobs) than TOP EIR analyzed. Subsequent activities within TOP Program EIR have been evaluated to determine whether an additional CEQA document needs to be prepared.

Accordingly, and based on the findings and information contained in the previously certified TOP EIR, the analysis above, the attached Initial Study, and CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in TOP EIR. No changes or additions to TOP EIR analyses are necessary, nor is there a need for any additional mitigation measures. Therefore, pursuant to State CEQA Guidelines Section 15164, the Council hereby adopts this Addendum to TOP EIR.



**Surrounding Land Uses:**

**PDEV18-041:**

	<u>Existing Land Use</u>	<u>General Plan Designation</u>	<u>Zoning Designation</u>	<u>Specific Plan Land Use</u>
Site:	Former Scandia Amusement Park	General Commercial	California Commerce Center Specific Plan	Light Industrial
North:	Vacant	General Commercial	Pacific Gate-East Gate Specific Plan	Light Industrial
South:	Manufacturing (Maney Aircraft)	Industrial	California Commerce Center Specific Plan	Light Industrial
East:	Interstate 15 Freeway	Interstate 15 Freeway	Interstate 15 Freeway	Interstate 15 Freeway
West:	Manufacturing (DSM Nutritional Products)	Industrial	California Commerce Center Specific Plan	Rail Industrial

**PDEV18-042:**

	<u>Existing Land Use</u>	<u>General Plan Designation</u>	<u>Zoning Designation</u>	<u>Specific Plan Land Use</u>
Site:	Vacant	General Commercial	Pacific Gate-East Gate Specific Plan	Light Industrial
North:	Warehouse (GE Transportation) and Retail (BP Furniture)	Industrial and Business Park	Pacific Gate-East Gate Specific Plan	Light Industrial
South:	Former Scandia Amusement Park	Industrial	California Commerce Center Specific Plan	Light Industrial
East:	Interstate 15 Freeway	Interstate 15 Freeway	Interstate 15 Freeway	Interstate 15 Freeway
West:	Wholesale (BNF Home Inc.)	Industrial	California Commerce Center Specific Plan	Light Industrial

**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):** None

**Tribal Consultation:** Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?  Yes  No

If "yes", has consultation begun?  Yes  No  Completed

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources             | <input type="checkbox"/> Geology / Soils           |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials  | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources              | <input type="checkbox"/> Noise                     |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                | <input type="checkbox"/> Recreation                |

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Transportation            | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Wildfire                    | <input type="checkbox"/> Energy                             |

**DETERMINATION** (To be completed by the Lead Agency)

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On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Jeanie Irene Aguilo

Jeanie Irene Aguilo, Associate Planner  
Printed Name and Title

July 2, 2019  
Date

City of Ontario – Planning Department  
For

**EVALUATION OF ENVIRONMENTAL IMPACTS**

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- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the

incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from the "Earlier Analyses" Section may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>1. AESTHETICS.</b> Would the project:				
<b>a.</b> Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p><b>2. AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:</p>				
<p><b>a.</b> Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>b.</b> Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>c.</b> Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>d.</b> Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>e.</b> Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>3. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
<p><b>a.</b> Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>b.</b> Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>c.</b> Expose sensitive receptors to substantial pollutant concentrations?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>d.</b> Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>4. BIOLOGICAL RESOURCES.</b> Would the project:				
<b>a.</b> Have a substantial adverse effect, either directly or through habitat modifications, on any 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e.</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>f.</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. CULTURAL RESOURCES.</b> Would the project:				
<b>a.</b> Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>c.</b> Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6. ENERGY.</b> Would the project:				
<b>a.</b> Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>7. GEOLOGY AND SOILS.</b> Would the project:				
<b>a.</b> Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>i.</b> Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>ii.</b> Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iii.</b> Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>iv.</b> Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b.</b> Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>c.</b> Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>d.</b> Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e.</b> Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>f.</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
<b>a.</b> Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b.</b> Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
<b>a.</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>b.</b> Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>c.</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>e.</b> For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>f.</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>g.</b> Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
<b>a.</b> Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>i.</b> result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>ii.</b> substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iii.</b> create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>iv.</b> impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>d.</b> In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>e.</b> Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. LAND USE AND PLANNING.</b> Would the project:				
<b>a.</b> Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. MINERAL RESOURCES.</b> Would the project:				
<b>a.</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. NOISE.</b> Would the project result in:				
<b>a.</b> Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c.</b> For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14. POPULATION AND HOUSING.</b> Would the project:				
<b>a.</b> Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15. PUBLIC SERVICES.</b> Would the project:				
<b>a.</b> Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
<b>i.</b> Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>ii.</b> Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16. RECREATION.</b> Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3 <sup>1</sup> or will conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>18. TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>1</sup> CEQA Guidelines section 15064.3(c) provides that a lead agency “may elect to be governed by the provisions” of the section immediately; otherwise, the section’s provisions apply July 1, 2020. Here, the District has not elected to be governed by Section 15064.3. Accordingly, an analysis of vehicles miles traveled (VMT) is not necessary to determine whether a proposed project will have a significant transportation impact.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p><b>b.</b> A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>19. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:</p>				
<p><b>a.</b> Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>b.</b> Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>c.</b> Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>d.</b> Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>e.</b> Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>20. WILDFIRES.</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p>				
<p><b>a.</b> Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>b.</b> Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>c.</b> Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>d.</b> Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
<b>a.</b> Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b.</b> Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>c.</b> Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Note:</u> Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.</p> <p><u>Reference:</u> Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; <i>Sundstrom v. County of Mendocino</i> (1988) 202 Cal.App.3d 296; <i>Leonoff v. Monterey Board of Supervisors</i> (1990) 222 Cal.App.3d 1337; <i>Eureka Citizens for Responsible Govt. v. City of Eureka</i> (2007) 147 Cal.App.4th 357; <i>Protect the Historic Amador Waterways v. Amador Water Agency</i> (2004) 116 Cal.App.4th 1099, 1109; <i>San Franciscans Upholding the Downtown Plan v. City and County of San Francisco</i> (2002) 102 Cal.App.4th 656.</p>				

**EXPLANATION OF ISSUES**

**1. AESTHETICS.** Would the project:

**a. Have a substantial adverse effect on a scenic vista?**

Discussion of Effects: The Policy Plan (General Plan) does not identify scenic vistas within the City. However, the Policy Plan (Policy CD1-5) requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountain. The project site is located at the northeast and southwest corners of Wanamaker Avenue and Wall Street, both local streets, as identified in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan. Therefore, no adverse impacts are anticipated in relation to the project.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings and historic buildings within a state scenic highway?**

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. In addition, there are no historic buildings or any scenic resources identified on or in the vicinity of the project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Substantially degrade the existing visual character or quality of the site and its surroundings?**

Discussion of Effects: The project would not degrade the existing visual character or quality of the site or its surroundings. The project site is located in an area that is characterized by industrial development and is surrounded by urban land uses.

The proposed project will substantially improve the visual quality of the area through development of the site with industrial buildings, which will be consistent with the policies of the Community Design Element of the Policy Plan (General Plan) and zoning designations on the property, as well as with the industrial development in the surrounding area. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

Discussion of Effects: New lighting will be introduced to the site with the development of the project. Pursuant to the requirements of the City's Development Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the project site and minimize light spillage.

Site lighting plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance). Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**2. AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

**a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Discussion of Effects: The site is presently vacant and does not contain any agricultural uses. Further, the site is identified as Urban and Built-up Land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Discussion of Effects: The project site is not zoned for agricultural use. The project proposes to change the General Plan land use designation for these parcels. Future development will be consistent with the development standards and allowed land uses. Furthermore, there are no Williamson Act contracts

in effect on the subject site. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with Williamson Act contracts.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

Discussion of Effects: The project proposes to change the land use designation for 7.85 acres of land, from General Commercial to Industrial, located at the 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan; and change the land use designation for 4.05 acres of land, from General Commercial to Industrial, generally located at the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan. This would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production because such land use designations do not exist within the City of Ontario. Therefore, no impacts to forest or timberland are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Result in the loss of forest land or conversion of forest land to non-forest use?**

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither The Ontario Plan nor the City's Zoning Code provide designations for forest land. Consequently, the proposed project would not result in the loss or conversion of forest land.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

Discussion of Effects: Implementation of the Project would not result in changes to the existing environment other than those previously addressed in TOP FEIR. While conversion of farmland increases the potential for adjacent areas to also be converted from farmland to urban uses. There are no agricultural uses occurring onsite and the Project does not directly result in conversion of farmland. No new cumulative impacts beyond those identified in TOP FEIR would result from Project implementation. As a result, the project will not result in loss of Farmland to non-agricultural use.

Additionally, there is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code Section 12220(g). Neither The Ontario Plan nor the City's Zoning Code provide designations for forest land. Consequently, to the extent that the proposed project would result in changes to the existing environment, those changes would not impact forest land.

Mitigation Required: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**3. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

**a. Conflict with or obstruct implementation of the applicable air quality plan?**

Discussion of Effects: The project will not conflict with or obstruct implementation of any air quality plan. As noted in The Ontario Plan FEIR (Section 5.3), pollutant levels in the Ontario area already exceed Federal and State standards. To reduce pollutant levels, the City of Ontario is actively participating in efforts

to enhance air quality by implementing Control Measures in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin.

The proposed project is consistent with The Ontario Plan, for which the EIR was prepared and impacts evaluated. Furthermore, the project is consistent with the City's participation in the Air Quality Management Plan and, because of the project's limited size and scope, will not conflict with or obstruct implementation of the plan. However, out of an abundance of caution, the project will use low emission fuel, use low VOC architectural coatings and implement an alternative transportation program (which may include incentives to participate in carpool or vanpool) as recommended by the South Coast Air Quality Management District's Air Quality modeling program.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Discussion of Effects: Project impacts would remain significant and unavoidable even with additional mitigation measures proposed by the 2009 Air Quality Impact Analysis prepared for TOP EIR. In addition, TOP EIR, which analyzed a residential, commercial and industrial buildout (2035) for the entire City and determined that a significant and unavoidable air quality impacts due to the magnitude of emissions that would be generated by the buildout (2035) of the Policy Plan (General Plan).

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

Discussion of Effects: The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality because of the limited size and scope of the project. Although no impacts are anticipated, the project will still comply with the air quality standards of the TOP FEIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Expose sensitive receptors to substantial pollutant concentrations?**

Discussion of Effects: As discussed in Section 5.3 of TOP FEIR, the proposed Project is within a non-attainment region of the SCAB. Essentially, this means that any new contribution of emissions into the SCAB would be considered significant and adverse. The proposed General Plan Amendment closely correlates with the land use designations of the surrounding area and will not generate significant new or greater air quality impacts than identified in TOP FEIR. Adequate mitigation (Mitigation Measure 3-1) has already been adopted by the City that would reduce air pollutants to a less-than-significant level with mitigation. No new impacts beyond those identified in TOP FEIR would result from Project implementation.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Create objectionable odors affecting a substantial number of people?**

Discussion of Effects: The uses proposed on the subject site, as well as those permitted within the Industrial zoning district, do not create objectionable odors. Further, the project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**4. BIOLOGICAL RESOURCES.** Would the project:

**a. Have a substantial adverse effect, either directly or through habitat modifications, on any 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 Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The project site is located within an area that has not 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 Game or the U.S. Fish and Wildlife Service. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Discussion of Effects: No wetland habitat is present on site. Therefore, project implementation would have no impact on these resources.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Discussion of Effects: The site is part of a larger vacant property that is bounded on all four sides by development. As a result, there are no wildlife corridors connecting this site to other areas. Therefore, no adverse environmental impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Discussion of Effects: The City of Ontario does not have any ordinances protecting biological resources. Further, the site does not contain any mature trees necessitating the need for preservation. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.



**f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?**

Discussion of Effects: The site is not part of an adopted HCP, NCCP or other approved habitat conservation plan. As a result, no adverse environmental impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**5. CULTURAL RESOURCES.** Would the project:

**a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Discussion of Effects: The project proposes demolition and/or alterations of existing buildings that were not constructed more than 50 years of age and cannot be considered for eligibility for listing in the California Register of Historic Resources. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Discussion of Effects: The Ontario Plan FEIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. However, only about 10 percent of the City of Ontario has been adequately surveyed for prehistoric or historic archaeology. The site was previously developed for the Scandia Amusement Park and no archaeological resources were found. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Ontario Plan FEIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. However, the project proposes excavation depths to be less than 10 feet. While no adverse impacts are anticipated, standard conditions have been imposed on the project that in the event of unanticipated paleontological resources are identified during excavation, construction activities will not continue or will moved to other parts of the project site and a qualified paleontologist shall be contacted to determine significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known religious or sacred sites exist within the project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Furthermore, standard conditions have been imposed on the project that in the event of unanticipated discoveries of human remains are identified during excavation, construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known Tribal Cultural Resource sites exist within the project area. Thus, tribal artifacts are not expected to be encountered during any excavation, grading, or construction activities.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**6. GEOLOGY & SOILS.** Would the project:

**a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

**i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Ontario Plan FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. Given that the closest fault zone is located more than ten miles from the project site, fault rupture within the project area is not likely. All development will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**ii. Strong seismic ground shaking?**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The TOP (General Plan) FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will be in compliance with the California Building Code, the Ontario Municipal Code, The Ontario Plan and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**iii. Seismic-related ground failure, including liquefaction?**

Discussion of Effects: As identified in the TOP FEIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. Depth to ground water at the project site during the winter months is estimated to be between 250 to 450 feet below ground surface. Therefore, the liquefaction potential within the project area is minimal. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**iv. Landslides?**

Discussion of Effects: The project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography of the project site (less than 2 percent slope across the City) makes the chance of landslides remote. Changing the General will not create greater landslide potential impacts than were identified in the Certified TOP FEIR. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Result in substantial soil erosion or the loss of topsoil?**

Discussion of Effects: Changing the General Plan will not create greater erosion impacts than were identified in the Certified TOP FEIR. Impacts will be less than significant with mitigation.

The project will not result in significant soil erosion or loss of topsoil because of the previously disturbed and developed nature of the project site and the limited size and scope of the project. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the California Building Code and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for projects located within this area. Implementation of a NPDES program, the Environmental Resource Element of the Policy Plan (General Plan) strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Discussion of Effects: Changing the General Plan of the site will not create greater landslide potential impacts than were identified in the Certified TOP FEIR. In addition, the associated projects would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the project is less than significant. The Ontario Plan FEIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The project would not withdraw water from the existing aquifer. Further, implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Discussion of Effects: The majority of Ontario, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Discussion of Effects: The area is served by the local sewer system and the use of alternative systems is not necessary. There will be no impact to the sewage system.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**7. GREENHOUSE GAS EMISSIONS.** Would the project:

**a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Discussion of Effects: The impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases ("GHGs") was analyzed in the Environmental Impact Report ("EIR") for the Policy Plan (General Plan). According to the EIR, this impact would be significant and unavoidable. (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) This EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan's significant and unavoidable impacts, including that concerning the emission of greenhouse gases.

Changing the General Plan and zoning on the subject site will not create significantly greater impacts than were identified in the Certified TOP FEIR. Pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in The Ontario Plan EIR, which was certified by the City; (2) the proposed project would not result in any greenhouse gas impacts that were not addressed in The Ontario Plan EIR; (3) the proposed project is consistent with The Ontario Plan. Potential impacts of project implementation will be less than significant with mitigation. No changes or additions to TOP FEIR analyses are necessary.

Mitigation Required: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary. The mitigation measures adopted as part of TOP FEIR adequately address any potential significant impacts and there is no need for any additional mitigation measures. The City has reviewed the emission reduction measures and concepts in The Ontario Plan EIR's MM 6-2 and 6-3, and has determined that the following actions apply and shall be undertaken by the applicant in connection with the project.

**b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, state and federal regulations. In addition, the proposed project is consistent with the policies outlined in Section 5.6.4 of the Environmental Impact Report for The Ontario Plan, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by fifteen (15%), because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation Required: None required. No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary

**8. HAZARDS & HAZARDOUS MATERIALS.** Would the project:

**a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Discussion of Effects: The project is not anticipated to involve the transport, use or disposal of hazardous materials during either construction or project implementation. Therefore, no adverse impacts are anticipated. However, in the unlikely event of an accident, implementation of the strategies included in The Ontario Plan will decrease the potential for health and safety risks from hazardous materials to a less than significant impact.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Discussion of Effects: The proposed project does not include the use of hazardous materials or volatile fuels. In addition, there are no known stationary commercial or industrial land uses within close proximity to the subject site, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site, in the event of an upset condition resulting in the release of a hazardous material.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?**

Discussion of Effects: The proposed project does not include the use, emissions or handling of hazardous or acutely hazardous materials, substances or waste. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Discussion of Effects: The proposed project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a hazard to the public or the environment and no impact is anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The proposed project was reviewed and found to be 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. A portion of the project site is located within Safety Zone 4, however the proposed land use change from Commercial to Industrial is a compatible land use. In addition, the project site lies outside the boundaries of the Chino Airport Influence Area. Therefore, any impacts would be reduced to a less than significant level.



Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from everyday and disaster emergencies. In addition, the project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Discussion of Effects: The project site is not located in or near wildlands. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**9. HYDROLOGY & WATER QUALITY.** Would the project:

**a. Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?**

Discussion of Effects: The project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work) areas could result in a temporary increase in the amount of suspended solids, trash and debris, oil and grease, organic compounds, pesticides, nutrients, heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National Pollutant Discharge Elimination System (NPDES) General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)). This would reduce any impacts to below a level of significance.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Discussion of Effects: No increases in the current amount of water flow to the project site are anticipated, and the proposed project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property will be negligible. The development of the site will require the grading of the site and excavation is expected to be less than three feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. No adverse impacts are anticipated.

Mitigation: None required.

**c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increases in erosion of the project site or surrounding areas?**

Discussion of Effects: It is not anticipated that the project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site nor will the proposed project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the project site will not be altered and it will have no significant impact on downstream hydrology. Stormwater generated by the project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site. No changes in erosion off-site are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?**

Discussion of Effects: The proposed project is not anticipated to increase the flow velocity or volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (a&b) during construction and/or post-construction activity?**

Discussion of Effects: It is not anticipated that the project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create or contribute stormwater runoff pollutants during construction and/or post-construction activity. Pursuant to the requirements of The Ontario Plan, the City's Development Code, and the San Bernardino County MS4 Permit's "Water Quality Management Plan" (WQMP), individual developments must provide site drainage and WQMP plans according to guidelines established by the City's Engineering Department. If master drainage facilities are not in place at the time of project development, then standard engineering practices for controlling post-development runoff may be required, which could include the construction of on-site storm water detention and/or retention/infiltration facilities. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**f. Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?**

Discussion of Effects: Activities associated with the construction period, could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide NPDES General Construction Permit and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)) to minimize water pollution. Thus it is anticipated that there is no potential for discharges of stormwater during construction that will affect the beneficial uses of the receiving waters. However, with the General Construction Permit requirement and implementation of the policies in The Ontario Plan, any impacts associated with the project would be less than significant.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

Discussion of Effects: The project site is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**h. Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of the Policy Plan (General Plan), the site lies outside of the 100-year flood hazard area. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of The Ontario Plan, the site lies outside of the 100-year flood hazard area. No levees or dams are located near the project site. Therefore, no adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**j. Expose people or structures to inundation by seiche, tsunami or mudflow?**

Discussion of Effects: There are no lakes or substantial reservoirs near the project site; therefore, impacts from seiche are not anticipated. The City of Ontario has relatively flat topography, less than two percent across the City, and the chance of mudflow is remote. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**10. LAND USE & PLANNING.** Would the project:

**a. Physically divide an established community?**

Discussion of Effects: The project site is located in an area that is currently developed with urban land uses. This project will be of similar design and size to surrounding development. No adverse impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Conflict with applicable land use plan, policy or regulation of agencies with jurisdiction over the project (including, but not limited to general plan, airport land use compatibility plan, specific plan, or development code) adopted for the purpose of avoiding or mitigation an environmental effect?**

Discussion of Effects: Changing the General Plan on the subject parcels will not create greater impacts than were identified in the Certified TOP FEIR. The proposed project does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Discussion of Effects: There are no adopted habitat conservation plans in the project area. As such no conflicts or impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**11. MINERAL RESOURCES.** Would the project:

**a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

Discussion of Effects: The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Discussion of Effects: There are no known mineral resources in the area. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**12. NOISE.** Would the project result in:

**a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Discussion of Effects: The project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12). No additional analysis will be required at the time of site development review.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Discussion of Effects: The uses associated with this project normally do not induce groundborne vibrations. As such, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: The project will not be a significant noise generator and will not cause a substantial permanent increase in ambient noise levels because of the limited size and scope of the project. Moreover, the proposed use will be required to operate within the noise levels permitted for commercial development, pursuant to City of Ontario Development Code. Therefore, no increases in noise levels within the vicinity of the project are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: Temporary construction activities will minimally impact ambient noise levels. All construction machinery will be maintained according to industry standards to help minimize the impacts. Normal activities associated with the project are unlikely to increase ambient noise levels.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. For a project located within the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The proposed Amendment was reviewed and found to be 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. The project site is located outside of the Safety, Noise Impact and Airspace Protection Zones. A portion of the project site is located within the 70-75 dB CNEL and 65-70 dB CNEL Noise Impact Zones, however the proposed land use change from Commercial to Industrial is a compatible land use. In addition, the project site lies outside the boundaries of the Chino Airport Influence Area. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**13. POPULATION & HOUSING.** Would the project:

**a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?**

Discussion of Effects: Changing the General Plan on the subject parcels would not induce significant population growth. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site does not contain existing housing. Changing the General Plan on the parcels will not create existing housing impacts.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site does not contain residential zoning. Changing the General Plan on the parcels will not create existing housing impacts.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**14. PUBLIC SERVICES.** Would the project:

**a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**i. Fire protection?**

Discussion of Effects: The site is in a developed area currently served by the Ontario Fire Department. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**ii. Police protection?**

Discussion of Effects: The site is in a developed area, currently served by the Ontario Police Department. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**iii. Schools?**

Discussion of Effects: The project will be required to pay school fees as prescribed by state law prior to the issuance of building permits. No impacts are anticipated.



Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**iv. Parks?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**v. Other public facilities?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**15. RECREATION.** Would the project:

**a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Discussion of Effects: This project is not proposing any significant new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?**

Discussion of Effects: This project is not proposing any new significant housing or large employment generator that would require the construction of neighborhood parks or other recreational facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**16. TRANSPORTATION/TRAFFIC.** Would the project:

**a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited?**

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to be increased significantly. Therefore, the project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. Less than significant impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Discussion of Effects: The project is in an area that is mostly developed with all street improvements existing. The project will not conflict with an applicable congestion management program or negatively impact the level of service standards on adjacent arterials, as the amount of trips to be generated are minimal in comparison to existing capacity in the congestion management program. Less than significant impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Discussion of Effects: The project will not create a substantial safety risk or interfere with air traffic patterns at Ontario International Airport as it [either is outside of areas with FAA-imposed height restrictions, or is under such height restrictions]. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Discussion of Effects: The project is in an area that is mostly developed. All street improvements are complete and no alterations are proposed for adjacent intersections or arterials. The project will, therefore, not create a substantial increase in hazards due to a design feature. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Result in inadequate emergency access?**

Discussion of Effects: The project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**f. Result in inadequate parking capacity?**

Discussion of Effects: The project is required to meet parking standards established by the Ontario Development Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Discussion of Effects: The project does not conflict with any transportation policies, plans or programs. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**17. TRIBAL CULTURAL RESOURCES.** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

**a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

Discussion of Effects: The subject site is not listed in the California Register of Historic Resources. Changing the General Plan on the 7.85-acre and 4.05-acre sites will not create greater impacts than were identified in the Certified TOP FEIR.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Discussion of Effects: The subject site is not listed in the California Register of Historic Resources. No impacts are anticipated through Project implementation.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**18. UTILITIES AND SERVICE SYSTEMS.** Would the project:

**a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Discussion of Effects: The proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. The project is required to meet the requirements of the Ontario Engineering Department regarding wastewater. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Discussion of Effects: The proposed project is served by the City of Ontario sewer system and which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. RP-1 is not at capacity and this project will not cause RP-1 to exceed capacity. The project will therefore not require the construction of new wastewater treatment facilities, or the expansion of existing facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Discussion of Effects: The proposed project is served by the City of Ontario. The project is required to meet the requirements of the Ontario Engineering Department regarding storm drain facilities. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).**

Discussion of Effects: The project is served by the City of Ontario water system. There is currently a sufficient water supply available to the City of Ontario to serve this project. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Discussion of Effects: The proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. RP-1 is not at capacity and this project will not cause RP-1 to exceed capacity. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Discussion of Effects: City of Ontario serves the proposed project. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. No impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**g. Comply with federal, state, and local statutes and regulations related to solid waste?**

Discussion of Effects: This project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

## **19. MANDATORY FINDINGS OF SIGNIFICANCE.**

**a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Discussion of Effects: The proposed project does not have the potential to reduce wildlife habitat and threaten a wildlife species. Therefore, no impacts are anticipated.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

Discussion of Effects: The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)**

Discussion of Effects: The project does not have impacts that are cumulatively considerable.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

**d. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Discussion of Effects: The project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: None required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

### **EARLIER ANALYZES**

*(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):*

- 1) Earlier Analyzes Used. Identify earlier analyzes used and state where they are available for review.
  - a) The Ontario Plan Final EIR
  - b) The Ontario Plan
  - c) City of Ontario Zoning
  - d) Ontario International Airport Land Use Compatibility Plan
  - e) Ontario International Airport Land Use Compatibility Plan Negative Declaration (SCH 2011011081)

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

- 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards.

### **MITIGATION MEASURES**

*(For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.)*

The Mitigation Measures contained in the Certified TOP Environmental Impact Report adequately mitigate the impacts of the proposed project. These mitigation measures are contained in the Mitigation Monitoring Program.

No additional mitigation beyond that previously imposed is required.



## Exhibit A PGPA19-002 Proposed General Plan Amendment

### TOP Legend:

	Rural Residential		Neighborhood Commercial		Airport		Public Facility
	Low Density Residential		General Commercial		Land Fill		Public School
	Low-Medium Density Residential		Office Commercial		Open Space - Parkland		COM Overlay
	Medium Density Residential		Hospitality		Open Space - Water		BP Overlay
	High Density Residential		Business Park		Open Space - Non-Recreation		IND Overlay
	Mixed Use		Industrial		Rail		

EXISTING	PROPOSED
<p><b>TOP:</b> General Commercial</p> <p><b>Zoning:</b> Light Industrial land use district of the California Commerce Center Specific Plan                      &amp;                      Light Industrial land use district of the Pacific Gate-East Gate Specific Plan</p> <p><b>Parcels:</b> (2 Properties)                      0238-221-36                      0238-221-23</p>	<p><b>TOP:</b> Industrial</p> <p>Light Industrial land use district of the California Commerce Center Specific Plan                      &amp;                      Light Industrial land use district of the Pacific Gate-East Gate Specific Plan</p>

## Exhibit B PGPA19-002 Modified Future Buildout Table



### LU-03 Future Buildout<sup>1</sup>

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Residential</b>						
Rural	529	2.0 du/ac	1,059	4,232		
Low Density <sup>6</sup>	7,255	4.0 du/ac (OMC) 4.5 du/ac (NMC)	30,584	122,244		
Low-Medium <sup>6</sup> Density	1,000	8.5 du/ac	8,500	33,976		
Medium Density	1,897	18.0 du/ac (OMC) 22.0 du/ac (NMC)	38,200	133,791		
High Density	183	35.0 du/ac	6,415	21,470		
<b>Subtotal</b>	<b>10,865</b>		<b>84,758</b>	<b>315,713</b>		
<b>Mixed Use</b>						
• Downtown	113	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	2,365	4,729	1,569,554	2,808
• East Holt Boulevard	57	• 25% of the area at 30 du/ac • 50% of the area at 1.0 FAR office • 25% of area at 0.80 FAR retail	428	856	1,740,483	3,913
• Meredith	93	• 23% of the area at 37.4 du/ac • 72% at 0.35 FAR for office and retail uses • 5% at 0.75 FAR for Lodging	800	1,600	1,172,788	1,462
• Transit Center	76	• 10% of the area at 60 du/ac • 90% of the area at 1.0 FAR office and retail	457	913	2,983,424	5,337
• Inland Empire Corridor	37	• 50% of the area at 20 du/ac • 30% of area at 0.50 FAR office • 20% of area at 0.35 FAR retail	368	736	352,662	768
• Guasti	77	• 20% of the area at 30 du/ac • 30% of area at 1.0 FAR retail • 50% of area at .70 FAR office	465	929	2,192,636	4,103
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• Ontario Mills	240	• 5% of area at 40 du/ac • 20% of area at 0.75 FAR office • 75% of area at 0.5 FAR retail	479	958	5,477,126	7,285
• NMC West/South	315	• 30% of area at 35 du/ac • 70% of area at 0.7 FAR office and retail	3,311	6,621	6,729,889	17,188
• NMC East	264	• 30% of area at 25 du/ac • 30% of area at 0.35 FAR for office • 40% of area at 0.3 FAR for retail uses	1,978	3,956	2,584,524	4,439
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• SR-60/ Hamner Tuscana Village	41	• 18% of the area at 25 du/ac • 57% of the area at 0.25 FAR retail • 25% of the area at 1.5 FAR office	185	369	924,234	2,098
<b>Subtotal</b>	<b>1,668</b>		<b>15,129</b>	<b>30,257</b>	<b>34,922,836</b>	<b>72,383</b>

## Exhibit B PGPA19-002 Modified Future Buildout Table



### LU-03 Future Buildout<sup>1</sup>

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Retail/Service</b>						
Neighborhood <sup>6</sup> Commercial	281	0.30 FAR			3,671,585	8,884
General Commercial	<del>531</del> 519	0.30 FAR			<del>6,944,858</del> 6,788,695	<del>6,452</del> 6,307
Office/Commercial	514	0.75 FAR			16,805,775	37,269
Hospitality	142	1.00 FAR			6,177,679	7,082
<i>Subtotal</i>	<del>1,469</del> 1,457				<del>33,599,897</del> 33,443,735	<del>59,687</del> 59,542
<b>Employment</b>						
Business Park	1,507	0.40 FAR			26,261,610	46,075
Industrial	<del>6,272</del> 6,384	0.55 FAR			<del>152,661,502</del> 152,947,800	<del>134,132</del> 134,383
<i>Subtotal</i>	<del>7,879</del> 7,891				<del>178,923,112</del> 179,209,410	<del>180,207</del> 180,459
<b>Other</b>						
Open Space-Non-Recreation	1,232	Not applicable				
Open Space-Parkland <sup>6</sup>	950	Not applicable				
Open Space-Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	632	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,871	Not applicable				
<i>Subtotal</i>	<b>9,906</b>					
<b>Total</b>	<b>31,786</b>		<b>99,887</b>	<b>345,971</b>	<del>247,445,845</del> <b>247,575,980</b>	<del>312,277</del> <b>312,383</b>

**Notes**

- 1 Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- 2 Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- 3 Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- 4 Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- 5 To view the factors used to generate the number of employees by land use category, access the Methodology report.
- 6 Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PGPA19-002, AN AMENDMENT TO THE POLICY PLAN (GENERAL PLAN) COMPONENT OF THE ONTARIO PLAN TO: [1] MODIFY EXHIBIT LU-01 OFFICIAL LAND USE PLAN, CHANGING THE LAND USE DESIGNATION ON TWO PARCELS TOTALING 11.9 ACRES OF LAND, FROM GENERAL COMMERCIAL TO INDUSTRIAL, INCLUDING A 7.85-ACRE PARCEL LOCATED AT THE SOUTHEAST CORNER OF WALL STREET AND WANAMAKER AVENUE, WITHIN THE LIGHT INDUSTRIAL LAND USE DISTRICT OF THE CALIFORNIA COMMERCE CENTER SPECIFIC PLAN, AND A 4.05-ACRE PARCEL LOCATED AT THE NORTHEAST CORNER OF WALL STREET AND WANAMAKER AVENUE, WITHIN THE LIGHT INDUSTRIAL LAND USE DISTRICT OF THE PACIFIC GATE/EAST GATE SPECIFIC PLAN; AND [2] MODIFY EXHIBIT LU-03 FUTURE BUILDOUT TO BE CONSISTENT WITH THE PROPOSED LAND USE DESIGNATION CHANGES OF THE POLICY PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-221-36 AND 0238-221-23. (SEE EXHIBITS A AND B) (PART OF CYCLE 2 FOR THE 2019 CALENDAR YEAR).

WHEREAS, THE CITY OF ONTARIO has filed an Application for the approval of a General Plan Amendment, File No. PGPA19-002, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of The Ontario Plan in January 2010. Since the adoption of The Ontario Plan, the City has further evaluated Exhibit LU-01 Official Land Use Plan and Exhibit LU-03 Future Buildout, and is proposing certain modifications; and

WHEREAS, the Application applies to two parcels totaling 11.9 acres of land generally located at the northeast and southeast corners of Wanamaker Avenue and Wall Street, within the Light Industrial land use districts of the California Commerce Center Specific Plan and Pacific Gate-East/Gate Specific Plans. The southern parcel is presently improved with the former Scandia Amusement Park, which has been partially demolished, and the northern parcel is currently vacant; and

WHEREAS, the property to the north of the Project site is within the Light Industrial land use district of the Pacific Gate/East Gate Specific Plan, and is developed with a warehouse (GE Transportation) and retail businesses (BP Furniture). The property to the east is within the Interstate 15 Freeway. The property to the south is within the Light Industrial land use district of the California Commerce Center Specific Plan, and is developed with a manufacturing land use (Maney Aircraft). The property to the west is

within the Light Industrial and Rail Industrial land use districts of the California Commerce Center Specific Plan, and is developed with wholesale and manufacturing land uses; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include changes to land use designations of certain properties shown on Exhibit A, attached, to make the land use designations of these properties consistent with the adjacent properties; and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 Official Land Use Plan will require that Exhibit LU-03 Future Buildout is modified to be consistent with Exhibit LU-01 Official Land Use Plan, as depicted on Exhibit B, attached; 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 ("ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, as the first action on the Project, on July 23, 2019, the Planning Commission recommended approval to the City Council to adopt an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, for File No. PGPA06-001. The Addendum finds that the proposed project introduces no new significant environmental impacts, and all previously adopted mitigation measures are incorporated into the Project by reference; and

WHEREAS, on July 23, 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 environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report — State Clearinghouse No. 2008101140 (“Certified EIR”), which was certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001.

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

(3) 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. This Application introduces no new significant environmental impacts.

(4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference.

(5) The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(6) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related 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 environmental impact report 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: *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 Ontario International Airport Land use Compatibility Plan (“ALUCP”), establishing the Airport Influence Area for Ontario International Airport (“ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. 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 Sections 1 through 3, above, the Planning Commission hereby concludes as follows:

(1) The proposed General Plan Amendment is consistent with the goals and policies of The Ontario Plan as follows:

**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.

**Land Use Element:**

- Goal LU2: Compatibility between a wide range of uses.

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

*Compliance: The proposed General Plan Amendment closely coordinates with land use designations in the surrounding area which will not increase adverse impacts on adjacent properties.*

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

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

*Compliance: The proposed General Plan Amendment closely coordinates with land use designations in the surrounding area which will not increase adverse impacts on adjacent properties.*

(2) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City;

(3) The Land Use Element is a mandatory element allowed four general plan amendments per calendar year and this general plan amendment is the second

amendment to the Land Use Element of the 2019 calendar year consistent with Government Code Section 65358;

(4) 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. Changing the land use designation of the subject property from General Commercial (GC) to Industrial (IND) will not impact the City's Regional Housing Needs Allocation obligations or the City's ability to satisfy its share of the region's future housing need.

(5) During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3.), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

**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 proposed General Plan Amendment, as depicted in Attachment 1 (PGPA19-002 Proposed General Plan Amendment) and Attachment 2 (PGPA19-002 Revised Future Buildout) of this Resolution.

**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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

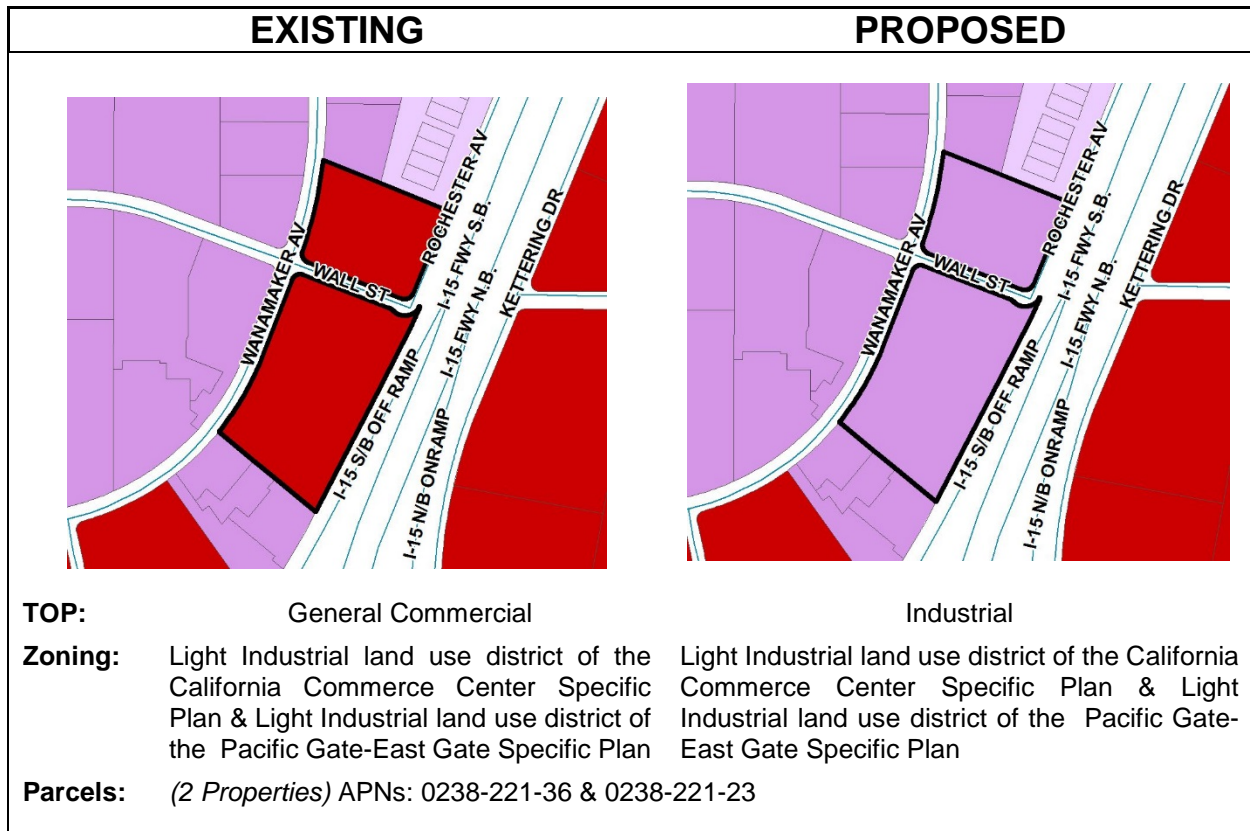
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Gwen Berendsen  
Secretary Pro Tempore

**Attachment 1:  
 PGPA19-002 Proposed General Plan Amendment**

**TOP Legend:**

	Rural Residential		Neighborhood Commercial		Airport		Public Facility
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	Medium Density Residential		Hospitality		Open Space - Water		BP Overlay
	High Density Residential		Business Park		Open Space - Non-Recreation		IND Overlay
	Mixed Use		Industrial		Rail		





**Attachment 2:  
 PGPA19-002 Revised Future Buildout**



**LU-03 Future Buildout<sup>1</sup>**

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• Euclid/Francis	10	• 50% of the area at 30 du/ac • 50% of area at 0.8 FAR retail	156	312	181,210	419
• SR-60/ Hamner Tuscana Village	41	• 18% of the area at 25 du/ac • 57% of the area at 0.25 FAR retail • 25% of the area at 1.5 FAR office	185	369	924,234	2,098
<b>Subtotal</b>	<b>1,668</b>		<b>15,129</b>	<b>30,257</b>	<b>34,922,836</b>	<b>72,383</b>

**Attachment 2:  
 PGPA19-002 Revised Future Buildout (continued)**



**LU-03 Future Buildout<sup>1</sup>**

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Population <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Retail/Service</b>						
Neighborhood <sup>6</sup> Commercial	281	0.30 FAR			3,671,585	8,884
General Commercial	<del>534</del> 519	0.30 FAR			<del>6,944,858</del> 6,788,695	<del>6,452</del> 6,307
Office/Commercial	514	0.75 FAR			16,805,775	37,269
Hospitality	142	1.00 FAR			6,177,679	7,082
<i>Subtotal</i>	<del>1,469</del> 1,457				<del>33,599,897</del> 33,443,735	<del>59,687</del> 59,542
<b>Employment</b>						
Business Park	1,507	0.40 FAR			26,261,610	46,075
Industrial	<del>6,372</del> 6,384	0.55 FAR			<del>152,661,502</del> 152,947,800	<del>134,132</del> 134,383
<i>Subtotal</i>	<del>7,879</del> 7,891				<del>178,923,112</del> 179,209,410	<del>180,207</del> 180,459
<b>Other</b>						
Open Space-Non-Recreation	1,232	Not applicable				
Open Space-Parkland <sup>6</sup>	950	Not applicable				
Open Space-Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	632	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,871	Not applicable				
<i>Subtotal</i>	<b>9,906</b>					
<b>Total</b>	<b>31,786</b>		<b>99,887</b>	<b>345,971</b>	<del>247,445,845</del> <b>247,575,980</b>	<del>312,277</del> <b>312,383</b>

**Notes**

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-041, A DEVELOPMENT PLAN TO CONSTRUCT ONE INDUSTRIAL BUILDING TOTALING 178,462 SQUARE FEET ON 7.85 ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF WALL STREET AND WANAMAKER AVENUE, AT 1155 SOUTH WANAMAKER AVENUE, WITHIN THE LIGHT INDUSTRIAL LAND USE DISTRICT OF THE CALIFORNIA COMMERCE CENTER SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-221-36.

WHEREAS, BRIDGE ACQUISITION, LLC (hereinafter referred to as "Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-041, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 7.85 acres of land generally located at the southeast corner of Wall Street and Wanamaker Avenue, at 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan, and is presently improved with the former Scandia Amusement Park; and

WHEREAS, the property to the north of the Project site is within the Light Industrial land use district of the California Commerce Center Specific Plan, and is currently vacant. The property to the east is within the Interstate 15 Freeway. The property to the south is within the Light Industrial land use district of the California Commerce Center Specific Plan and is developed with a manufacturing land use (Maney Aircraft). The property to the west is within the Rail Industrial land use district of the California Commerce Center Specific Plan and is developed with a manufacturing land use (DSM Nutritional Products); and

WHEREAS, the proposed Development Plan is being processed concurrently with a General Plan Amendment (File No. PGPA19-002) to change the project site's Policy Plan Exhibit LU-01 Land Use Plan designation from General Commercial to Industrial, and amend Exhibit LU-03 Future Buildout to reflect the land use change; and

WHEREAS, the Applicant is requesting Development Plan approval to construct an industrial building totaling approximately 178,462-square feet. The front of the building is oriented to the northeast facing Wall Street. The building is situated on the western portion of the site and is setback 35 feet from Wanamaker Avenue to the west, 102 feet from Interstate 15 Freeway to the east, 35 feet from Wall Street to the north, and 44 feet from the interior (southern) property line. Parking will be primarily situated to the east of the building, for use by tenants and visitors, with additional parking located south of the building; and

WHEREAS, there are two points of access proposed to the project site. The first access point is located at the northeast corner of the site, on Wall Street, and will be used for employee and visitor parking. The second access point is located at the southwest corner of the site, on Wanamaker Avenue, and will serve as the gated entrance to the tractor-trailer yard area. The yard area, designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is oriented to the southeast of the proposed building. The yard area will be screened from view of public streets by a combination of landscaping and tilt-up screen walls with view-obstructing gates. The applicant has proposed screen walls at 12-feet in height for the yard area, which is to be of tilt-up concrete construction, to match the architecture of the building; and

WHEREAS, the Project has provided off-street parking pursuant to the "Warehouse and Distribution" parking standards specified in the Development Code. The industrial building requires a total of 99 parking spaces, and 99 spaces have been provided. In addition, a minimum of one tractor-trailer parking space for each 4 dock-high loading spaces is required to be provided. There are 24 dock-high loading doors proposed, requiring six tractor-trailer parking spaces, which have been provided, meeting the minimum requirements of the Development Code; and

WHEREAS, the proposed industrial warehouse building is of concrete tilt-up construction. Architecturally, the building incorporates smooth-painted concrete, concrete reveals, formliner accent panels, storefront windows with anodized aluminum mullions and clear glazing, and painted steel canopies at the main office entries; and

WHEREAS, the mechanical equipment for the industrial warehouse building will be roof-mounted and obscured from public view by the parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the building architecture; and

WHEREAS, the project provides substantial landscaping along the Wanamaker Avenue and Wall Street frontages, and around the project perimeter and loading and tractor-trailer yard area. The Development Code requires a minimum 15 percent landscape coverage, which the project exceeds 18.5 percent landscape coverage has been provided); and

WHEREAS, public utilities (water and sewer) are available to serve the project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of an underground

stormwater infiltration system for the project. Any overflow drainage will be conveyed to the public street by way of parkway culverts; and

WHEREAS, the environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. The Addendum was prepared pursuant to CEQA, the State CEQA Guidelines and The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" which provides for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts not previously analyzed in the Environmental Impact Report. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference; 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, 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, 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; and

WHEREAS, on July 15, 2019, the Development Advisory Board of the City of Ontario conducted a hearing to consider the initial study, Addendum, and the Project, and concluded said hearing on that date, voting to issue Decision No. DAB19-040, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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, as the first action on the Project, on July 23, 2019, the Planning Commission recommended approval to the City Council to adopt an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, for File No. PGPA06-001. The Addendum finds that the proposed project introduces no new significant environmental impacts, and all previously adopted mitigation measures are incorporated into the Project by reference; 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 the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001.

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

(3) 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. This Application introduces no new significant environmental impacts.

(4) The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(5) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

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

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related 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 body for the Project, the Planning Commission finds that based upon 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 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 General Commercial land use district of the Policy Plan Land Use Map, and the Light Industrial land use district of the California Commerce Center Specific Plan. The proposed Development Plan is being processed concurrently with a General Plan Amendment (File No. PGPA19-002) to change the project site's Policy Plan Exhibit LU-01 Land Use Plan land use designation from General Commercial to Industrial, and amend Exhibit LU-03 Future Buildout to reflect the proposed land use change. The General Plan Amendment (File No. PGPA19-002) will be enacted prior to the issuance of a building permit. As such, at the time of building permit issuance the development standards and conditions under which the proposed Project will be constructed and maintained, will be consistent with the goals, policies, plans, and exhibits of the Vision, amended Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(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 Light Industrial land use district of the California Commerce Center Specific Plan, including standards relative to the particular land use proposed (industrial), 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; and

(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 California Commerce Center 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 California Commerce Center Specific Plan; and

(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 California Commerce Center 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 (industrial). 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 California Commerce Center 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 23<sup>rd</sup> day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 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. PDEV18-041  
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:** July 23, 2019

**File No:** PDEV18-041

**Related Files:** PDEV18-042

**Project Description:** A Development Plan (File No. PDEV18-041) to construct one industrial building totaling 178,462 square feet on 7.85 acres of land, located on the southeast corner of Wall Street and Wanamaker Avenue at 1155 South Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan. (APN: 0238-221-36); **submitted by Bridge Acquisition, LLC.**

**Prepared By:** Jeanie Irene Aguilo, Associate Planner  
Phone: 909.395.2418 (direct)  
Email: jaguilo@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) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) 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.

(d) 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.

(e) 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).

(f) 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** Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

**(b)** Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

**(c)** Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

**(d)** Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

**(i)** Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

**(ii)** Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

**(e)** The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

## **2.7** Site Lighting.

**(a)** All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code 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.

## **2.8** 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.

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

**2.10** Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

**2.11** 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).

**2.12** Environmental Review.

**(a)** The environmental impacts of this project were previously reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. This application introduces no new significant environmental impacts. 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. The previously adopted mitigation measures shall be a condition of project approval, and are incorporated herein by this reference.

**(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.

**2.13** 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.

**2.14** 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.

**2.15** Additional Requirements.

**(a)** Development Plan (File No. PDEV18-041) approval is contingent upon the City Council approval of related General Plan Amendment (File No. PGPA19-002).

**(b)** The project developer shall continue to coordinate with the Native American Tribes through the SB18 consultation process and complete the consultation process prior to the Planning

Commission meeting on July 23, 2019. The developer shall be required to comply with the agreed upon terms of the consultation process with the Native American Tribes.



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-041  
 Address: 1155 South Wanamaker Avenue  
 APN: 238-221-361  
 Existing Land Use: Outdoor Recreational Facility (Scandia Park)  
 Proposed Land Use: A development plan to construct 178,462 SF industrial building  
 Site Acreage: 7.85 Proposed Structure Height: 35 FT  
 ONT-IAC Project Review: N/A  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Lorena Mejia  
 Date: 3/27/2019  
 CD No.: 2018-088  
 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 checked="" type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="radio"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 150 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

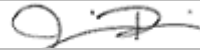
The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT.

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

**CITY OF ONTARIO  
LANDSCAPE PLANNING DIVISION  
303 East "B" Street, Ontario, CA 91764**

**PRELIMINARY PLAN  
CORRECTIONS**

Sign Off



Jamie Richardson, Sr. Landscape Planner

06/12/2019

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV18-041 Rev 2

Case Planner:

Jeanie Aguilo

Project Name and Location:

Bridge Scandia Building A  
1155 Wanamaker Ave

Applicant/Representative:

Herdman Architecture + Design  
16201 Scientific  
Irvine, CA 92618



**A Preliminary Landscape Plan (dated 05/17/2019) 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.**



**A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.**

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

Civil/ Site Plans

1. Provide an arborist report and tree inventory for all existing trees whether to be removed or to remain, 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 to protect trees to remain. Replacement and mitigation for Heritage Trees removed shall be equal to trunk diameter trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. **06/12/2019 Provide the tree inventory; identify location of trees on plan, include genus, species, trunk diameter, canopy width and condition of all trees. We received the report but not the inventory.**
2. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
  - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required.
  - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required.
  - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
  - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario General Fund for city tree planting or city approved combination of the above items.

**06/12/2019 Identify mitigation measures for trees proposed to be removed.**
3. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end. **06/12/2019 Not complete.**
4. Show outdoor employee break area with table or bench and shade trees on the south and west

- sides (include accessible path). **06/12/2019 Not complete; show break area.**
5. Add Note to Grading and Landscape Construction 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. **06/12/2019 Not complete; add notes.**

Landscape Plans

6. Provide an arborist report and tree inventory as noted in #1. **06/12/2019 Provide the tree inventory; identify location of trees on plan, include genus, species, trunk diameter, canopy width and condition of all trees. We received the report but not the inventory.**
7. Utility screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals. **06/12/2019 Not complete.**
8. Show all utilities on the landscape plans. Coordinate so utilities are clear of required tree locations. **Not corrected. Show drain line in north and east planters. 06/12/2019 Not complete**
9. Show evergreen landscaping in the perimeter planters and trees spaced 30' apart. **06/12/2019 Not complete.**
10. Show street trees spaced 30' apart and dimension 9' from the curb to allow a proposed 5' sidewalk. **06/12/2019 Double check scale.**
11. Locate trees to provide shade on buildings, parking, seating areas and paving, screen blank walls and adjacent properties where missing, accent trees to entries and driveways, provide visibility to signage, windows and doors. Locate trees 50% of canopy width from walls, buildings, existing trees. **06/12/2019 Not complete.**
12. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end. **06/12/2019 Not complete.**
13. Call out type of proposed irrigation system (dripline and pop up stream spray tree bubblers for trees with PCS). Include preliminary MAWA calcs. **06/12/2019 Not complete.**
14. Street trees shall be 24" box size. **06/12/2019 Not complete.**
15. Call out all fences and walls, materials proposed and heights. **06/12/2019 Not complete.**
16. Show concrete mowstrips to identify property lines; where fences or wall end. **06/12/2019 Not complete.**
17. 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. **06/12/2019 Not complete.**
18. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
19. 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).....	\$278.00
Total.....	\$2,604.00

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



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES	<input type="checkbox"/> TRACT MAP
<b>PROJECT FILE NO. PDEV18-041</b>  <b>RELATED FILE NO(S). PGPA19-002</b>		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

**CITY PROJECT ENGINEER & PHONE NO:** Matthew Holmes 909 395-2155 *MH*

**CITY PROJECT PLANNER & PHONE NO:** Jeanie Aguilo 909 395-2418

**DAB MEETING DATE:** July 15, 2019

**PROJECT NAME / DESCRIPTION:** PDEV18-041 Bridge Scandia Building A, an 178,462 s.f. industrial building on 7.85 acres located at the southeast corner of Wanamaker Avenue and Wall Street

**LOCATION:** 1155 S. Wanamaker Avenue

**APPLICANT:** Bridge Development Partners, LLC

**REVIEWED BY:** *[Signature]* 7/9/19  
 Bryan Lirley, P.E. Date  
 Principal Engineer

**APPROVED BY:** *[Signature]* 7/9/19  
 Raymond Lee, P.E. Date  
 Assistant City Engineer







- 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 Lot Line Adjustment 93-05 recorded October 4, 1993, OR San Bernardino.**
- 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 
  - 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) Letter of Non-interference**
  - 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: \_\_\_\_\_
- 2.10 Dedicate to the City of Ontario the right-of-way described below: 

\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_ and \_\_\_\_\_.
- 2.11 **Dedicate to the City of Ontario the following easement(s):** 
  1. **A pedestrian easement along the frontage of Wanamaker Avenue and Wall Street adequate to contain the necessary sidewalk improvements.**
  2. **A corner cutback at the southeast intersection of Wanamaker Avenue and Wall Street.**
- 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 \$178,100, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.
- 2.16 Other conditions: \_\_\_\_\_





**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	Wanamaker	Wall	Rochester	Street 4
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> <b>Replace at previous driveway openings</b>	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input checked="" type="checkbox"/> <b>Replace at previous driveway openings</b>	<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
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> <b>Grind and overlay to C/L</b>	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> <b>Grind and overlay to C/L</b>	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> <b>Grind and overlay to C/L</b>	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<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
Drive Approach	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace <input type="checkbox"/> replace	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace <input type="checkbox"/> replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace <input type="checkbox"/> replace	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace <input type="checkbox"/> replace
Sidewalk	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New</b> <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
ADA Access Ramp	<input checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> <b>New</b> <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
Parkway	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input checked="" type="checkbox"/> <b>Trees</b> <input checked="" type="checkbox"/> <b>Landscaping (w/irrigation)</b>	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation





Improvement	Wanamaker	Wall	Rochester	Street 4
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral – Add monitoring MH	<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"/> New Service - irrigation	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Ex Service – install new meter and backflow	<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 checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" 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
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. 2.G)	<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 type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input 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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

- 2.18 Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): Wanamaker Avenue, Wall Street, and Rochester Avenue from centerline to gutter. Overlay shall be a rubberized asphalt mix per City of Ontario Standards 1011 and 1306.
- 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). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **An 8 inch sewer main is available for connection by this project in Wall Street. (Ref: Sewer plan bar code: S10880)**
- 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 monitoring manhole shall be installed adjacent to the public right of way on the sewer lateral. Unused laterals shall be abandoned at the main per City of Ontario standards.**

**D. WATER**

- 2.27 **A 12 inch water main is available for connection by this project in Wall Street (Ref: Water plan bar code: W11806) Existing connection.**
- 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: Unused laterals shall be abandoned at the main per City of Ontario standards.**

**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:** 
  - 1. **New drive approaches shall be designed in accordance with City of Ontario Standard Drawing Number 1204.**
  - 2. **Existing driveway approaches shall be removed and replaced with full height curb and gutter.**
  - 3. **Sidewalk shall be constructed along the Wanamaker Avenue frontage and along the Wall Street frontage from Wanamaker Avenue to the driveway entrance on Wall Street. An ADA ramp shall be required at the southeast corner of the intersection of Wanamaker Avenue and Wall Street.**
  - 4. **Curb returns at the intersection of Wanamaker Avenue and Wall Street shall have a 40 foot radius.**
  - 5. **Street Lights shall be upgraded to LED fixtures along the entire frontage.**
  - 6. **Striping shall be replaced following the grind and overlay of the asphalt as necessary.**
  - 7. **Wanamaker Avenue, Wall Street, and Rochester Avenue shall be signed No Parking Anytime.**
  - 8. **The applicant/developer's engineer of record shall meet with City Engineering staff prior to starting the signing/striping and street lighting design plans.**

**G. DRAINAGE / HYDROLOGY**

- 2.38 **A 78 inch storm drain main is available to accept flows from this project in Wanamaker Avenue. (Ref: Storm Drain plan bar code: D10727)**
- 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.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen, vertical support bars, and removable component to facilitate maintenance and cleaning.**
- 2.47 **Other conditions: Submit new infiltration study that demonstrates retention/infiltration is feasible after an appropriate safety factor is applied for this site, and that the proposed underground chamber system will adequately drawdown the storm water within 48 hours. Study shall be performed at the location and depth of the proposed BMP.**

**J. SPECIAL DISTRICTS**

- 2.48 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.
- 2.49 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.50 **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.**
- 2.51 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**

- 2.52 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>
- 2.53 Other conditions: Prior to approval of Precise Grading Plans, provide a SWHP Sheet that complies with the "Solid Waste Handling Plan Requirements."



**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**

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Project Number: PDEV 18-041, and/or Parcel Map/Tract Map No. \_\_\_\_\_

**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: \_\_\_\_\_



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Jeanie Irene Aguilo, Assistant Planner  
Planning Department

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

**DATE:** January 10, 2019

**SUBJECT:** PDEV18-041 - A Development Plan to construct 1 industrial building totaling 178,462 square feet on 7.85 acres of land located on the southeast corner of Wall Street and Wanamaker Avenue at 1155 Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan (APN: 238-221-36).

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

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

- A. 2016 CBC Type of Construction: Type II B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 173,462 Sq. Ft,
- D. Number of Stories: 1 with mezzanine
- E. Total Square Footage: 178,462 Sq. Ft,
- F. 2016 CBC Occupancy Classification(s): Not Listed



## **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 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### **4.0 FIRE PROTECTION SYSTEMS**

- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard ~~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.
- 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

## 5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.4 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.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 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.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 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.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Jeanie Aguilo, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** January 11, 2019

**SUBJECT:** PDEV18-041 – A DEVELOPMENT PLAN TO CONSTRUCT AN INDUSTRIAL BUILDING AT 1155 WANAMAKER AVENUE

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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 below.

- Required lighting for walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. Due to the size of the building, the numbers shall be at a minimum 6 feet tall and 2 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

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

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Jeanie Aguilo  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** January 7, 2019  
**SUBJECT:** PDEV18-041

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

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### Conditions of Approval

1. Standard Conditions of Approval apply.
2. The site address will be 4600 E Wall St

KS:lm



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Development Director  
 Cathy Wahlstrom, Planning Director  
 Diane Ayala, Advanced Planning Division  
 Charity Hernandez, Economic Development  
 Kevin Shear, Building Official  
 Khoi Do, Assistant City Engineer  
 Carolyn Bell, Landscape Planning Division  
 Ahmed Aly, Municipal Utility Company  
 Doug Sorel, Police Department  
 Paul Ehrman, Deputy Fire Chief/Fire Marshal  
 Jay Bautista, T. E., Traffic/Transportation Manager  
 Lorena Mejia, Airport Planning  
 Eric Woosley, Engineering/NPDES  
 Joe De Sousa, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department

FROM: Jeanie Irene Aguilo, Assistant Planner

DATE: January 02, 2019

SUBJECT: FILE #: PDEV18-041 Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Wednesday, January 16, 2019**.

- Note:
- Only DAB action is required
  - Both DAB and Planning Commission actions are required
  - Only Planning Commission action is required
  - DAB, Planning Commission and City Council actions are required
  - Only Zoning Administrator action is required

**PROJECT DESCRIPTION:** A Development Plan to construct 1 industrial building totaling 178,462 square feet on 7.85 acres of land located at 1155 Wanamaker Avenue, within the Light Industrial land use district of the California Commerce Center Specific Plan (APN(s): 238-221-36)).

- The plan does adequately address the departmental concerns at this time.
  - No comments
  - Report attached (1 copy and email 1 copy)
  - Standard Conditions of Approval apply
- The plan does not adequately address the departmental concerns.
  - The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Community Imp. Joe De Sousa Supervisor 1/7/19

Department \_\_\_\_\_ Signature \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-042, A DEVELOPMENT PLAN TO CONSTRUCT ONE INDUSTRIAL BUILDING TOTALING 90,291 SQUARE FEET ON 4.05 ACRES OF LAND, LOCATED ON THE NORTHEAST CORNER OF WALL STREET AND WANAMAKER AVENUE, WITHIN THE LIGHT INDUSTRIAL LAND USE DISTRICT OF THE PACIFIC GATE/EAST GATE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0238-221-23.

WHEREAS, BRIDGE ACQUISITION, LLC (hereinafter referred to as "Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-042, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 4.05 acres of land generally located at the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate/east Gate Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Light Industrial land use district of the Pacific Gate/east Gate Specific Plan, and is developed with a warehouse (GE Transportation) and retail businesses (BP Furniture). The property to the east is within the Interstate 15 Freeway. The property to the south is within the Light Industrial land use district of the California Commerce Center Specific Plan and is presently improved with the former Scandia Amusement Park. The property to the west is within the Light Industrial land use district of the California Commerce Center Specific Plan and is developed with a wholesale business (BNF Home Inc.); and

WHEREAS, the proposed Development Plan is being processed concurrently with a General Plan Amendment (File No. PGPA19-002) to change the project site's Policy Plan Exhibit LU-01 Land Use Plan designation, from General Commercial to Industrial, and amend Exhibit LU-03 Future Buildout to reflect the land use change; and

WHEREAS, the Applicant is requesting Development Plan approval to construct an industrial building totaling approximately 90,291-square feet. The front of the building is oriented to the south, facing Wall Street. The building is situated on the northern portion of the site, with a 68-foot building setback from Wanamaker Avenue to the west, a 35-foot setback from Rochester Avenue to the east, a 69-foot building setback from Wall Street to the south, and an approximate 5-foot setback from the interior property line to the north. Parking will be situated to the west and south sides of the building, for use by tenants and visitors; and

WHEREAS, a yard area, designed for tractor-trailer parking, truck maneuvering, loading activities, and outdoor staging, is oriented to the southeast of the proposed building. The yard area will be screened from view of public streets by a combination of landscaping and screen walls with view-obstructing gates. The applicant has proposed screen walls at 8 feet in height for the yard area, which is to be of tilt-up concrete construction, matching the architecture of the building; and

WHEREAS, the primary truck access to the site will be from Wall Street, at the south west corner of the site. Additional access will be provided from Wanamaker Avenue, at the northeast corner of the site, to access the office and visitor parking area; and

WHEREAS, the Project has provided off-street parking pursuant to the "Warehouse and Distribution" parking standards specified in the Development Code. The industrial building requires a total of 56 parking spaces, and 56 spaces have been provided. In addition, a minimum of one tractor-trailer parking space for each 4 dock-high loading spaces is required to be provided. There are 12 dock-high loading spaces proposed, requiring three tractor-trailer parking spaces, which have been provided, meeting the minimum off-street parking requirements of the Development Code; and

WHEREAS, the proposed industrial warehouse building is of concrete tilt-up construction. Architecturally, the building incorporates smooth-painted concrete, concrete reveals, formliner accent panels, storefront windows with anodized aluminum mullions and clear glazing, and painted steel canopies at the main office entries; and

WHEREAS, the mechanical equipment for the industrial warehouse building will be roof-mounted and obscured from public view by the parapet walls and, if necessary, equipment screens, which will incorporate design features consistent with the building architecture; and

WHEREAS, project provides substantial landscaping along the Wanamaker Avenue, Wall Street, and Rochester Avenue frontages, and around the project perimeter, and loading and tractor-trailer yard area. The Development Code requires a minimum 15 percent landscape coverage, which the project exceeds (16.7 percent landscape coverage has been provided); and

WHEREAS, public utilities (water and sewer) are available to serve the project. Furthermore, the Applicant has submitted a Preliminary Water Quality Management Plan (PWQMP), which establishes the project's compliance with storm water discharge/water quality requirements. The PWQMP includes site design measures that capture runoff and pollutant transport by minimizing impervious surfaces and maximizes low impact development (LID) best management practices (BMPs), such as retention and infiltration, biotreatment, and evapotranspiration. The PWQMP proposes the use of an underground

stormwater infiltration systems installed for the project. Any overflow drainage will be conveyed to the public street by way of parkway culverts; and

WHEREAS, the environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. The Addendum was prepared pursuant to CEQA, the State CEQA Guidelines and The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" which provides for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts not previously analyzed in the Environmental Impact Report. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference; 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, 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, 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; and

WHEREAS, on July 15, 2019, the Development Advisory Board of the City of Ontario conducted a hearing to consider the initial study, Addendum, and the Project, and concluded said hearing on that date, voting to issue Decision No. DAB19-042, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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, as the first action on the Project, on July 23, 2019, the Planning Commission recommended approval to the City Council to adopt an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, for File No. PGPA06-001. The Addendum finds that the proposed project introduces no new significant environmental impacts, and all previously adopted mitigation measures are incorporated into the Project by reference; 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 the information contained in the previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001.

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

(3) 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. This Application introduces no new significant environmental impacts.

(4) The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(5) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

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

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related 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 body for the Project, the Planning Commission finds that based upon 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 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 General Commercial land use district of the Policy Plan Land Use Map, and the Light Industrial land use district of the Pacific Gate/east Gate Specific Plan. The proposed Development Plan is being processed concurrently with a General Plan Amendment (File No. PGPA19-002) to change the project site's Policy Plan Exhibit LU-01 Land Use Plan land use designation from General Commercial to Industrial, and amend Exhibit LU-03 Future Buildout to reflect the proposed land use change. The General Plan Amendment (File No. PGPA19-002) will be enacted prior to the issuance of a building permit. As such, at the time of building permit issuance the development standards and conditions under which the proposed Project will be constructed and maintained, will be consistent with the goals, policies, plans, and exhibits of the Vision, amended Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; and

(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 Light Industrial land use district of the Pacific Gate/East Gate Specific Plan, including standards relative to the particular land use proposed (industrial), 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; and

(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 Pacific Gate/east Gate 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 Pacific Gate/east Gate Specific Plan; and

(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 Pacific Gate/east Gate 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 (industrial). 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 Pacific Gate/east Gate 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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV18-042  
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*

---

**Meeting Date:** July 23, 2019

**File No:** PDEV18-042

**Related Files:** PDEV18-041

**Project Description:** A Development Plan (File No. PDEV18-042) to construct one industrial building totaling 90,291 square feet on 4.05 acres of land, located on the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan. (APN: 0238-221-23); **submitted by Bridge Acquisition, LLC.**

**Prepared By:** Jeanie Irene Aguilo, Associate Planner  
Phone: 909.395.2418 (direct)  
Email: jaguilo@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) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) 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.

(d) 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.

(e) 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).

(f) 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** Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

**(b)** Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

**(c)** Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

**(d)** Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

**(i)** Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

**(ii)** Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

**(e)** The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

## **2.7** Site Lighting.

**(a)** All off-street parking facilities shall be provided with nighttime security lighting pursuant to Ontario Municipal Code 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.

## **2.8** 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.

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

**2.10** Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations).

**2.11** 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).

**2.12** Environmental Review.

**(a)** The environmental impacts of this project were previously reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. This application introduces no new significant environmental impacts. 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. The previously adopted mitigation measures shall be a condition of project approval, and are incorporated herein by this reference.

**(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.

**2.13** 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.

**2.14** 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.

**2.15** Additional Requirements.

**(a)** Development Plan (File No. PDEV18-042) approval is contingent upon the City Council approval of related General Plan Amendment (File No. PGPA19-002).

**(b)** The project developer shall continue to coordinate with the Native American Tribes through the SB18 consultation process and complete the consultation process prior to the Planning

Commission meeting on July 23, 2019. The developer shall be required to comply with the agreed upon terms of the consultation process with the Native American Tribes.

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-042

Address: Northeast Corner of Wall Street and Wanamaker Ave

APN: 238-221-23

Existing Land Use: Vacant

Proposed Land Use: Development Plan to build a 90,291 SF industrial building

Site Acreage: 4.05 ac Proposed Structure Height: 40 ft

ONT-IAC Project Review: N/A

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Jeanie Aguilo

Date: 3/28/2018

CD No.: 2018-089

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 checked="" type="checkbox"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input type="radio"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input checked="" type="checkbox"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 150 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: \_\_\_\_\_

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-089  
PALU No.: \_\_\_\_\_

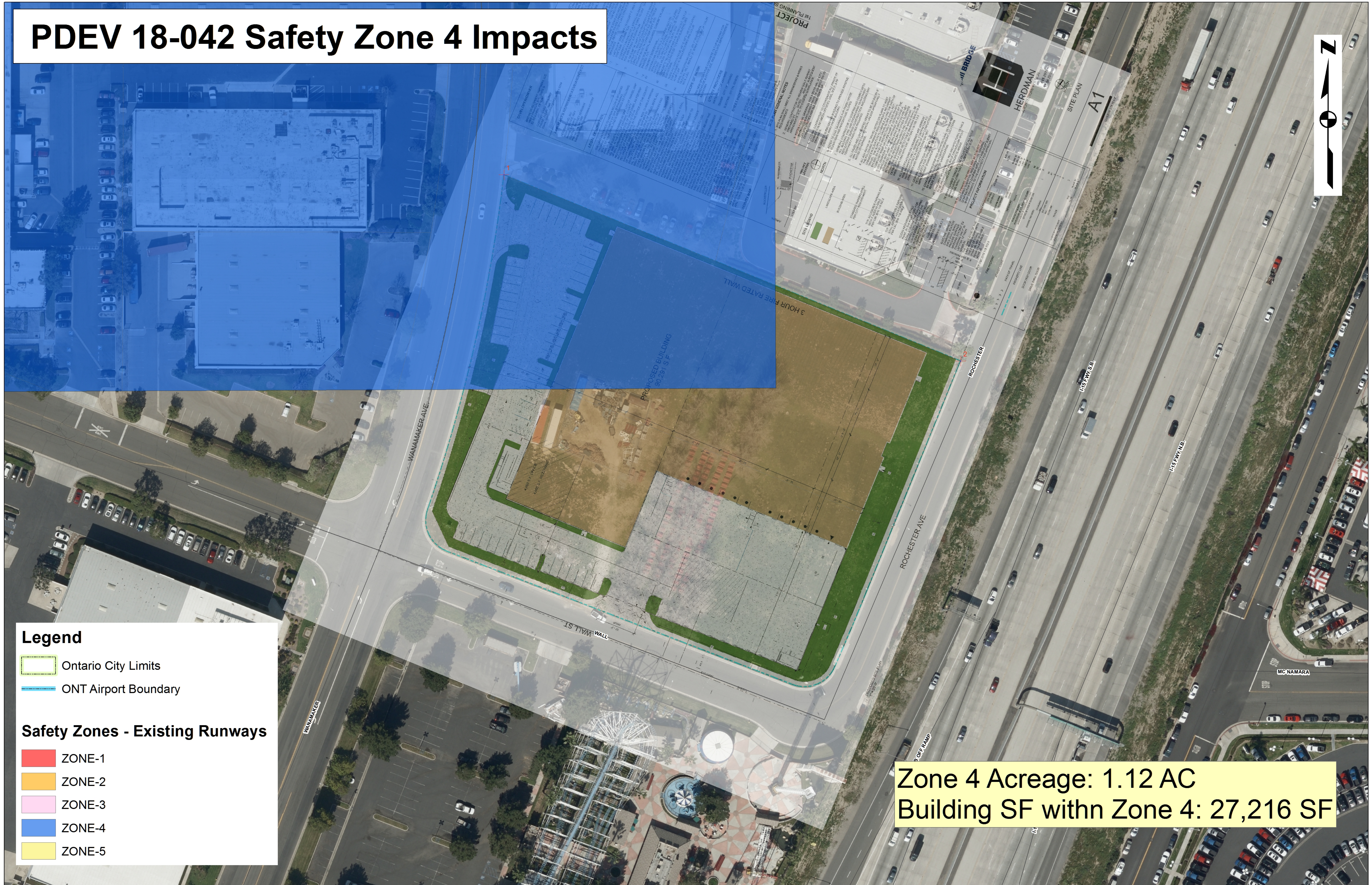
### PROJECT CONDITIONS

1. Project is located within Safety Zone 4, above ground storage of hazardous materials greater than 6,000 gallons is not allowed (ALUCP Policy S4b (Hazardous Material Storage)).
2. The applicant is required to file and record an Avigation Easement with the Ontario International Airport Authority prior to obtaining a Certificate of Occupancy.
3. Attached are the land use intensity calculations for the proposed building. Future land uses that deviate from what is currently being approved must meet the policies and criteria of the ONT ALUCP. An alternative method for measuring compliance with the usage intensity limits is acceptable provided it meets the Safety Criteria policies set forth in the ONT ALUCP.
4. New development located within any of the Ontario International Airport Safety Zones are required to have a "Property Located within Ontario International Airport Safety Zone Notification appearing on the Property Deed and Title incorporating the following language:

(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.) The property is presently located in a Safety Zone which limits land uses and the number of people on site. Land uses are required to meet the policies and criteria of the Ontario International Airport Land Use Compatibility Plan.



# PDEV 18-042 Safety Zone 4 Impacts



## Legend

- Ontario City Limits
- ONT Airport Boundary

## Safety Zones - Existing Runways

- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

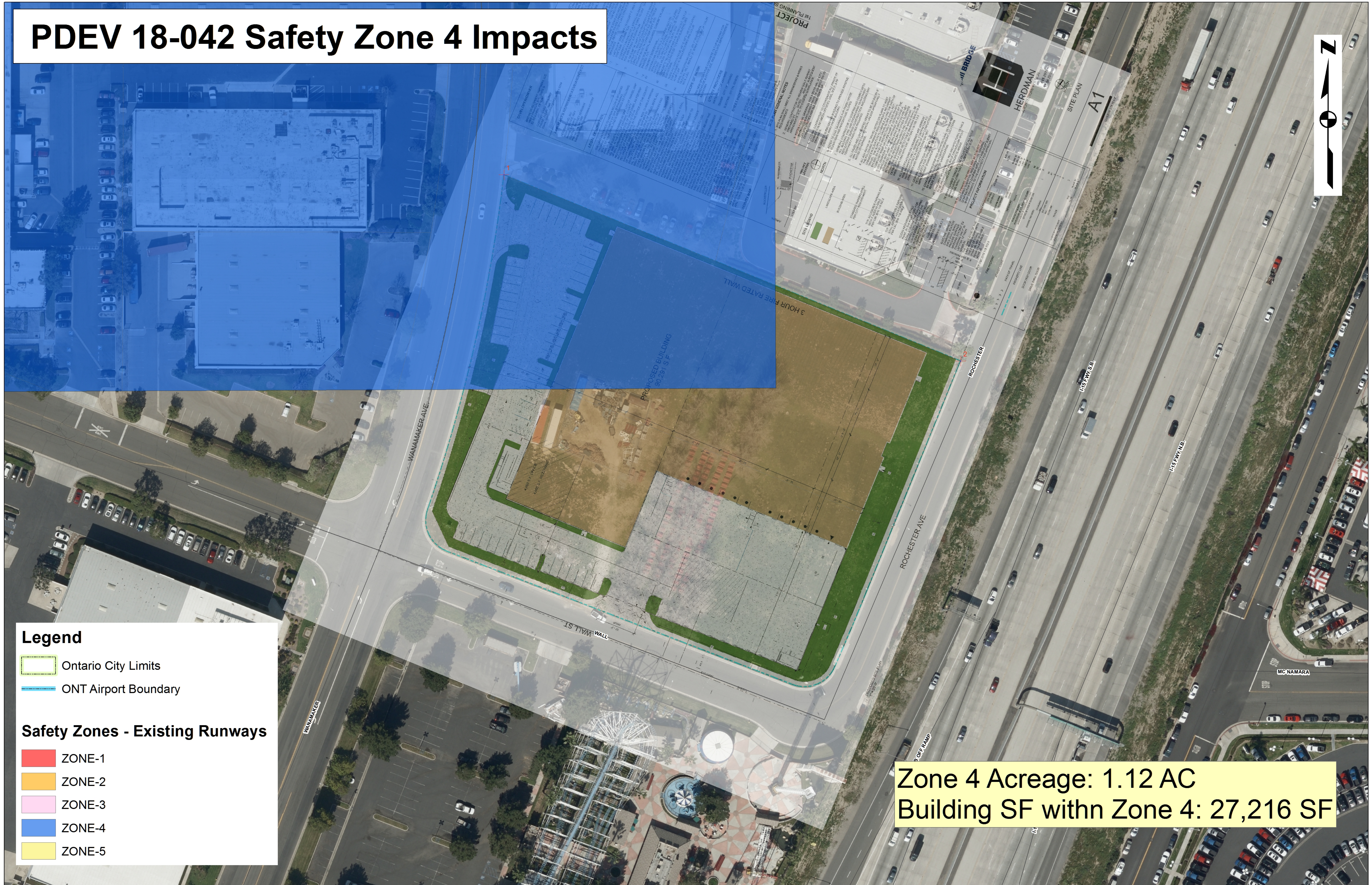
Zone 4 Acreage: 1.12 AC  
Building SF withn Zone 4: 27,216 SF







# PDEV 18-042 Safety Zone 4 Impacts



## Legend

- Ontario City Limits
- ONT Airport Boundary

## Safety Zones - Existing Runways

- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

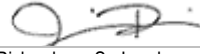
Zone 4 Acreage: 1.12 AC  
Building SF withn Zone 4: 27,216 SF



**CITY OF ONTARIO  
LANDSCAPE PLANNING DIVISION  
303 East "B" Street, Ontario, CA 91764**

**PRELIMINARY PLAN  
CORRECTIONS**

Sign Off



Jamie Richardson, Sr. Landscape Planner

06/12/2019

Date

Reviewer's Name:

**Jamie Richardson, Sr Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV18-042 Rev 2

Case Planner:

Jeanie Aguilo

Project Name and Location:

Bridge Scandia Building B  
1155 Wanamaker Ave

Applicant/Representative:

Herdman Architecture + Design  
16201 Scientific  
Irvine, CA 92618



**A Preliminary Landscape Plan (dated 05/17/2019) 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.**



**A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.**

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

Civil/ Site Plans

1. Provide an arborist report and tree inventory for all existing trees whether to be removed or to remain, 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 to protect trees to remain. Replacement and mitigation for Heritage Trees removed shall be equal to trunk diameter trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. **06/12/2019 Provide the tree inventory; identify location of trees on plan, include genus, species, trunk diameter, canopy width and condition of all trees. We received the report but not the inventory.**
2. Show on demo plans and landscape construction plans trees to be preserved, removed or mitigation measures for trees removed, such as:
  - a. New 15 gallon trees min 1" diameter trunk, in addition to trees required.
  - b. New 24" box trees min 1.5" diameter trunk, in addition to trees required.
  - c. Upsizing trees on the plan one size larger such as 15 gallon to 24" box, or 24" to 36" box size.
  - d. Monetary value of the trees removed as identified in the "Guide for Plant Appraisal", approved certified arborist plant appraiser, or may be equal to the value of the installation cost of planting, fertilizing, staking and irrigating 15 gallon trees, (100\$ each) to the City of Ontario General Fund for city tree planting or city approved combination of the above items.  
**06/12/2019 Identify mitigation measures for trees proposed to be removed.**
3. Show outdoor employee break area with table or bench and shade trees on the south and west sides (include accessible path). **06/12/2019 Not complete; show break area.**
4. Add Note to Grading and Landscape Construction 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. **06/12/2019 Not complete; add notes.**

#### Landscape Plans

5. Provide an arborist report and tree inventory as noted in #1. **06/12/2019 Provide the tree inventory; identify location of trees on plan, include genus, species, trunk diameter, canopy width and condition of all trees. We received the report but not the inventory.**
6. Utility screening. Do not encircle utility, show as masses and duplicate masses in other locations on regular intervals. **06/12/2019 Not complete**
7. Show evergreen landscaping in the perimeter planters and trees spaced 30' apart. Change Pistache trees along east side (Rochester ave) to evergreen trees. **06/12/2019 Not complete**
8. Show street trees spaced 30' apart and dimension 9' from the curb to allow a proposed 5' sidewalk. **06/12/2019 Not complete. Double check scale.**
9. Locate trees to provide shade on buildings, parking, seating areas and paving, screen blank walls and adjacent properties where missing, accent trees to entries and driveways, provide visibility to signage, windows and doors. Locate trees 50% of canopy width from walls, buildings, existing trees. **06/12/2019 Not complete.**
10. Add 24" to planter if gate is adjacent to planter. **06/12/2019 Not corrected on civil and landscape plans.**
11. Street trees shall be 24" box size. Street trees on Rochester are Quercus tomentella, Island Oak. **06/12/2019 Not corrected.**
12. Call out all fences and walls, materials proposed and heights. **06/12/2019 Not corrected.**
13. Show concrete mowstrips to identify property lines; where fences or wall end. **06/12/2019 Not corrected.**
14. 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. **06/12/2019 Not complete.**
15. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
16. 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).....	\$278.00
Total.....	\$1,579.00

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



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. PDEV18-042</b>  <b>RELATED FILE NO(S). PGPA19-002</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO: Matthew Holmes 909 395-2155\_ *MH*

CITY PROJECT PLANNER & PHONE NO: Jeanie Aguilo 909 395-2418

DAB MEETING DATE: July 15, 2019

PROJECT NAME / DESCRIPTION: PDEV18-042 Bridge Scandia Building B, a 90,291 s.f. industrial building on 4.05 acres located at the northeast corner of Wanamaker Avenue and Wall Street

LOCATION: 900 Block S. Wanamaker Avenue

APPLICANT: Bridge Development Partners, LLC

REVIEWED BY: *[Signature]* 7/9/19  
 Bryan Lirley, P.E. Date  
 Principal Engineer

APPROVED BY: *[Signature]* 7/9/19  
 Raymond Lee, P.E. Date  
 Assistant City Engineer







- 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 Parcel Map Number 9553 on file in Book 113 of Parcel Maps, pages 54 through 57, inclusive.**
- 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 
  - 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) *Letter of Non-interference*
- 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: \_\_\_\_\_

2.10 Dedicate to the City of Ontario the right-of-way described below:   
\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
and \_\_\_\_\_.

2.11 **1. Dedicate to the City of Ontario the following easement(s):**   
**2. A pedestrian easement along the frontage of Wanamaker Avenue and Wall Street adequate to contain the necessary sidewalk improvements.**  
**3. Corner cutbacks at the intersections of Wanamaker Avenue and Wall Street, and Wall Street and Rochester Avenue.**

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 \$90,500, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
  
- 2.16 **Other conditions:** \_\_\_\_\_





**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	Wanamaker	Wall	Rochester	Street 4
Curb and Gutter	<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	<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
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Grind and overlay to C/L	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Grind and overlay to C/L	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Grind and overlay to C/L	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
PCC Pavement (Truck Route Only)	<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
Drive Approach	<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
Sidewalk	<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
ADA Access Ramp	<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
Parkway	<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)
Raised Landscaped Median	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<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





Improvement	Wanamaker	Wall	Rochester	Street 4
Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral – <b>Add monitoring MH</b>	<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"/> <b>New Service - irrigation</b>	<input type="checkbox"/> Main <input checked="" type="checkbox"/> <b>Ex Service – install new meter and backflow</b>	<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 checked="" type="checkbox"/> <b>New</b> <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> <b>New</b> <input 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"/> <b>New / Upgrade</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New / Upgrade</b> <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"/> <b>Conduit / Appurtenances</b>	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
Overhead Utilities	<input 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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_





- 2.18 **Construct a 2" asphalt concrete (AC) grind and overlay on the following street(s): Wanamaker Avenue and Wall Street from centerline to gutter and Rochester Avenue from gutter to gutter. Overlay shall be a rubberized asphalt mix per City of Ontario Standards 1011 and 1306.**
- 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). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **An 8 inch sewer main is available for connection by this project in Wall Street. (Ref: Sewer plan bar code: S10880)**
- 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 monitoring manhole shall be installed adjacent to the public right of way on the sewer lateral. Unused laterals shall be abandoned at the main per standards.**

**D. WATER**

- 2.27 **A 12 inch water main is available for connection by this project in Wall Street (Ref: Water plan bar code: W11806) Existing connection.**
- 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: Unused laterals shall be abandoned at the main per standards.**

**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:
1. **New drive approaches shall be designed in accordance with City of Ontario Standard Drawing Number 1204.**
  2. **Sidewalk shall be constructed along the Wanamaker Avenue frontage and along the Wall Street frontage from Wanamaker Avenue to the driveway entrance on Wall Street. An ADA ramp shall be required at the northeast corner of the intersection of Wanamaker Avenue and Wall Street.**
  3. **Curb returns at the intersection of Wanamaker Avenue and Wall Street, and Wall Street and Rochester Avenue shall have a 40 foot radius.**
  4. **Street Lights shall be upgraded to LED fixtures along the entire frontage.**
  5. **Striping shall be replaced following the grind and overlay of the asphalt as necessary.**
  6. **Wanamaker Avenue, Wall Street, and Rochester Avenue shall be signed No Parking Anytime.**
  7. **The applicant/developer's engineer of record shall meet with City Engineering staff prior to starting the signing/striping and street lighting design plans.**

#### G. DRAINAGE / HYDROLOGY

- 2.38 **A 78 inch storm drain main is available to accept flows from this project in Wanamaker Avenue. (Ref: Storm Drain plan bar code: D10727)**
- 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.sbcounty.gov/dpw/land/npdes.asp>.**
- 2.46 **Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen, vertical support bars, and removable component to facilitate maintenance and cleaning.**
- 2.47 **Other conditions: Submit new infiltration study that demonstrates retention/infiltration is feasible after an appropriate safety factor is applied for this site, and that the proposed underground chamber system will adequately drawdown the storm water within 48 hours. Study shall be performed at the location and depth of the proposed BMP.**

**J. SPECIAL DISTRICTS**

- 2.48 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.
- 2.49 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.50 **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.**
- 2.51 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**

- 2.52 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>
- 2.53 Other conditions: Prior to approval of Precise Grading Plans, provide a SWHP Sheet that complies with the "Solid Waste Handling Plan Requirements."





**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 18-041, and/or Parcel Map/Tract Map No. \_\_\_\_\_

**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: \_\_\_\_\_



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Jeanie Irene Aguilo, Assistant Planner  
Planning Department

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

**DATE:** January 10, 2019

**SUBJECT:** PDEV18-042 - A Development Plan to construct 1 industrial building totaling 90,291 square feet on 4.05 acres of land located on the northeast corner of Wall Street and Wanamaker Avenue, within the Light Industrial land use district of the Pacific Gate-East Gate Specific Plan (APN: 238-221-23).

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

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

- A. 2016 CBC Type of Construction: Type II B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 86,291 Sq. Ft.
- D. Number of Stories: 1 with mezzanine
- E. Total Square Footage: 90,291
- F. 2016 CBC Occupancy Classification(s): Not Listed

## **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 3125 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 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 location(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.
- ☒ 4.3 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.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- ☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

## 5.0 BUILDING CONSTRUCTION FEATURES

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 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.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 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.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Jeanie Aguilo, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** January 11, 2019

**SUBJECT:** PDEV18-042 – A DEVELOPMENT PLAN TO CONSTRUCT AN INDUSTRIAL BUILDING AT 1155 WANAMAKER AVENUE

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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 below.

- Required lighting for walkways, driveways, doorways, parking lots, hallways and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with construction site security requirements as stated in the Standard Conditions.

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



# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Jeanie Aguilo  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** January 7, 2019  
**SUBJECT:** PDEV18-042

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

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### Conditions of Approval

1. Standard Conditions of Approval apply.
2. The site address will be 981 S Wanamaker Ave

KS:lm



# PLANNING COMMISSION STAFF REPORT

July 23, 2019

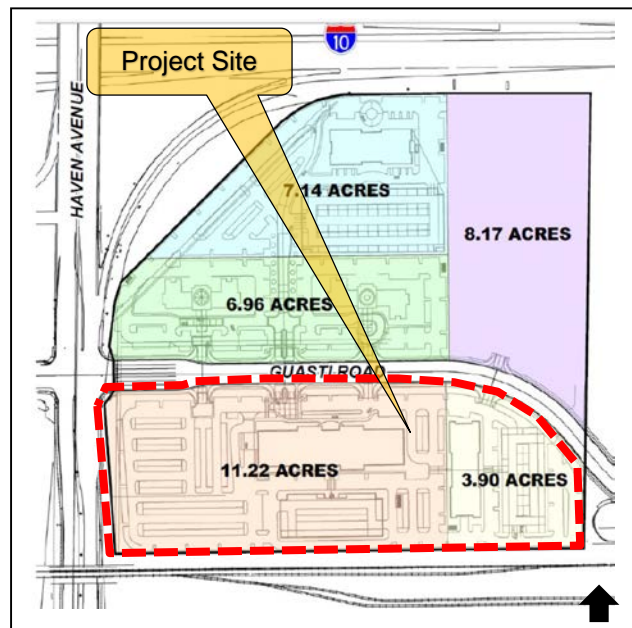
**FILE NO:** PSPA18-010

**SUBJECT:** An Amendment to the Ontario Gateway Specific Plan (File No. PSPA18-010) to change the land use designation for 3.9 acres of land from Office to Mixed-Use; and reduce the rear parking/landscape setback adjacent to the Southern Pacific Railroad right-of-way, from 20-feet to 10-feet, affecting 15.12 acres of land generally located at the southeast corner of Haven Avenue and Guasti Road; (APNs: 0210-212-56 and 0210-212-57) **submitted by Prime A Investments, LLC. City Council action is required.**

**PROPERTY OWNER:** Prime A Investments, LLC

**RECOMMENDED ACTION:** That the Planning Commission recommend that the City Council adopt an addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) and approve File No. PSPA18-010 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 departmental reports.

**PROJECT SETTING:** The project site is comprised of 15.12 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed Use and Office land use districts of the Ontario Gateway Specific Plan, and is depicted in Figure 1: Project Location. The project site is currently vacant and gently slopes from north to south. The properties to the north of the project site are developed with an existing Fletcher Jones Mercedes Benz auto dealer, an Embassy Suites hotel, and a Springhill Suites hotel. These properties are located within the Entertainment and Auto land use designations of the Ontario Gateway Specific Plan. The properties to the south are developed with a Park-N-Fly airport parking lot and an existing industrial warehouse development, and are located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the



**Figure 1: Project Location**

Case Planner:	Luis E. Batres
Planning Director Approval:	
Submittal Date:	12-20-2018

Hearing Body	Date	Decision	Action
DAB	N/A	N/A	
PC	7-23-2019		Recommend
CC	8-20-2019		Final

west is currently developed with an office building, and is located within the Office land use designation of the Centrelake Specific Plan. The property to the east is developed with an industrial trucking operation and is located within the Light Industrial (IL) land use district.

### **PROJECT ANALYSIS:**

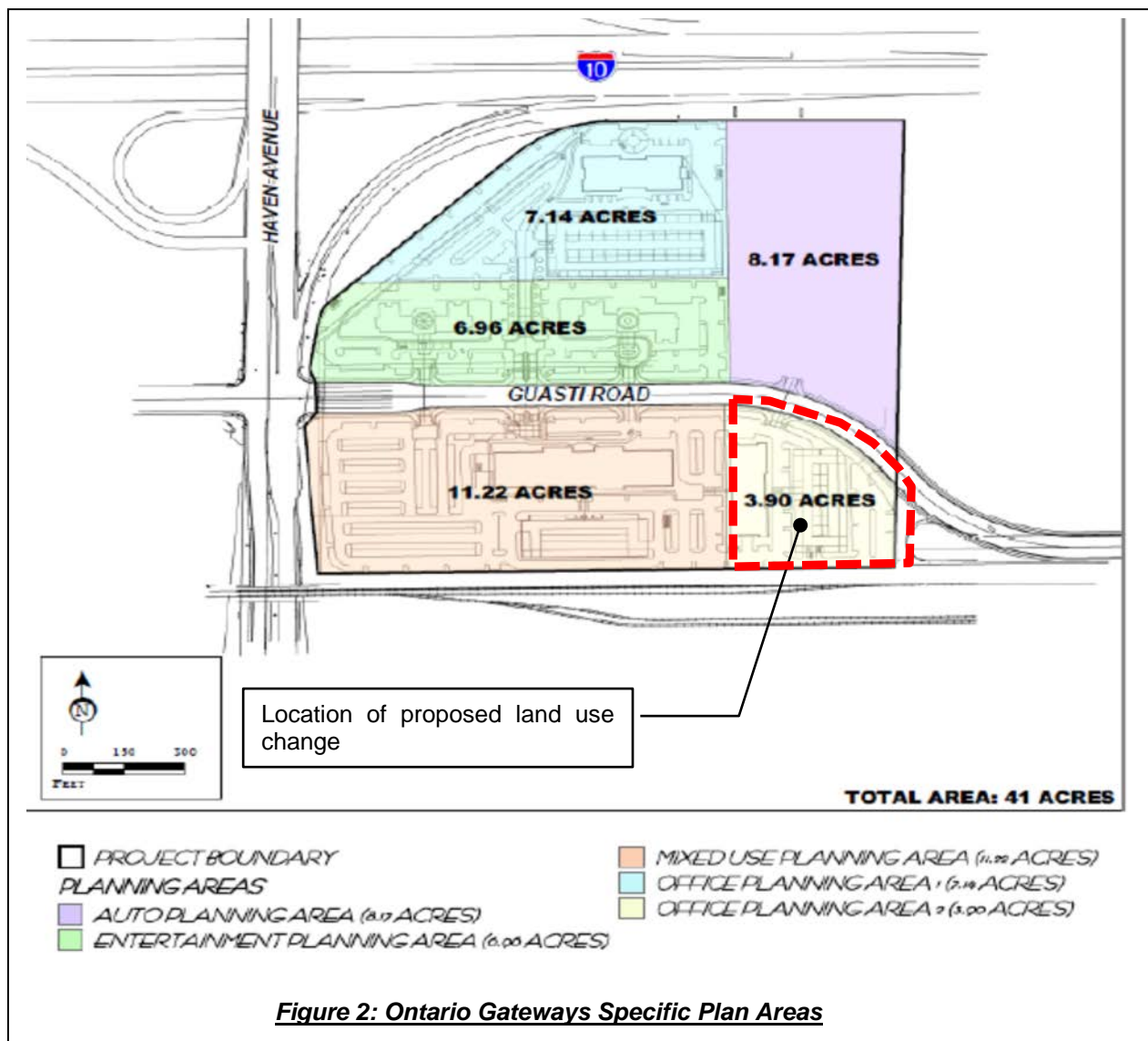
The Ontario Gateway Specific Plan, approved in 2007, established the standards, regulations and design guidelines for the development of the project site. The objectives of the Specific Plan are to:

- Establish a clearly recognizable commercial/office/medical/hotel/business park development that provides an economically viable addition to the City of Ontario, maintains a high quality work and client environment, and enhances the quality of life for present and future residents and visitors in the City of Ontario;
- Respond to the growing demand for hotel and office space in the Ontario region;
- Create a high-quality commercial/office/medical development that attracts businesses and provides employment opportunities to area residents, benefiting the jobs/housing balance and economic base of the City of Ontario by improving employment opportunities for local residents;
- Develop a flexible plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development to encourage private investment in the area; and
- Establish retail and service uses to serve the needs of local residents and visitors, while providing a variety of sales tax-generating uses to help pay for local public services.

The land use and site development concept for the Ontario Gateway Specific Plan is to recognize the Specific Plan area's potential for commercial, office, business park, and institutional uses, and to take advantage of the excellent freeway access and proximity to Ontario International Airport. The land and development site concept provides for visitor- and freeway-serving commercial uses, medical-related uses, hospitality uses, business park uses, and office uses completing the transition of the Specific Plan area from a manufacturing and distributing use to a vibrant hospitality and retail area. The Interstate 10 Freeway access at Haven Avenue provides convenient access for both employees and customers. In order to allow for development flexibility, the Specific Plan is divided into four different planning areas; with each area having a specific listing of allowed uses. The land use and development site concept envisioned in the Ontario Gateway Specific Plan includes the following five planning area categories (see Figure 2: Ontario Gateway Specific Plan Areas):

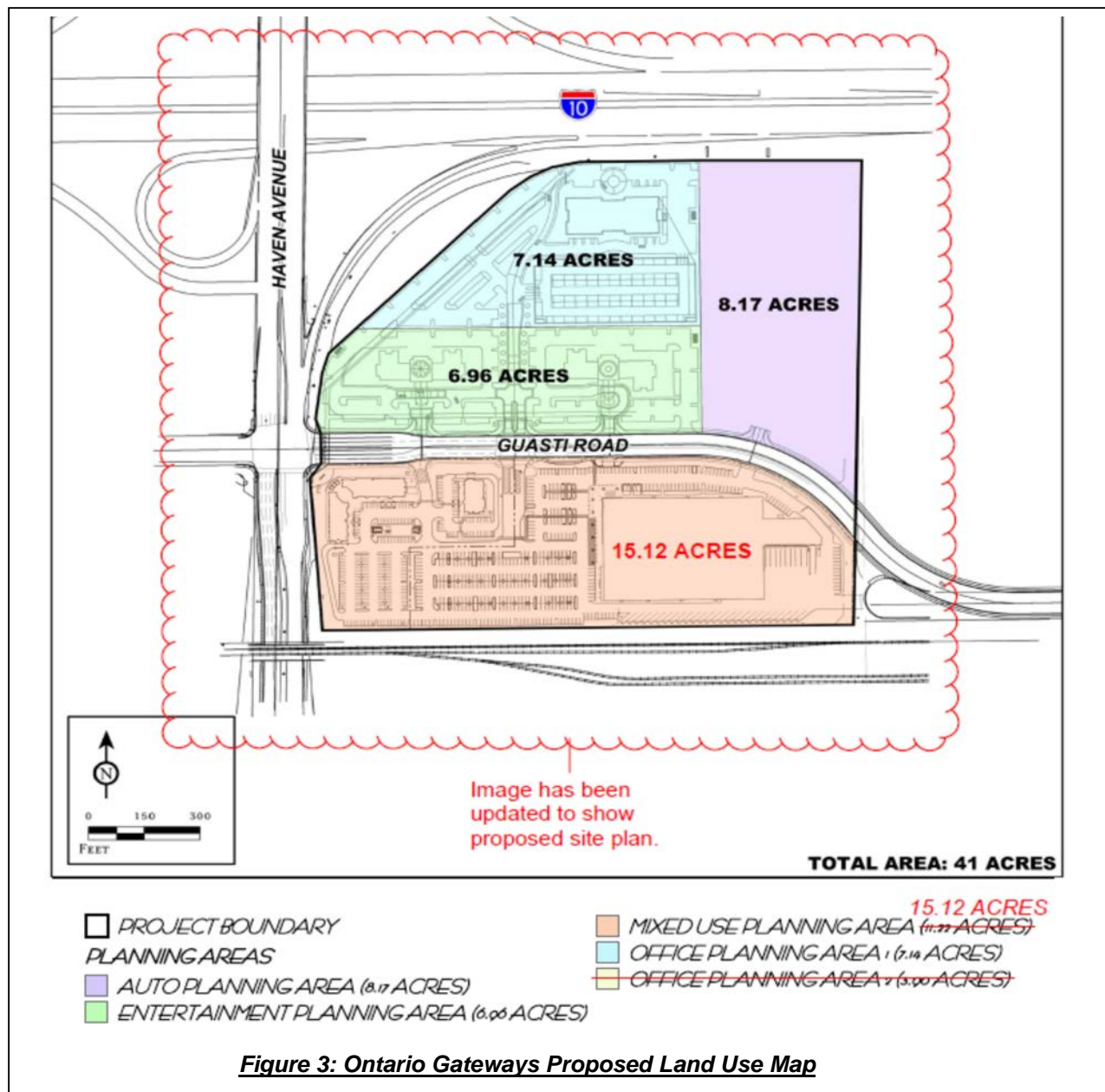
- Mixed Use Planning Area;
- Entertainment Planning Area;
- Office Planning Area I;
- Office Planning Area II; and
- Auto Planning Area.

The Amendment to the Ontario Gateway Specific Plan proposes to change the land use designation on 3.9 acres of land located at the southeast corner of the Specific Plan area, from Office to Mixed Use, and reduce the required rear parking/landscape setback adjacent to the Southern Pacific Railroad right-of-way, from 20-feet to 10-feet (see Figure 3: Ontario Gateway Proposed Land Use Map). These changes will allow for the development of the entire amended 15.12-acre Mixed Use land use district with a 136,342



square foot retail building (Costco Business Center), and three multi-tenant retail buildings totaling 19,000 square feet in area.

Located on the south side of Guasti Road, the Specific Plan's Mixed Use land use district extends south, to the Southern Pacific Railroad right-of-way, and is adjacent to Haven Avenue. The Mixed Use land use district allows for large-box retail, but is not currently permitted within the Specific Plan's Office land use district. Due to current market demands; the applicant is proposing to move forward with the development of the amended Mixed Use land use district. The request to reduce the required rear parking/landscape setback adjacent to the railroad right-of-way, from 20-feet to 10-feet,





will allow the proposed development project to maximize the buildable area, and comply with all parking and setback requirements. The original intent of the 20-foot setback along the railroad right-of-way (south property line), was to provide a large buffer between the land uses. As indicated previously, the southern portion of the tracks is currently developed with an Airport Parking Lot and industrial building; therefore, staff believes that an ample buffer will still be provided with a 10-foot setback. In addition, the proposed buildings have been designed to be located toward the north portion of the Mixed Use district, near Guasti Road. Only parking, loading and storage areas will be located adjacent to the 10-foot landscape setback area. As a result, no negative impacts resulting from the proposed reduction in setback are anticipated.

**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:

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

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.

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

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.
- 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.
- 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.
  - S4-5 Road Design. We design streets and highways to minimize noise impacts.

**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.
  - 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, 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 (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT.

**ENVIRONMENTAL REVIEW:** The application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant, an addendum to The Ontario Plan (File No. PGPA06) Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City

Council on January 27, 2010 was prepared in conjunction with File No. PSPA18-010 pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are a condition of project approval.

**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	Office Commercial	Ontario Gateway Specific Plan	Mixed Use & Office
<i>North</i>	Hotels and Auto Dealer	Office Commercial	Ontario Gateway Specific Plan	Entertainment and Auto
<i>South</i>	Airport Parking Lot and Industrial Warehouse	Industrial	California Commerce Center	Commercial/Food/Hotel
<i>East</i>	Industrial	Business Park	IL	n/a
<i>West</i>	Office	Office Commercial	Centrelake Specific Plan	Office



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO RECOMMENDING CITY COUNCIL APPROVE AN ADDENDUM TO THE ONTARIO PLAN ENVIRONMENTAL IMPACT REPORT (SCH#2008101140), CERTIFIED BY CITY COUNCIL ON JANUARY 27, 2010, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO. PSPA18-010.

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario prepared and approved for attachment to the certified Environmental Impact Report, an addendum to the Ontario Plan Environmental Impact Report — State Clearinghouse No. 2008101140 — for File No. PGPA06-001 (hereinafter referred to as “EIR Addendum”), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as “CEQA”); and

WHEREAS, File No. PSPA18-010 analyzed under the EIR Addendum, consists of an Ontario Gateway Specific Plan Amendment to change the land use designation on 3.9 acres of land from Office to Mixed-Use, and reduce the rear parking/landscape setback adjacent to the Southern Pacific Rail Road right-of-way, from 20-feet to 10-feet, affecting property generally located at the southeast corner of Haven Avenue and Guasti Road, in the City of Ontario, California (hereinafter referred to as the "Project"); and

WHEREAS, the EIR Addendum concluded that implementation of the Project could result in a number of significant effects on the environment and identified mitigation measures that would reduce each of those significant effects to a less-than-significant level; and

WHEREAS, the Amendment to the Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) for File No. PGPA06-001— was certified on January 27, 2010 (hereinafter referred to as “Certified EIR”), in which development and use of the Project site was discussed; and

WHEREAS, pursuant to California Environmental Quality Act ("CEQA") Guidelines Section 15164(a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary to a project, but the preparation of a subsequent or supplemental EIR is not required; and

WHEREAS, the City determined that none of the conditions requiring preparation of a subsequent or supplemental EIR would occur from the Project, and that preparation of an addendum to the EIR was appropriate; and

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the recommending authority for the requested approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the EIR Addendum for the Project, has concluded that none of the conditions requiring preparation of a subsequent of supplemental EIR have occurred, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the EIR Addendum for the Project is on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, is available for inspection by any interested person at that location and is, by this reference, incorporated into this Resolution as if fully set forth herein; 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 environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010; and

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

(3) 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. This Application introduces no new significant environmental impacts.

(4) All previously adopted mitigation measures shall be a condition of project approval, as they are applicable to the Project, and are incorporated herein by this reference.

(5) The EIR Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(6) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related 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 Environmental Impact Report is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the Certified EIR (The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010) 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 (The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010), 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 (The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010) 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 (The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010); or

(b) Significant effects previously examined will be substantially more severe than shown in the Certified EIR (The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010); 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 (The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared in conjunction with File No. PGPA06-001; and certified by City Council on January 27, 2010) would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

**SECTION 3: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 and 2, above, the Planning Commission hereby recommends the City Council finds that based upon the entire record of proceedings before it, and all information received, that there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and does hereby approve the EIR Addendum, attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 4: 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 5: Custodian of Records.** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

**SECTION 6: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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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 23rd day of July 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 Chairman

ATTEST:

---

Cathy Wahlstrom  
Planning Director and  
Secretary of 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 July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

*Addendum to The Ontario Plan Environmental Impact  
Report (SCH#2008101140) Certified by City Council on  
January 27, 2010*

*(Addendum follows this page)*

**ATTACHMENT A:  
ADDENDUM TO THE ONTARIO PLAN  
ENVIRONMENTAL IMPACT REPORT**



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

**California Environmental Quality Act  
Initial Study Form**

**Project Title/File No.:** PSPA18-010 & PDEV18-039

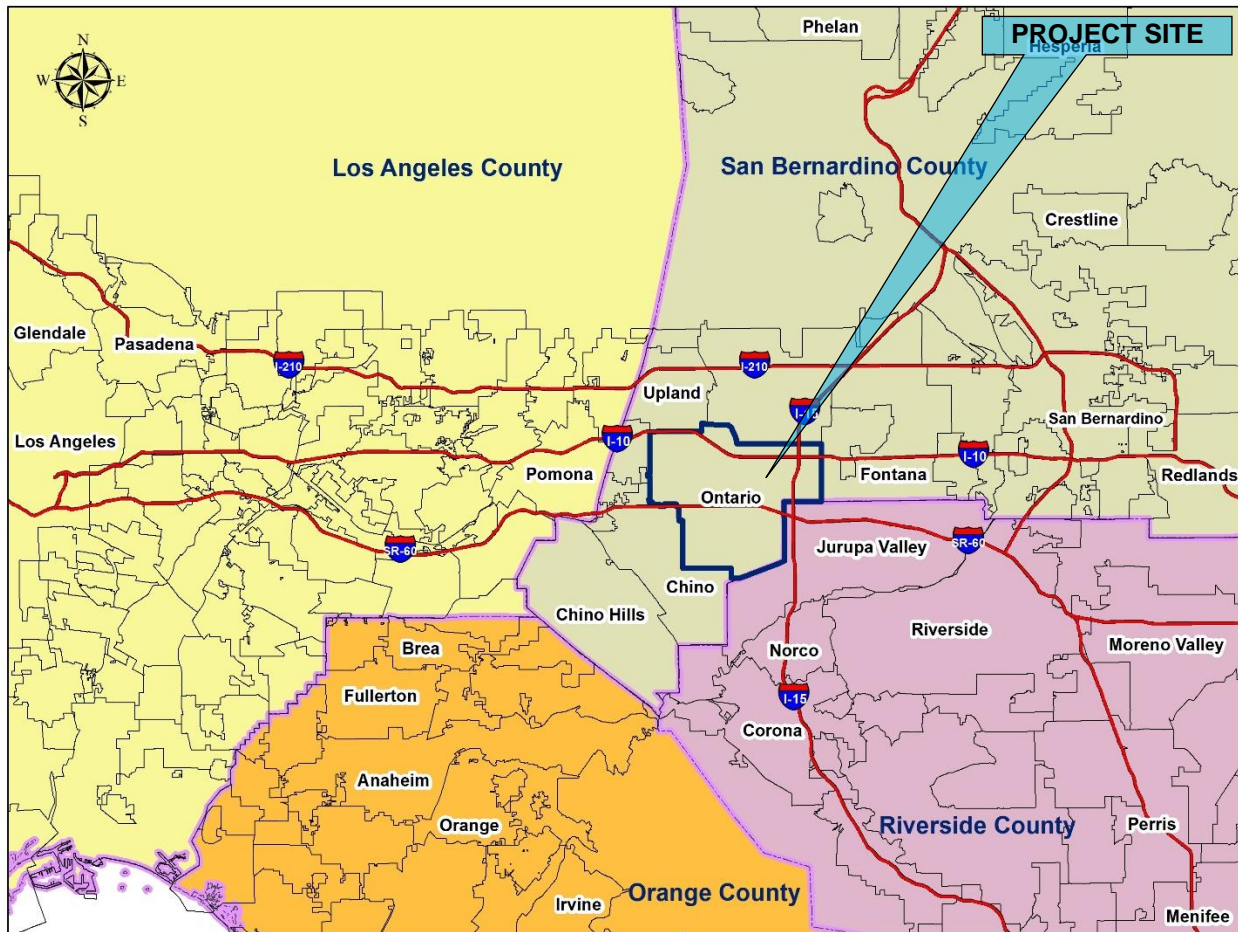
**Lead Agency:** City of Ontario, 303 East “B” Street, Ontario, California 91764, (909) 395-2036

**Contact Person:** Luis E. Batres, 909-395-2431

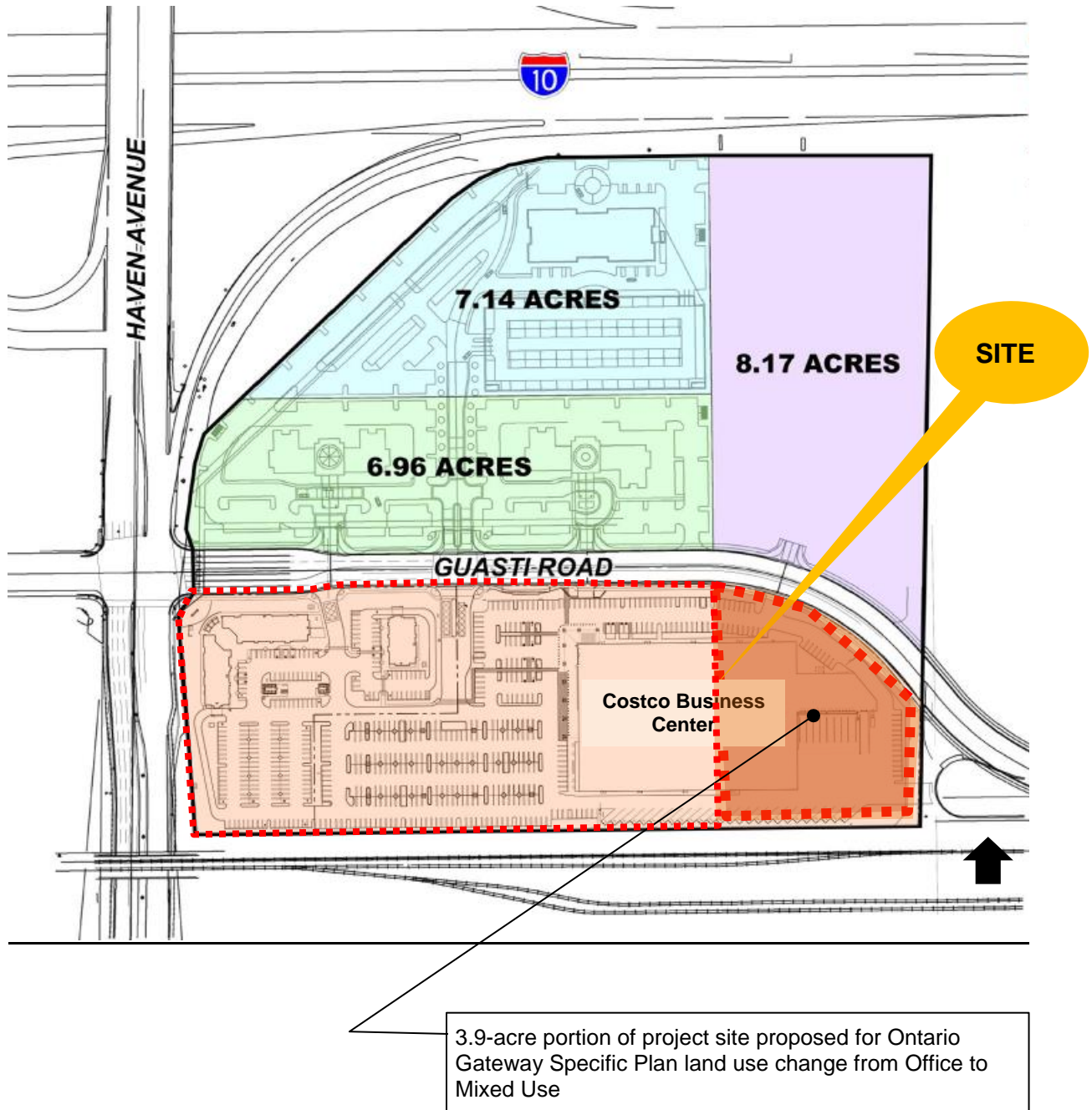
**Project Sponsor:** Prime A Investments, LLC., 16850 Bear Valley Road, Ste. 200, Victorville, California 92395

**Project Location:** The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 and 2, below, the project site is located at the southeast corner of Haven Avenue and Guasti Road.

**Figure 1—REGIONAL LOCATION M**



**Figure 2—VICINITY MAP**



**General Plan Designation:** Office Commercial

**Zoning:** Ontario Gateway Specific Plan - Mixed Use

**Description of Project:** An Amendment to the Ontario Gateway Specific Plan (File No. PSPA18-010) to: (1) change the land use designation on approximately 3.9 acres of land from Office to Mixed-Use; and (2) reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet. A Development Plan (File No. PDEV18-039) has been submitted in conjunction with the Specific Plan Amendment, for the proposed construction of a 136,342 square foot Costco Business Center retail store on 10.9 acres of land, which encompasses the 3.9-acre property on which the land use change is proposed, as shown in Figure 2: Vicinity Map.

**Background:** On January 27, 2010, the Ontario City Council adopted The Ontario Plan (TOP). TOP serves as the framework for the City's business plan and provides a foundation for the City to operate as a municipal corporation that consists of six (6) distinct components: 1) Vision; 2) Governance Manual; 3) Policy Plan; 4) Council Priorities; 5) Implementation; and 6) Tracking and Feedback. The Policy Plan component of TOP meets the functional and legal mandate of a General Plan and contains nine elements; Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design and Social Resources.

An Environmental Impact Report (EIR) was prepared for TOP (SCH # 2008101140) and certified by the City Council on January 27, 2010 that included Mitigation Findings and a Statement of Overriding Considerations pursuant to CEQA. TOP EIR analyzed the direct and physical changes in the environment that would be caused by TOP; focusing on changes to land use associated with the buildout of the proposed land use plan, in the Policy Plan and impacts resultant of population and employment growth in the City. The significant unavoidable adverse impacts that were identified in the EIR included: agriculture resources, air quality, cultural resources, greenhouse gas emissions, noise and transportation/traffic.

**Analysis:** According to the California Environmental Quality Act Guidelines Section 15164, an Addendum to a previously certified EIR may be used if some changes or additions are necessary, but none of the conditions described in Section 15162 requiring the preparation of a subsequent Negative Declaration or EIR have occurred. The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration are needed for further discretionary approval. These findings are described below:

(1) *Required Finding: Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.* Substantial changes are not proposed for the project and will not require revisions to the TOP EIR. The proposed project is an amendment to the Ontario Gateway Specific Plan to: (1) change the land use designation for approximately 3.9 acres of land from Office to Mixed Use; and (2) reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet. Additionally, a Development Plan (File No. PDEV18-039) has been filed in conjunction with the Specific Plan Amendment, for the proposed construction of a 136,342 square foot Costco Business Center retail store on 10.9 acres of land, which encompasses the 3.9-acre property on which the land use change is proposed. The project area has a TOP Land Use designation of Office/Commercial, which TOP intends for an intense mixture of regional serving retail, service, tourist-serving, professional office, entertainment, dining, and supporting services uses developed at a maximum of 0.75 FAR. The certified TOP EIR (SCH#2008101140) analyzed the impacts of all proposed land use designations and established thresholds that are listed in Exhibit LU-03 Future Buildout of TOP. The proposed Specific Plan Amendment and associated Development Plan is consistent with the TOP land use designation requirements and certified TOP EIR. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present. Therefore, no proposed changes or revisions to the EIR are required.

(2) *Required Finding: Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.* Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects. Therefore,



no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

(3) *Required Finding. No new information has been provided that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR.* No new information has been provided that would indicate the proposed project would result in any new significant effects not previously discussed in TOP EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The attached Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines Section 15162 are present.

**Project Setting:** The project site is currently vacant and gently slopes from north to south and is surrounded by developed urban uses. The property is void of any significant flora or fauna.

**Surrounding Land Uses:**

	<u>Zoning</u>	<u>Current Land Use</u>
▪ North—	Ontario Gateway Specific Plan - Entertainment and Auto	Hotels & Auto Dealership
▪ South—	California Commerce Center - Commercial/Food/Hotel	Industrial & Parking
▪ East—	Business Park	Industrial
▪ West—	Centrelake Specific Plan - Office	Office

**Other public agencies whose approval is required** (e.g., permits, financing approval or participation agreement): (Insert description)

**CEQA REQUIREMENTS FOR AN ADDENDUM:**

If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines § 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines § 15162(b).) When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines, § 15164(b).)

Under Section 15162, a subsequent EIR or negative declaration is required only when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous

negative declaration;

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (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 project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Thus, if the Project does not result in any of the circumstances listed in section 15162 (i.e., no new or substantially greater significant impacts), the City may properly adopt an addendum to the Environmental Impact Report (EIR) was prepared for TOP (SCH # 2008101140) and certified by the City Council on January 27, 2010

**Conclusion:** Based on the findings and information contained in the previously certified TOP EIR, the analysis above, the attached Initial Study, and the CEQA statute and State CEQA Guidelines, including sections 15164 and 15162, the Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the EIR documents. No changes or additions to the TOP EIR, analyses are not necessary, nor is there a need for any additional mitigation measures.

The included Initial Study provides an analysis of the Project and verification that the Project will not cause environmental impacts such that any of the circumstances identified in State CEQA Guidelines section 15162 are present.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |
|--|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture Resources              |
| <input type="checkbox"/> Air Quality                 | <input type="checkbox"/> Biological Resources               |
| <input type="checkbox"/> Cultural Resources          | <input type="checkbox"/> Geology / Soils                    |
| <input type="checkbox"/> Greenhouse Gas Emissions    | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning                |
| <input type="checkbox"/> Population / Housing        | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation / Traffic           |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION (To be completed by the Lead Agency):**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Certified The Ontario Plan (TOP) Environmental Impact Report (EIR) pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier Certified EIR, including revisions or mitigation measures that are imposed upon the proposed project, the analysis from the Certified TOP EIR was used as a basis for this Addendum, nothing further is required.

\_\_\_\_\_  
Signature

July 5, 2019  
\_\_\_\_\_  
Date

Luis E. Batres, Senior Planner  
\_\_\_\_\_  
Printed Name and Title

City of Ontario Planning Department  
\_\_\_\_\_  
For

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from the "Earlier Analyses" Section may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier

analysis.

- c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) **Supporting Information Sources.** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
- The significance criteria or threshold, if any, used to evaluate each question; and
  - The mitigation measure identified, if any, to reduce the impact to less than significance.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1) <b>AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) <b>AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Production (as defined by Government Code section 51104(g))?				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) <b>AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) <b>BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) <b>CULTURAL RESOURCES.</b> Would the project:				



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<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6) GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18.1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7) GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8) HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9) <b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff during construction and/or post-construction activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10) <b>LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, airport land use compatibility plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11) <b>MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12) <b>NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13) <b>POPULATION AND HOUSING.</b> Would the project:				

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14) PUBLIC SERVICES.</b> Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15) RECREATION.</b> Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16) TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17) UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>18) MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

**EXPLANATION OF ISSUES**

1) **AESTHETICS.** Would the project:

a) **Have a substantial adverse effect on a scenic vista?**

Discussion of Effects: The Policy Plan (General Plan) does not identify scenic vistas within the City. However, the Policy Plan (Policy CD1-5) requires all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountain. The project site is located along Haven Avenue which is a major north-south street as identified in the Functional Roadway Classification Plan (Figure M-2) of the Mobility Element within the Policy Plan. Any future development would be required to meet the development standards of the specific plan, which would limit impacts related to obstructing views of the San Gabriel Mountains for properties located south of the project site. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings and historic buildings within a state scenic highway?**

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. In addition, there are no historic buildings or any scenic resources identified on or in the vicinity of the project site. Therefore, it will not result in adverse environmental impacts.

Mitigation: No new or additional mitigation measures are proposed or necessary.

c) **Substantially degrade the existing visual character or quality of the site and its surroundings?**

Discussion of Effects: The project would not degrade the existing visual character or quality of the site or its surroundings. The project site is located in an area that is characterized by commercial development and is surrounded by recently developed urban land uses.

The proposed project will substantially improve the visual quality of the area through development of the site with a mixed use development, which will be consistent with the design standards of the Ontario Gateway Specific Plan and the policies of the Community Design Element of the Policy Plan (General Plan), as well as with the existing and future development in the surrounding area. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

d) **Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?**

Discussion of Effects: New lighting will be introduced to the site with the development of the project. Pursuant to the requirements of the Ontario Gateway Specific Plan and the City's Development Code, project on-site lighting will be shielded, diffused or indirect, to avoid glare to pedestrians or motorists. In addition, lighting fixtures will be selected and located to confine the area of illumination to within the project site and minimize light spillage.

Site lighting plans will be subject to review by the Planning Department and Police Department prior to issuance of building permits (pursuant to the City's Building Security Ordinance). Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

2) **AGRICULTURE AND FOREST RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

Discussion of Effects: The site is presently vacant and does not contain any agricultural uses. Further, the site is identified as urban and built-up land on the map prepared by the California Resources Agency, pursuant to the Farmland Mapping and Monitoring Program. As a result, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Discussion of Effects: The project site is not zoned for agricultural use and there is no Williamson Act contract in effect on the subject site. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

Discussion of Effects: The proposed project consists of an Amendment to the Ontario Gateway Specific Plan to: (1) change the land use designation on approximately 3.9 acres of land from Office to Mixed-Use; and (2) reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet. Additionally, a Development Plan has been submitted in conjunction with the Specific Plan Amendment for the proposed construction of a 136,342 square foot Costco Business Center retail store on the 10.9-acre project site, which encompasses the 3.9-acre property on which the land use change is proposed. The proposed project is consistent with the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and will be consistent with the development standards and allowed land uses of the Ontario Gateway Specific Plan zone at the time of building permit issuance. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

Discussion of Effects: There is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code section 12220(g). Neither The Ontario Plan nor the City's Zoning Code provide designations for forest land. Consequently, the proposed project would not result in the loss or conversion of forest land; therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use or conversion of forest land to non-forest use?**

Discussion of Effects: As outlined in the TOP EIR, the project site is not designated as Farmland. The project site is currently vacant and there are no agricultural uses occurring onsite. As a result, to the extent that the project would result in changes to the existing environment, those changes would not result in loss of Farmland to non-agricultural use.

Additionally, there is currently no land in the City of Ontario that qualifies as forest land as defined in Public Resources Code Section 12220(g). Neither The Ontario Plan, the Ontario Gateway Specific Plan, nor the City's Development Code provide designations for forest land. Consequently, to the extent that the proposed project would result in changes to the existing environment, those changes would not impact forest land; therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation Required: No new or additional mitigation measures are proposed or necessary.

- 3) **AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**

Discussion of Effects: The project will not conflict with or obstruct implementation of any air quality plan. As noted in The Ontario Plan FEIR (Section 5.3), pollutant levels in the Ontario area already exceed Federal and State standards. To reduce pollutant levels, the City of Ontario is actively participating in efforts to enhance air quality by implementing Control Measures in the Air Quality Management Plan for local jurisdictions within the South Coast Air Basin.

The proposed project is consistent with The Ontario Plan, for which the EIR was prepared and impacts evaluated. Furthermore, the project is consistent with the City's participation in the Air Quality Management Plan and, because of the project's limited size and scope, will not conflict with or obstruct implementation of the plan. However, out of an abundance of caution, the project will be required when developed to use low emission fuel, use low VOC architectural coatings and implement an alternative transportation program (which may include incentives to participate in carpool or vanpool) as recommended by the South Coast Air Quality Management District's Air Quality modeling program.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Discussion of Effects: Project impacts would remain significant and unavoidable even with additional mitigation measures proposed by the 2009 Air Quality Impact Analysis prepared for TOP EIR. In addition, TOP EIR, which analyzed a residential, commercial and industrial buildout (2035) for the entire City and determined that a significant and unavoidable air quality impacts due to the magnitude of emissions that would be generated by the buildout (2035) of the Policy Plan (General Plan).

Mitigation: No new or additional mitigation measures are required.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?**

Discussion of Effects: The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment under an applicable federal or state ambient air quality because of the limited size and scope of the project. Although no impacts are anticipated, the project will still comply with the air quality standards of the TOP FEIR and the SCAQMD resulting in impacts that are less than significant [please refer to Sections 3(a) and 3(b)].

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

Discussion of Effects: Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401.

The project will not expose sensitive receptors to any increase in pollutant concentrations because there are no sensitive receptors located within close proximity of the project site. Further, there is limited potential for sensitive receptors to be located within close proximity of the site because the project site will be zoned Ontario Gateway Specific Plan – Mixed Use at the time of project approval. The types of uses that would potentially impact sensitive receptors would not be supported on the property pursuant to the Land Use Element (Figure LU-6) of the Policy Plan (General Plan) and Ontario Gateway Specific Plan. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Create objectionable odors affecting a substantial number of people?**

Discussion of Effects: The uses proposed on the subject site, as well as those permitted within the Ontario Gateway Specific Plan – Mixed Use zoning district, do not create objectionable odors. Further, the project shall comply with the policies of the Ontario Municipal Code and the Policy Plan (General Plan). Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- 4) **BIOLOGICAL RESOURCES.** Would the project:

- a) **Have a substantial adverse effect, either directly or through habitat modifications, on any 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 Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The project site is located within an area that has not 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 Game or the U.S. Fish and Wildlife Service. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The site does not contain any riparian habitat or other sensitive natural community identified by the Department of Fish & Game or Fish & Wildlife Service. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Discussion of Effects: TOP EIR does not identify any federally protected wetlands on site. Therefore, project implementation would have no impact on these resources.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Discussion of Effects: The TOP FEIR established that there are no regional wildlife movement corridors have in the City, and most of the City is ill-suited for the purposes of wildlife movement. Consequently, there are no wildlife corridors connecting this site to other areas. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Discussion of Effects: The City of Ontario has a tree preservation ordinance in place; however, the project site does not contain any Heritage Trees or other mature trees necessitating the need for preservation. As a result, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?**

Discussion of Effects: The site is not part of an adopted HCP, NCCP or other approved habitat conservation plan. As a result, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

5) **CULTURAL RESOURCES.** Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

Discussion of Effects:

The project site is vacant and does not contain any buildings, structures, or objects. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Discussion of Effects: The Ontario Plan FEIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. However, only about 10 percent of the City of Ontario has been adequately surveyed for prehistoric or historic archaeology. While no adverse impacts to archeological resources are anticipated at this site due to its urbanized nature, standard conditions have been imposed on the project that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified



archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: No new or additional mitigation measures are proposed or necessary.

c) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Ontario Plan FEIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. However, the project proposes excavation depths to be less than 10 feet. While no adverse impacts are anticipated, standard conditions have been imposed on the project that in the event of unanticipated paleontological resources are identified during excavation, construction activities will not continue or will be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented.

Mitigation: No new or additional mitigation measures are proposed or necessary.

d) **Disturb any human remains, including those interred outside of formal cemeteries?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known religious or sacred sites exist within the project area. Thus, human remains are not expected to be encountered during any construction activities. However, in the unlikely event that human remains are discovered, existing regulations, including the California Public Resources Code Section 5097.98, would afford protection for human remains discovered during development activities. Furthermore, standard conditions have been imposed on the project that in the event of unanticipated discoveries of human remains are identified during excavation, construction activities, the area shall not be disturbed until any required investigation is completed by the County Coroner and/or Native American consultation has been completed, if deemed applicable.

Mitigation: No new or additional mitigation measures are proposed or necessary.

e) **Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?**

Discussion of Effects: The proposed project is in an area that has been previously disturbed by development. No known Tribal Cultural Resources exist within the project area.

Mitigation: No new or additional mitigation measures are proposed or necessary.

6) **GEOLOGY & SOILS**. Would the project:

a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rupture Hazard Zone (formerly Alquist-Priolo Zone). The Ontario Plan FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. Given that the closest fault zone is located more than ten miles from the project site, fault rupture within the project area is not likely. All development will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

ii) **Strong seismic ground shaking?**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Land Use Plan (Figure LU-6) of the Policy Plan (General Plan) FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All construction will be in compliance with the California Building Code, the Ontario Municipal Code, The Ontario Plan and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

iii) **Seismic-related ground failure, including liquefaction?**

Discussion of Effects: As identified in the TOP FEIR (Section 5.7), groundwater saturation of sediments is required for earthquake induced liquefaction. In general, groundwater depths shallower than 10 feet to the surface can cause the highest liquefaction susceptibility. Depth to ground water at the project site during the winter months is estimated to be between 250 to 450 feet below ground surface. Therefore, the liquefaction potential within the project area is minimal. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

iv) **Landslides?**

Discussion of Effects: The project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving landslides because the relatively flat topography of the project site (less than 2 percent slope across the City) makes the chance of landslides remote. Implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal Code would reduce impacts to a less than significant level. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Result in substantial soil erosion or the loss of topsoil?**

Discussion of Effects: The project will not result in significant soil erosion or loss of topsoil because of the previously disturbed and developed nature of the project site and the limited size and scope of the project. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes; however, compliance with the California Building Code and review of grading plans by the City Engineer will ensure no significant impacts will occur. In addition, the City requires an erosion/dust control plan for projects located within this area. Implementation of a NPDES program, the Environmental Resource Element of the Policy Plan (General Plan) strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Discussion of Effects: The project would not result in the location of development on a geologic unit or soil that is unstable, or that would become unstable because as previously discussed, the potential for liquefaction and landslides associated with the project is less than significant. The Ontario Plan FEIR (Section 5.7) indicates that subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The project would not withdraw water from the

existing aquifer. Further, implementation of The Ontario Plan strategies, Uniform Building Code and Ontario Municipal code would reduce impacts to a less than significant level. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Discussion of Effects: The majority of Ontario, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Discussion of Effects: The area is served by the local sewer system and the use of alternative systems is not necessary. There will be no impact to the sewage system; therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- 7) **GREENHOUSE GAS EMISSIONS.** Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Discussion of Effects: The impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases ("GHGs") was analyzed in the Environmental Impact Report ("EIR") for the Policy Plan (General Plan). According to the EIR, this impact would be significant and unavoidable. (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) This EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan's significant and unavoidable impacts, including that concerning the emission of greenhouse gases.

Pursuant to Public Resources Code section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in The Ontario Plan EIR, which was certified by the City; (2) the proposed project would not result in any greenhouse gas impacts that were not addressed in The Ontario Plan EIR; (3) the proposed project is consistent with The Ontario Plan.

As part of the City's certification of The Ontario Plan EIR and its adoption of The Ontario Plan, the City adopted mitigation measures 6-1 through 6-6 with regard to the significant and unavoidable impact relating to GHG emissions. These mitigation measures, in summary, required:

MM 6-1. The City is required to prepare a Climate Action Plan (CAP).

MM 6-2. The City is required to consider for inclusion in the CAP a list of emission reduction measures.

MM 6-3. The City is required to amend its Municipal Code to incorporate a list of emission reduction concepts.

MM 6-4. The City is required to consider the emission reduction measures and concepts contained in MMs 6-2 and 6-3 when reviewing new development prior to adoption of the CAP.

MM 6-5. The City is required to evaluate new development for consistency with the Sustainable Communities Strategy, upon adoption by the Southern California Association of Governments.

MM 6-6. The City is required to participate in San Bernardino County's Green Valley Initiative.

While Public Resources Code section 21083.3 requires that relevant mitigation measures from a General Plan EIR be imposed on a project that is invoking that section's limited exemption from CEQA, these mitigation measures impose obligations on the City, not applicants, and hence are not directly relevant. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases, and no adverse impacts are anticipated.

Mitigation Required: No new or additional mitigation measures are proposed or necessary.

b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, state and federal regulations. In addition, the proposed project is consistent with the policies outlined in Section 5.6.4 of the Environmental Impact Report for The Ontario Plan, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by 15 percent, because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation: No new or additional mitigation measures are proposed or necessary.

8) **HAZARDS & HAZARDOUS MATERIALS.** Would the project:

a) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Discussion of Effects: TOP FEIR concluded that the, current federal and state regulations, City ordinances, and The Ontario Plan policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Additional hazardous waste transport, use, and/or disposal that would occur upon the buildout of The Ontario Plan would be less than significant with adherence to the existing regulations. . Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Discussion of Effects: The proposed project does not include the use of hazardous materials or volatile fuels. In addition, there are no known stationary commercial or industrial land uses within close proximity to the subject site, which use/store hazardous materials to the extent that they would pose a significant hazard to visitors/occupants to the subject site, in the event of an upset condition resulting in the release of a hazardous material. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?**

Discussion of Effects: The proposed project does not include the use, emissions or handling of hazardous or acutely hazardous materials, substances or waste. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Discussion of Effects: The proposed project site is not listed on the hazardous materials site compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a hazard to the public or the environment and no impact is anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: According to Land Use Element (Exhibit LU-06 Airport Environs) of the Policy Plan (General Plan), the proposed site is located within the area subject to the Ontario International Airport Land Use Compatibility Plan. However, the project will not result in a safety hazard for people working or residing in the project area because it will not obstruct aircraft maneuvering because of the project's low elevation and the architectural style of the project. Additionally, the Land Use Compatibility Guidelines for Noise Impacts (Table LU-08) shows the proposed use as normally accepted in the 65 CNEL. The proposed use will comply with standards for mitigating noise; therefore, any impacts would be reduced to a less than significant level. As such, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Discussion of Effects: The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks inter-departmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. In addition, the project will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because the project is required to comply with all applicable City codes, any impacts would be reduced to a less than significant level. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Discussion of Effects: The project site is not located in or near wildlands. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- 9) **HYDROLOGY & WATER QUALITY.** Would the project:

- a) **Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?**

Discussion of Effects: The project site is served by City water and sewer service and will not affect water quality standards or waste discharge requirements. Discharge of storm water pollutants from areas of materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing, waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work) areas could result in a temporary increase in the amount of suspended solids, trash and debris, oil and grease, organic compounds, pesticides, nutrients,



heavy metals and bacteria pathogens in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide National Pollutant Discharge Elimination System (NPDES) General Industrial Activities Stormwater Permit, the San Bernardino County Area-Wide Urban Runoff Permit (MS4 permit) and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)). This would reduce any impacts to below a level of significance. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Discussion of Effects: No increases in the current amount of water flow to the project site are anticipated, and the proposed project will not deplete groundwater supplies, nor will it interfere with recharge. The water use associated with the proposed use of the property will be negligible. The development of the site will require the grading of the site and excavation is expected to be less than three feet and would not affect the existing aquifer, estimated to be about 230 to 250 feet below the ground surface. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increases in erosion of the project site or surrounding areas?**

Discussion of Effects: It is not anticipated that the project would alter the drainage pattern of the site or area, in a manner that would result in erosion, siltation or flooding on-or-off site nor will the proposed project increase the erosion of the subject site or surrounding areas. The existing drainage pattern of the project site will not be altered and it will have no significant impact on downstream hydrology. Stormwater generated by the project will be discharged in compliance with the statewide NPDES General Construction Activities Stormwater Permit and San Bernardino County MS4 permit requirements. With the full implementation of a Storm Water Pollution Prevention Plan developed in compliance with the General Construction Activities Permit requirements, the Best Management Practices included in the SWPPP, and a stormwater monitoring program would reduce any impacts to below a level of significance. No streams or streambeds are present on the site and no changes in erosion off-site are anticipated. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?**

Discussion of Effects: The proposed project is not anticipated to increase the flow velocity or volume of storm water runoff to cause environmental harm from the site and will not create a burden on existing infrastructure. Furthermore, with the implementation of an approved Water Quality Management Plan developed for the site, in compliance with the San Bernardino County MS4 Permit requirements, stormwater runoff volume shall be reduced to below a level of significance. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (a&b) during construction and/or post-construction activity?**

Discussion of Effects: It is not anticipated that the project would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create or contribute stormwater runoff pollutants during construction and/or post-construction activity. Pursuant to the requirements of The Ontario Plan, the City's Development Code, and the San Bernardino County MS4 Permit's "Water Quality Management Plan" (WQMP), individual developments must provide site drainage and WQMP plans according to guidelines established by the City's Engineering Department. If master drainage facilities are not in place at the time of project development, then standard engineering practices for controlling post-development runoff may be required, which could include the construction of on-site storm water detention and/or retention/infiltration facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- f) **Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?**

Discussion of Effects: Activities associated with the construction period, could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The site is required to comply with the statewide NPDES General Construction Permit and the City of Ontario's Municipal Code (Title 6, Chapter 6 (Stormwater Drainage System)) to minimize water pollution. Thus it is anticipated that there is no potential for discharges of stormwater during construction that will affect the beneficial uses of the receiving waters. However, with the General Construction Permit requirement and implementation of the policies in The Ontario Plan, any impacts associated with the project would be less than significant. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

Discussion of Effects: The project site is not located within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- h) **Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of the Policy Plan (General Plan), the site lies outside of the 100-year flood hazard area. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

Discussion of Effects: As identified in the Safety Element (Exhibit S-2) of The Ontario Plan, the site lies outside of the 100-year flood hazard area. No levees or dams are located near the project site. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- j) **Expose people or structures to inundation by seiche, tsunami or mudflow?**

Discussion of Effects: There are no lakes or substantial reservoirs near the project site; therefore, impacts from seiche are not anticipated. The City of Ontario has relatively flat topography, less than two percent across the City, and the chance of mudflow is remote. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

10) **LAND USE & PLANNING.** Would the project:

a) **Physically divide an established community?**

Discussion of Effects: The project site is located in an area that is currently developed with urban land uses. This project will be of similar design and size to surrounding development. The project will become a part of the larger office and commercial community and will provide needed services to the area. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Conflict with applicable land use plan, policy or regulation of agencies with jurisdiction over the project (including, but not limited to general plan, airport land use compatibility plan, specific plan, or development code) adopted for the purpose of avoiding or mitigation an environmental effect?**

Discussion of Effects: The proposed project is consistent with The Ontario Plan and does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Discussion of Effects: There are no adopted habitat conservation plans in the project area. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

11) **MINERAL RESOURCES.** Would the project:

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

Discussion of Effects: The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Discussion of Effects: There are no known mineral resources in the area. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

12) **NOISE.** Would the project result in:

a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Discussion of Effects: The project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12). No additional analysis will be required at the time of site development review. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Discussion of Effects: The uses associated with this project normally do not induce groundborne vibrations. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: The project will not be a significant noise generator and will not cause a substantial permanent increase in ambient noise levels because of the limited size and scope of the project. Moreover, the proposed use will be required to operate within the noise levels permitted for commercial development, pursuant to City of Ontario Development Code. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: Temporary construction activities will minimally impact ambient noise levels. All construction machinery will be maintained according to industry standards to help minimize the impacts. Normal activities associated with the project are unlikely to increase ambient noise levels. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **For a project located within the noise impact zones of the airport land use compatibility plans for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: According to the Safety Element in The Ontario Plan, the proposed site is located outside of the Ontario International Airport's Safety, Noise Impact, and Airspace Protection Zones, and the project is located within the 65CNEL noise contour. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

13) **POPULATION & HOUSING.** Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?**

Discussion of Effects: The certified TOP EIR (SCH#2008101140) analyzed the impacts of all proposed land use designations and established thresholds that are listed in Exhibit LU-03 Future Buildout of TOP. The proposed project is consistent with the buildout assumptions utilized in the certified TOP EIR; therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site is currently undeveloped. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The project site is currently undeveloped. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

14) **PUBLIC SERVICES.** Would the project:

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- i) **Fire protection?**

Discussion of Effects: The site is in a developed area currently served by the Ontario Fire Department. As previously analyzed in the TOP EIR, the proposed project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- ii) **Police protection?**

Discussion of Effects: The site is in a developed area, currently served by the Ontario Police Department. As previously analyzed in the TOP EIR, the proposed project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- iii) **Schools?**

Discussion of Effects: The project will be required to pay school fees as prescribed by state law prior to the issuance of building permits. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- iv) **Parks?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. As previously analyzed in the TOP EIR, the proposed project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.



v) **Other public facilities?**

Discussion of Effects: The site is in a developed area, currently served by the City of Ontario. As previously analyzed in the TOP EIR, the proposed project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

15) **RECREATION.** Would the project:

a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Discussion of Effects: This project is not proposing any significant new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?**

Discussion of Effects: This project is not proposing any new significant housing or large employment generator that would require the construction of neighborhood parks or other recreational facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

16) **TRANSPORTATION/TRAFFIC.** Would the project:

a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited?**

Discussion of Effects:

The project proposes to amend the Ontario Gateway Specific Plan (File No. PSPA18-010) to 1) Change the the land use designation for approximately 3.9 acres of land from Office to Mixed-Use. 2) Reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet; and 3) Modify the permitted freeway oriented sign to allow more than five business names, subject to the discretion of the Planning Director. In conjunction with a Development Plan (File No. PDEV18-039) to construct a 136,342 square foot, single story retail Costco Business Center on 10.9 acres of land for property located within the Mixed-Use land use designation of the Ontario Gateway Specific Plan located on the south side of Guasti Road, east of Haven Avenue. The proposed Amendment according to a Trip Generation Comparison prepared by LSA (Ken Wilhelm, June 6, 2019), will generate fewer trips than the previously approved project. Therefore, the implementation of the proposed project will not create an impact to the surrounding circulation system.

The project site is located within Traffic Analysis Zone (TAZ) - 74 of the previously analyzed TOP EIR traffic study (*Ontario General Plan Update: Transportation Technical Report, Kimley-Horn and Associates, March 19, 2009*). When TOP was originally adopted in 2010, TAZ - 74 included approximately 50 acres of land that had a land use designation of Office Commercial (0.75 FAR: 1,639,054 SF), which was subsequently changed in November 2014 (Guasti Ponderosa File No. PGPA14-001) to Business Park (0.6 FAR: 1,311,243 SF). This change in land use reduced the overall potential building square footage by 327,811 SF within TAZ - 74. In addition, the average weekday trip generation rate for Weekday AM and PM Peak Hours Average Trips was reduced by 1,662 trips. Therefore, Staff analyzed the existing and proposed land use buildout trip generation scenarios to determine if the proposed amendment would have a greater impact than what was previously analyzed. The trip generation analyses relied upon the *Trip Generation, 8<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) 2008* to determine the number of trips generated from

the project site during Weekday A.M. and P.M. peak hours. The analyses concluded that the proposed Ontario Gateway Specific Plan Amendment, in conjunction with the previous 2014 Guasti Ponderosa GPA would result in 1,530 less trips during Weekday A.M. and P.M. peak hours. Therefore, the analysis concluded that the implementation of the Specific Plan Amendment would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system. Therefore, the proposed amendment would not result in a greater impact than what was previously analyzed in the adopted TOP FEIR traffic study. Additionally, the project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to increase and the project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Discussion of Effects: The project proposes to amend the Ontario Gateway Specific Plan (File No. PSPA18-010) to: 1) Change the the land use designation for approximately 3.9 acres of land from Office to Mixed-Use. 2) Reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet; and 3) Modify the permitted freeway oriented sign to allow more than five business names, subject to the discretion of the Planning Director. In conjunction with a Development Plan (File No. PDEV18-039) to construct a 136,342 square foot, single story retail Costco Business Center on 10.9 acres of land for property located within the Mixed-Use land use designation of the Ontario Gateway Specific Plan located on the south side of Guasti Road, east of Haven Avenue. According to a Trip Generation Comparison study prepared by Ken Wilhelm with LSA (June 6, 2019), the proposed project is expected to generate fewer trips than the previously approved project (see Exhibit A, attached).

The project site is located within Traffic Analysis Zone (TAZ) - 74 of the previously analyzed TOP EIR traffic study (*Ontario General Plan Update: Transportation Technical Report, Kimley-Horn and Associates, March 19, 2009*). When TOP was originally adopted in 2010, TAZ - 74 included approximately 50 acres of land that had a land use designation of Office Commercial (0.75 FAR: 1,639,054 SF), which was subsequently changed in November 2014 (Guasti Ponderosa File No. PGPA14-001) to Business Park (0.6 FAR: 1,311,243 SF). This change in land use reduced the overall potential building square footage by 327,811 SF within TAZ - 74. In addition, the average weekday trip generation rate for Weekday AM and PM Peak Hours Average Trips was reduced by 1,662 trips. Therefore, staff analyzed the existing and proposed land use buildout trip generation scenarios to determine if the proposed amendment would have a greater impact than what was previously analyzed. The trip generation analyses relied upon the *Trip Generation, 8<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) 2008* to determine the number of trips generated from the project site during Weekday A.M. and P.M. peak hours. The analyses concluded that the proposed Ontario Gateway Specific Plan Amendment, in conjunction with the previous 2014 Guasti Ponderosa GPA would result in 1,530 less trips during Weekday A.M. and P.M. Peak Hours (Exhibit A – *Trip Generation Comparison*, attached). Therefore, the analysis concluded that the implementation of the Specific Plan Amendment would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system. Therefore, the proposed amendment would not result in a greater impact than what was previously analyzed in the adopted TOP FEIR traffic study. Additionally, the project is in an area that is mostly developed with all street improvements existing. The project will not conflict with an applicable congestion management program or negatively impact the level of service standards on adjacent arterials, as the amount of trips to be generated are minimal in comparison to existing capacity in the congestion management program. No adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Discussion of Effects: The project will not create a substantial safety risk or interfere with air traffic patterns at Ontario International Airport as is under a 120-foot height restriction. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Discussion of Effects: The project is in an area that is mostly developed. All street improvements are complete and no alterations are proposed for adjacent intersections or arterials. The project will, therefore, not create a substantial increase in hazards due to a design feature. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Result in inadequate emergency access?**

Discussion of Effects: The project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- f) **Result in inadequate parking capacity?**

Discussion of Effects: The project is required to meet parking standards established by the Ontario Development Code or as approved by a Parking Study and will not create an inadequate parking capacity. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Discussion of Effects: The proposed Project is consistent with transportation requirements of the certified TOP EIR and the Ontario Gateway Specific Plan. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

17) **UTILITIES AND SERVICE SYSTEMS.** Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Discussion of Effects: As previously analyzed by the Ontario Gateway Specific Plan and TOP EIR, the proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. The project is required to meet the requirements of the City of Ontario Engineering Department regarding wastewater. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Discussion of Effects: As previously analyzed by the Ontario Gateway Specific Plan and TOP EIR, the proposed project is served by the City of Ontario sewer system and which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. RP-1 is not at capacity and this project will not cause RP-1 to exceed capacity. The project will therefore not require the construction of new wastewater treatment facilities, or the expansion of existing facilities. Therefore,

no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Discussion of Effects: As previously analyzed by the Ontario Gateway Specific Plan and TOP EIR, the proposed project is served by the City of Ontario. The project is required to meet the requirements of the City of Ontario Engineering Department regarding storm drain facilities. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).**

Discussion of Effects: As previously analyzed by the Ontario Gateway Specific Plan and TOP EIR, the project is served by the City of Ontario water system. There is currently a sufficient water supply available to the City of Ontario to serve this project. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- e) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Discussion of Effects: As previously analyzed by the Ontario Gateway Specific Plan and TOP EIR, the proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. RP-1 is not at capacity and this project will not cause RP-1 to exceed capacity. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Discussion of Effects: City of Ontario serves the proposed project. Currently, the City of Ontario contracts with a waste disposal company that transports trash to a landfill with sufficient capacity to handle the City's solid waste disposal needs. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Discussion of Effects: This project complies with federal, state, and local statutes and regulations regarding solid waste. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

## 18) MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Discussion of Effects: The proposed project does not have the potential to degrade the quality of the environment, reduce the fish and wildlife habitat, threaten plant, fish or wildlife species, or eliminate historical, archeological, or cultural resources. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that would require major revisions of the previous Environmental Impact Report due to the involvement of new significant environmental effects.. Therefore, no adverse impacts are anticipated beyond those previously identified in the TOP EIR are anticipated.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- b) **Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

Discussion of Effects: The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation: No new or additional mitigation measures are proposed or necessary.

- c) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)**

Discussion of Effects: The project proposes to amend the Ontario Gateway Specific Plan (File No. PSPA17-001) to: 1) Change the the land use designation for approximately 3.9 acres of land from Office to Mixed-Use. 2) Reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet; and 3) Modify the permitted freeway oriented sign to allow more than five business names, subject to the discretion of the Planning Director. In conjunction with a Development Plan (File No. PDEV18-039) to construct a 136,342 square foot, single story retail Costco Business Center on 10.9 acres of land for property located within the Mixed-Use land use designation of the Ontario Gateway Specific Plan located on the south side of Guasti Road, east of Haven Avenue. The proposed amendment will generate fewer trips than the previously approved project (see Exhibit A, attached). Therefore, implementation of the project will not create an impact to the surrounding circulation system.

The project site is located within Traffic Analysis Zone (TAZ) - 74 of the previously analyzed TOP EIR traffic study (*Ontario General Plan Update: Transportation Technical Report, Kimley-Horn and Associates, March 19, 2009*). When TOP was originally adopted in 2010, TAZ - 74 included approximately 50 acres of land that had a land use designation of Office Commercial (0.75 FAR: 1,639,054 SF), which was subsequently changed in November 2014 (Guasti Ponderosa File No. PGPA14-001) to Business Park (0.6 FAR: 1,311,243 SF). This change in land use reduced the overall potential building square footage by 327,811 SF within TAZ - 74. In addition, the average weekday trip generation rate for Weekday AM and PM Peak Hours Average Trips was reduced by 1,662 trips. Therefore, staff analyzed the existing and proposed land use buildout trip generation scenarios to determine if the proposed amendment would have a greater impact than what was previously analyzed. The trip generation analyses relied upon the *Trip Generation, 8<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) 2008* to determine the number of trips generated from the project site during Weekday A.M. and P.M. peak hours. The analyses concluded that the proposed Ontario Gateway Specific Plan Amendment, in conjunction with the previous 2014 Guasti Ponderosa GPA would result in 1,530 less trips during Weekday A.M. and P.M. peak hours. Therefore, the analysis concluded that the implementation of the Specific Plan Amendment would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system. Therefore, the proposed amendment would not result in a greater impact than what was previously analyzed in the adopted TOP FEIR traffic study. Additionally, the project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to increase (see Exhibit A, attached). Therefore, the project does not have impacts that are cumulatively considerable.

Mitigation: No new or additional mitigation measures are proposed or necessary.



d) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Discussion of Effects: The project proposes to amend the Ontario Gateway Specific Plan (File No. PSPA18-010) to: 1) change the the land use designation for approximately 3.9 acres of land from Office to Mixed-Use, and 2) Reduce the rear parking/landscape setback adjacent to the railroad tracks, from 20-feet to 10-feet. The project is located on the south side of Guasti Road, approximately 1,000 feet east of Haven Avenue. In conjunction with a Development Plan (File No. PDEV18-039) to construct a 136,342 square foot, single story retail Costco Business Center on 10.9 acres of land for property located within the Mixed-Use land use designation of the Ontario Gateway Specific Plan. The proposed amendment is expected to generate fewer trips than the previously approved project.

The project site is located within Traffic Analysis Zone (TAZ) - 74 of the previously analyzed TOP EIR traffic study (*Ontario General Plan Update: Transportation Technical Report, Kimley-Horn and Associates, March 19, 2009*). When TOP was originally adopted in 2010, TAZ - 74 included approximately 50 acres of land that had a land use designation of Office Commercial (0.75 FAR: 1,639,054 SF), which was subsequently changed in November 2014 (Guasti Ponderosa File No. PGPA14-001) to Business Park (0.6 FAR: 1,311,243 SF). This change in land use reduced the overall potential building square footage by 327,811 SF within TAZ - 74. In addition, the average weekday trip generation rate for Weekday AM and PM Peak Hours Average Trips was reduced by 1,662 trips. Therefore, staff analyzed the existing and proposed land use buildout trip generation scenarios to determine if the proposed amendment would have a greater impact than what was previously analyzed. The trip generation analyses relied upon the *Trip Generation, 8<sup>th</sup> Edition, Institute of Transportation Engineers (ITE) 2008* to determine the number of trips generated from the project site during Weekday A.M. and P.M. peak hours. The analyses concluded that the proposed Ontario Gateway Specific Plan Amendment, in conjunction with the previous 2014 Guasti Ponderosa GPA would result in 1,530 less trips during Weekday A.M. and P.M. peak hours. Therefore, the analysis concluded that the implementation of the Specific Plan Amendment would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system. Therefore, the proposed amendment would not result in a greater impact than what was previously analyzed in the adopted TOP FEIR traffic study. Additionally, the project is in an area that is mostly developed with all street improvements existing. The number of vehicle trips per day is not expected to increase significantly. Therefore, the project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: No new or additional mitigation measures are proposed or necessary.

## EARLIER ANALYZES

*(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):*

- 1) Earlier analyzes used. Identify earlier analyzes used and state where they are available for review.
  - a) The Ontario Plan Final EIR
  - b) The Ontario Plan
  - c) City of Ontario Zoning
  - d) Ontario Gateway Specific Plan
  - e) Ontario Gateway Specific Plan EIR
  - f) Trip Generation, 8th Edition, Institute of Transportation Engineers (ITE) 2008

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

- 2) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards.

Comments III.A and C were addressed in The Ontario Plan FEIR and considered a significant adverse effect that could not be mitigated. A statement of overriding considerations was adopted for The Ontario Plan FEIR.

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF FILE NO. PSPA18-010, AN AMENDMENT TO THE ONTARIO GATEWAY SPECIFIC PLAN TO CHANGE THE LAND USE DESIGNATION ON 3.9 ACRES OF LAND, FROM OFFICE TO MIXED USE, AND REDUCE THE REAR PARKING/LANDCAPE SETBACK ADJACENT TO THE SOUTHERN PACIFIC RAILROAD RIGHT-OF WAY, FROM 20-FEET TO 10-FEET, AFFECTING 15.12 ACRES OF LAND GENERALLY LOCATED AT THE SOUTHEAST CORNER OF GUASTI ROAD AND HAVEN AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 0210-212-56 AND 0210-212-57.

WHEREAS, Prime A Investment, LLC, (hereinafter referred to as "Applicant") has filed an Application for the approval of an Amendment to the Ontario Gateway Specific Plan, File No. PSPA18-010, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 15.12 acres of land generally located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed Use and Office land use designations of the Ontario Gateway Specific Plan, and is presently vacant; and

WHEREAS, the properties to the north of the project site are developed with an existing Fletcher Jones Mercedes Benz auto dealer, an Embassy Suites hotel, and a Springhill Suites hotel, all located within the Entertainment and Auto land use districts of the Ontario Gateway Specific Plan. The properties to the south are developed with a Park-N-Fly airport parking lot and existing industrial warehouse, and are located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is developed with an office building, and is located within the Office land use district of the Centrelake Specific Plan. The property to the east is located within the IL (Light Industrial) zoning district, and is developed with an industrial trucking operation; and

WHEREAS, on July 3, 2007; the City Council certified an EIR and a related Mitigation Monitoring and Reporting Program in conjunction with the Ontario Gateway Specific Plan (File No. PSP05-005); and

WHEREAS, on January 27, 2010, the City Council adopted The Ontario Plan Environment Impact Report (State Clearinghouse No. 2008101140) and a related Mitigation Monitoring and Reporting Program in conjunction with File No. PGPA06-001; and

WHEREAS, in conjunction with the proposed Specific Plan Amendment, the applicant has also submitted two Development Plan applications, File Nos. PDEV18-039 and PDEV18-040, to construct a 136,342-square foot retail building (Costco Business Center) on a 10.9-acre portion of the project site, and to construct three retail buildings totaling 19,000 square feet in area on a 4.3-acre portion of the project site; 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, 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, 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 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 July 23, 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, as the first action on the Project, on July 23, 2019, the Planning Commission recommended City Council approve a resolution adopting an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the recommending authority for the Project, the Planning Commission has reviewed and considered the information contained in the previous Certified EIR (State Clearinghouse No. 2008101140) and supporting documentation. Based upon the facts and information contained in the previous Certified EIR (State Clearinghouse No. 2008101140) and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), certified by the City of Ontario City Council on January 27, 2010, in conjunction with File No. PGPA06-001; and

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

(3) 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. This Application introduces no new significant environmental impacts; and

(4) The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and

(5) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

(6) The proposed project will introduce no new significant environmental impacts beyond those previously analyzed in the Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), and all mitigation measures previously adopted by the Certified EIR (State Clearinghouse No. 2008101140), are incorporated herein by this reference.

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related 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 Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) 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 (State Clearinghouse No. 2008101140) was prepared, that will require major revisions to the Certified EIR (State Clearinghouse No. 2008101140) 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 The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified/adopted, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140); or

(b) Significant effects previously examined will be substantially more severe than shown in the Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140); 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 Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

**SECTION 3: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the Planning Commission finds that based upon 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 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 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 5: *Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the Planning Commission during the above-referenced hearing, and upon the specific findings set forth in Section 1 through 4, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed amendment to the Ontario Gateway Specific Plan will change the land use designation on 3.9 acres of land from Office to Mixed Use, and reduce the rear parking/landscape setback adjacent to the Southern Pacific Railroad right-of-way, from 20-feet to 10-feet. The proposed amendment is consistent with TOP’s Vision, which states “[i]n order to take advantage opportunities or remove impediments to achieving our Vision, we need the ability to quickly respond to changing market needs,” and TOP’s Policy Plan (General Plan) goals and policies, which states “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;” and

(2) ***The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** With the proposed amendments to the Ontario Gateway Specific Plan, the proposed land use change and setback reduction will be in conformance with The Ontario Plan (TOP) Policy Plan Land Use Plan and will comply with the Policy Plan goals and policies applicable to the Specific Plan. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City because it will provide a convenience to the surrounding area that is surrounded by uses that include hospitality, auto and office uses and has limited commercial, retail and food uses to serve the project area; and

(3) ***In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The project site is located in an area that will be developed with commercial and office land uses that will be complimentary to, and harmonious with, the surrounding area. Furthermore, the project site will provide additional commercial, retail and food opportunities to the surrounding area, which currently has limited commercial retail and food uses; and

(4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** The proposed amendment of the Ontario Gateway Specific Plan will permit the development of a large retail use (Costco Business Center) within the Mixed Use land use designation and it will allow other proposed developments to maximize the buildable area of the site. With the approval of the amendment, a greater convenience of retail uses will be provided to the surrounding developed community.

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

**SECTION 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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 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. PSPA18-010  
Revised Ontario Gateway Specific Plan*

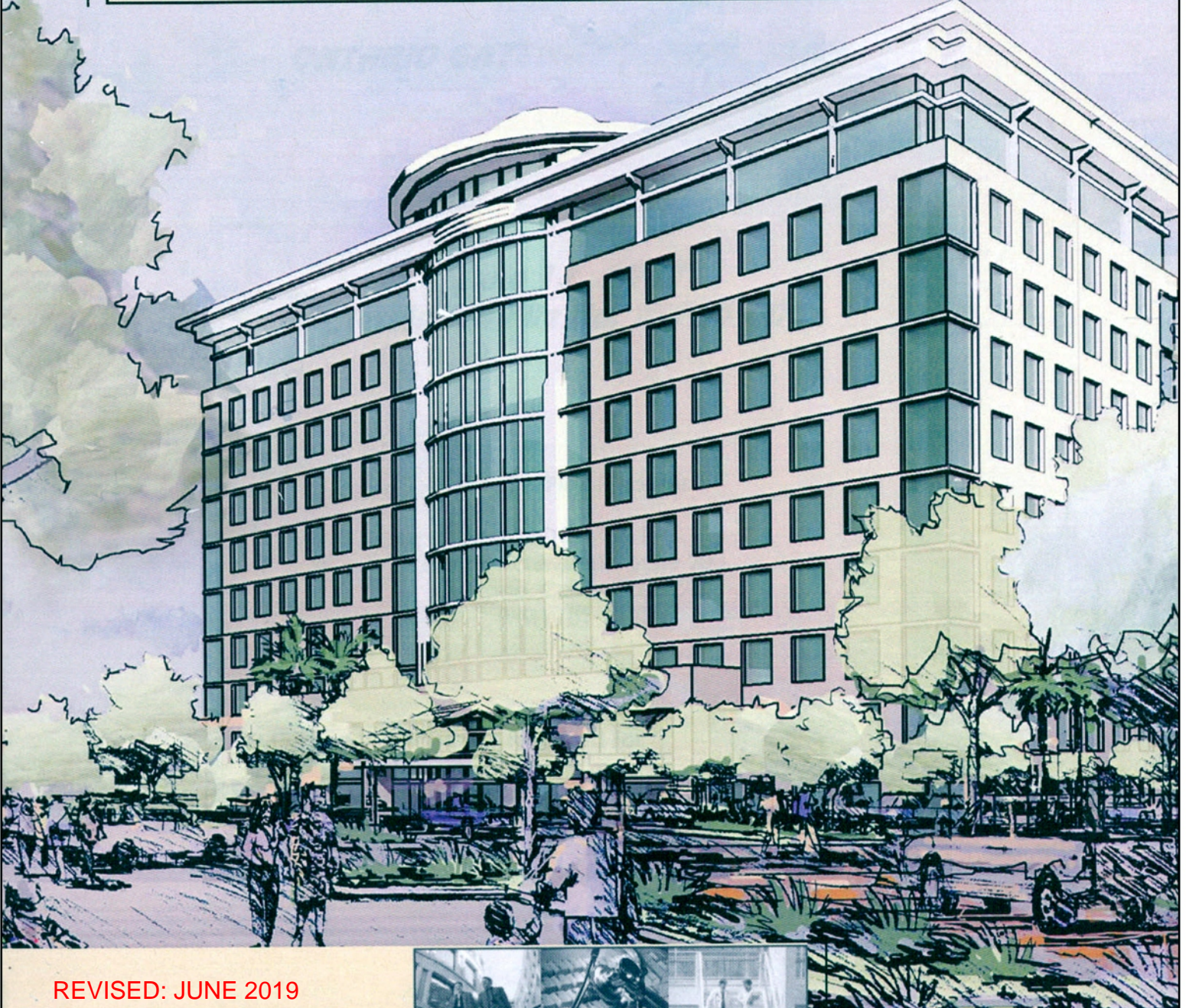
**ATTACHMENT B:**

**File No. PSPA18-010  
Departmental Conditions of Approval**

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



# ONTARIO GATEWAY Specific Plan



REVISED: JUNE 2019

~~OCTOBER 2007~~



Updated with no amendments October, 2008

LSA



# ADOPTION

**ONTARIO GATEWAY SPECIFIC PLAN**

**FILE NUMBER: PSPO05-005**

City Council Ordinance Number: 2863

*Adopted July 3, 2007*

# AMENDMENTS

**No amendments at this time**

*October, 2008*

**Amended May 16, 2017 City Council Resolution 2017-043**

**PSPA 18-010**

**JUNE, 2019**

RESOLUTION NO. 2017-043

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSPA17-001, AN AMENDMENT TO THE ONTARIO GATEWAY SPECIFIC PLAN TO CHANGE TABLE 2.B: PERMITTED LAND USES BY PLANNING AREAS, TO ALLOW DRIVE-THRU QUICK SERVE RESTAURANTS AS A CONDITIONALLY PERMITTED USE WITHIN THE MIXED-USE PLANNING AREA LAND USE DESIGNATION, LOCATED AT THE SOUTHEAST CORNER OF HAVEN AVENUE AND GUASTI ROAD, AND MAKING FINDINGS IN SUPPORT THEREOF — APN: 0210-212-57.

WHEREAS, Reddy Development ("Applicant") has filed an Application for the approval of an Amendment to the Ontario Gateway Specific Plan, File No. PSPA17-001, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 11.22 acres of land located southeast corner of Haven Avenue and Guasti Road within the Mixed Use land use designation of the Ontario Gateway Specific Plan and is presently vacant; and

WHEREAS, the properties to the north of the project site are developed with an existing Fletcher Jones Mercedes Benz auto dealer and an Embassy Suites hotel, a Springhill Suites hotel that is currently under construction. These properties are located within the Entertainment and Auto Planning Areas of the Ontario Gateway Specific Plan. The property to the east is currently vacant and located within the Office Planning Area 2 of the Ontario Gateway Specific Plan. The properties to the south are constructed with a Park-N-Fly airport parking lot and an existing industrial warehouse development and are located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is currently vacant and is located within the Office land use designation of the Centrelake Specific Plan; and

WHEREAS, on January 27, 2010, the City Council adopted The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) and a related Mitigation Monitoring and Reporting Program in conjunction with File No. PGPA06-001; and

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



e. The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the City Council; and

f. There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

SECTION 2. *Additional Environmental Review Not Required.* Based on the Addendum, all related information presented to the City Council, and the specific findings set forth in Section 1, above, the City Council finds that the preparation of a subsequent or supplemental The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) is not required for the Project, as the Project:

a. Does not constitute substantial changes to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) that will require major revisions to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

b. Does not constitute substantial changes with respect to the circumstances under which The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was prepared, that will require major revisions to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and.

c. 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 Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) was certified/adopted, that shows any of the following:

1. The project will have one or more significant effects not discussed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140); or

2. Significant effects previously examined will be substantially more severe than shown in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140); or

3. 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

4. Mitigation measures or alternatives considerably different from those analyzed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) would substantially reduce one or more significant effects on the environment, but which the City declined to adopt.

**SECTION 3.** *Housing Element Consistency.* Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the approving body for the Project, the City Council finds that based upon 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 4.** *Airport Land Use Compatibility Plan (ALUCP) Consistency.* As the approving body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation, and finds that, at the time of Project implementation, the Project will be consistent with the policies and criteria set forth within the ONT ALUCP.

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

a. The proposed Specific Plan 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 amendment to the Ontario Gateway Specific Plan will amend Table 2.B: Permitted Land Uses by Planning Areas, to allow drive-thru quick serve restaurants as a conditionally permitted use within the Mixed Use Planning Area land use designation. The proposed amendment is consistent with the following Policy Plan (General Plan) goals and policies. In order to take advantage opportunities or remove impediments to achieving our Vision, we need the ability to quickly respond to changing market needs. TOP Policy LU3-3 TOP *Land Use Flexibility*, encourages the consideration of uses not typically permitted within a land use category if doing so improves the livability, gathering places and activity nodes.

b. The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. With the proposed amendments to the Ontario Gateway Specific Plan, the proposed land use will be in conformance with The Ontario Plan (TOP) Policy Plan Land Use Plan and will comply with the Policy Plan goals and policies applicable to the Specific Plan. The proposed amendment to the Ontario Gateway Specific Plan will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City because it will provide commercial, retail and food services to the surrounding area that is surrounded by uses that include hospitality, auto and office uses and has limited commercial, retail and food uses to serve the project site area (north and south of the I-10 Freeway along Haven Avenue).

c. In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses. The project site is located in an area that will be developed with commercial and office land uses that will be complimentary

and harmonious to the surrounding area. Furthermore, the project site will provide additional commercial, retail and food opportunities to the surrounding area (north and south of the I-10 Freeway along Haven Avenue) that currently has limited commercial, retail and food uses.

d. In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development. The proposed amendment to the Ontario Gateway Specific Plan will conditionally permit quick serve restaurants with a drive-thru facilities within the Mixed Use Planning Area land use designation. With the approval of the proposed amendment, the proposed project areas will be developed with adequate lot size, access and utilities to serve the project.

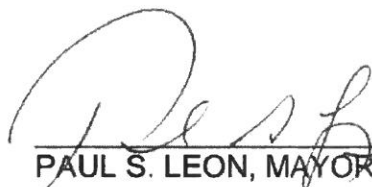
**SECTION 6. *City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the City Council hereby APPROVES an Amendment to the Ontario Gateway Specific Plan, as described herein and included as Attachment A of this Resolution.

**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.

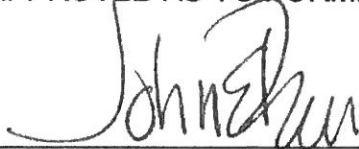
PASSED, APPROVED, AND ADOPTED this 16<sup>th</sup> day of May 2017.

  
\_\_\_\_\_  
PAUL S. LEON, MAYOR

ATTEST:

  
\_\_\_\_\_  
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:



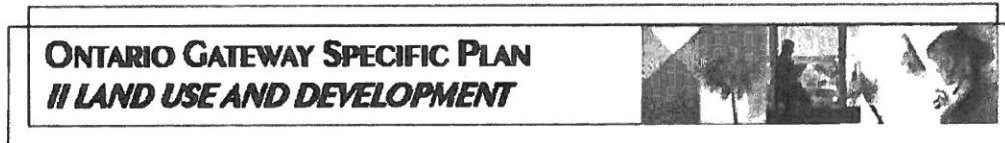
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BEST BEST & KRIEGER LLP  
CITY ATTORNEY





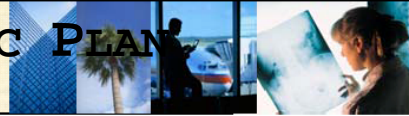
**Exhibit A: Revised Permitted Land Use Table**



**Table 2.B: Permitted Land Uses by Planning Areas**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b>Food Establishments</b>					
<p><i>Eating Establishments.</i> Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Full-service restaurants, serving ready-to-eat food and beverages for on-site consumption.</li> </ul>	P	P	P	—	—
<ul style="list-style-type: none"> <li>▪ Cafes/Delicatessen/Sandwich Shop serving food that is usually quickly prepared and beverages for on-site or off-site consumption, with no drive-through facilities.</li> </ul>	P	P	P	—	—
<ul style="list-style-type: none"> <li>• Quick serve restaurants with drive-through</li> </ul>	C	—	—	—	—
<ul style="list-style-type: none"> <li>▪ Mini-Marts</li> </ul>	P	A	A	—	—
<ul style="list-style-type: none"> <li>▪ Ice Cream/Yogurt/Juice/Coffee shop</li> </ul>	P	P	P	—	—
<ul style="list-style-type: none"> <li>▪ Catering establishments, preparing ready-to-eat food for delivery to an off-site location for consumption.</li> </ul>	P	A	P	—	—
<ul style="list-style-type: none"> <li>▪ Banquet Facilities, facilities catering on-site meals to large groups.</li> </ul>	P	P	A	—	—
<p><i>Bar/Cocktail Lounge.</i> Activities typically include, but are not limited to, the preparation and retail sale from the premises of alcoholic beverages prepared for on-premises consumption. Uses typically include, but are not limited to, taverns, bars, and brew-pubs.</p>	C	C	C	—	—
<ul style="list-style-type: none"> <li>▪ Health Club/Gymnasium</li> </ul>	P	A	P	—	—

# ONTARIO GATEWAY SPECIFIC PLAN



## ONTARIO GATEWAY SPECIFIC PLAN

*July 3, 2007*  
*File No: PSP05-005*  
*Ordinance No. 2863*

### Specific Plan Preparer

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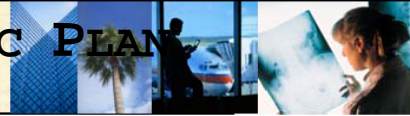
And

THE CITY OF ONTARIO  
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### Revised By

ARCHITECTURE DESIGN COLLABORATIVE  
23231 South Pointe Drive  
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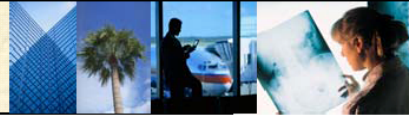
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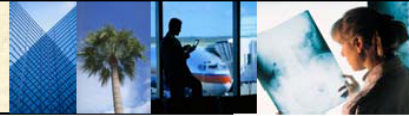


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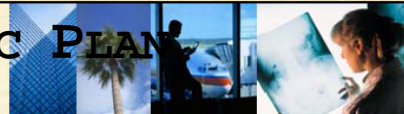
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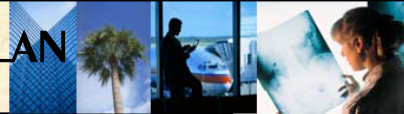


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# ONTARIO GATEWAY SPECIFIC PLAN



## **CHAPTER I: INTRODUCTION**

### **A. INTENT AND PURPOSE**

#### **A.1 INTENT**

The intent of the Ontario Gateway Specific Plan (the Specific Plan) is to provide for the comprehensive development of a key commercial/office site in the City of Ontario. The Specific Plan provides for development that complements the surrounding land uses while taking advantage of the site's excellent freeway access and proximity to the Ontario International Airport. The Specific Plan provides for the establishment of a unique and attractive commercial/office entrance into the City with provisions for a well-designed and modern business, medical, and hospitality community that enhances the integrity of a main entrance into the City. Capitalizing on its proximity to the Ontario International Airport and Interstate 10, the Specific Plan provides the opportunity for businesses with special transportation needs and businesses that serve to utilize these two resources. The Ontario Gateway Specific Plan, after adoption, will serve as both the City's policy statement regarding the development of the proposed project, as well as a tool to implement the provisions of the City's General Plan as it applies to the Specific Plan area. As a result, the emphasis in the Specific Plan is on concrete standards and development criteria for use in the review of subsequent site development plans. The Specific Plan's development standards along with its design guidelines will govern future development of the site. The California Government Code permits the use of specific plans to regulate site development including permitted uses, densities, community design, and building size and placement. Specific plans also govern the type and extent of open space, landscaping, roadways, and the provision of infrastructure and utilities. Since the development guidelines established in a specific plan focus on the unique needs of a specific area, specific plans allow for greater flexibility than is possible with conventional zoning.

#### **A.2 PURPOSE**

The purpose of the Ontario Gateway Specific Plan is to provide for the development of the approximately 41-acre site in a manner that benefits the general public and the City of Ontario. The Specific Plan achieves this goal by establishing development standards and guidelines for high quality office park, medical facility, business park, hotel, and commercial development that utilizes the airport and freeway resources while remaining compatible with nearby development. The customized development regulations address the unique characteristics of the site and surrounding properties, as well as the existing and future needs of the City. The uses proposed for the development of the 41-acre project site will benefit local residents, regional consumers, the general public, and the City of Ontario. This Specific Plan is intended to foster greater economic



# ONTARIO GATEWAY SPECIFIC PLAN

## *I INTRODUCTION*



development and design opportunities that would not be achieved through the use of conventional zoning and development standards. The provisions of this Specific Plan will provide the developers and City decision-makers with a set of specific guidelines designed to accomplish the objectives of the project's sponsors and the City of Ontario.

This Specific Plan has several distinct advantages. The Specific Plan provides the project area with development standards and controls, architectural and landscape guidelines, clearly defined land uses, environmental performance standards, and essential development phasing. Given that the Ontario Gateway Specific Plan establishes standards for what is essentially an "infill" project, development of the project site without the Specific Plan would most likely result in haphazard development or underutilization of the project site.

### ***A.7 PROJECT OVERVIEW***

The Ontario Gateway Specific Plan area will contain a high quality and aesthetically pleasing commercial/office community composed of higher end office, auto-related businesses, medical, hospitality, retail, and business park land uses on approximately 41 acres. The land use plan is designed to allow for a mix of employment, support services, and well-designed retail that will appeal to both local and regional residents while also providing a sense of place with enjoyable plazas and courtyards. A conceptual land use scenario is given in Chapter II and the Planning Areas allow for even greater flexibility as the market demand dictates. The Ontario Gateway site design reflects a plan consistent with applicable City of Ontario ordinances, development standards, and guidelines.

This Specific Plan considers issues of engineering feasibility, market acceptances, economic viability, compatibility of land uses, development standards, development and infrastructure sequencing, and environmental guidelines. Project goals and objectives have been identified below in Chapter I, Section B of the Specific Plan.

## **B. PROJECT GOALS AND OBJECTIVES**

### ***B.1 Goals***

The intent of the Ontario Gateway Specific Plan is to provide the City of Ontario, its citizens, and project developers with a document that identifies objectives, provides directions for development, and establishes development regulations to aid in the achievement of mutual goals. These goals will provide compatible commercial (auto and retail), office, hospitality, business park, and medical facilities; facilitate efficient vehicular circulation flow within the project area; design Guasti Road in a manner that allows for future connection to the existing Guasti Road cul-de-sac; provide essential flood-control detention facilities; and respond to existing natural and built site conditions. These goals, then, are the

# ONTARIO GATEWAY SPECIFIC PLAN

## I INTRODUCTION



framework upon which the Specific Plan is constructed. The success of this Specific Plan depends, in large part, upon its ability to meet these goals. When implemented, the Ontario Gateway project will prove a safe, attractive, and economically viable addition to the City of Ontario and the region. Thus, the overall goal of the Ontario Gateway is:

- To establish a clearly recognizable commercial/office/medical/hotel/business park development that provides an economically viable addition to the City of Ontario, maintains a high quality work and client environment, and enhances the quality of life for present and future residents and visitors in the City of Ontario.

### **B.2 Objectives**

To further define this overall goal statement, objectives are provided below. These objectives are broad in scope and the detailed standards and guidelines that will serve to implement these objectives are found in the individual chapters of the Specific Plan.

1. To respond to the growing demand for hotel and office space in the Ontario region.
2. To establish site landscaping criteria and a streetscape plan that will enhance the aesthetic and visual quality of the area and reduce intrusion from adjacent land uses.
3. To establish a palette of compatible architectural site designs that will provide a visually attractive entrance into the City of Ontario from Interstate 10.
4. To create a high-quality commercial/office/medical development that attracts businesses and provides employment opportunities to area residents, benefiting the jobs/housing balance and economic base of the City of Ontario by improving employment opportunities for local residents.
5. To provide a cohesive pattern of land uses within the project boundaries which are compatible with the surrounding uses, including the Ontario International Airport and Interstate 10.
6. To develop a flexible plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development to encourage private investment in the area.
7. To provide a plan for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.
8. To establish retail and service uses to serve the needs of local residents and visitors, while providing a variety of sales tax-generating uses to help pay for local public services.

# ONTARIO GATEWAY SPECIFIC PLAN

## I INTRODUCTION



9. To provide an attractive entrance that creates a sense of arrival not only to the site, but to the City as well.
10. To create a pedestrian-friendly environment providing both walkways and courtyards.
11. To provide services to travelers along Interstate 10 and the Ontario International Airport (e.g., hotels and restaurants).
12. To serve as a destination for a regional market (e.g., auto dealerships that attract customers from a market area substantially larger than the City of Ontario).
13. To serve the medical needs of the community by providing a hospital and medical offices thereby assisting in improving the overall quality of life in the region.
14. To provide comprehensive, understandable land use regulations and design guidelines that will result in a high-quality development within the Specific Plan area that is consistent with the goals of the Redevelopment Project Area.

## **C. AUTHORITY AND SCOPE**

### ***C.1 Authority***

California law authorizes cities and counties to adopt specific plans in designated areas to implement their general plans. The Ontario Gateway Specific Plan has been prepared in accordance with California Government Code Sections 65450, et al. and the applicable ordinances of the City of Ontario, and will constitute the zoning for the project site. The City of Ontario authorizes the preparation of Specific Plans under Article 21, Sections 9-1.2100-2125 of the Development Code. Section 9-1.2110 states that the specific plan format and content may, by resolution, be adopted by the City Council. The City Council has determined not to adopt formal guidelines at this time for specific plans.

### ***C.2 SCOPE***

Land use standards and regulations contained within this document shall govern future development within the boundaries of this Specific Plan as provided in Section 9-1.2120 of the City of Ontario Development Code. The establishment of specific performance, design, and land use guidelines in this document will direct future development within the Specific Plan area while maintaining a high degree of development flexibility. The Ontario Gateway Specific Plan will ensure consistent and sensitive land usage, landscape design, architectural treatment, and adequate and efficient provision of public services over the life of the development plan.

# ONTARIO GATEWAY SPECIFIC PLAN

## *I INTRODUCTION*



In addition, under California Government Code, the Specific Plan may address other subjects that in the judgment of the planning agency are necessary or desirable for implementation of the General Plan. State law permits a specific plan to be prepared, adopted, or amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance, and may be amended as often as is deemed necessary by the legislative body.

In response to government requirements, this Specific Plan is intended to implement the provisions of the City of Ontario General Plan. In addition, the Specific Plan is intended to supplement the provisions of the City of Ontario Development Code. In the event of conflict between the provisions of this document and the City of Ontario's Development Code and other City development regulations, the provisions of the Ontario Development Code shall take precedence. Any matters not specifically addressed in the Specific Plan will be governed by applicable regulations and standards of the City of Ontario.

## **D. PROJECT LOCATION AND EXISTING LAND USES**

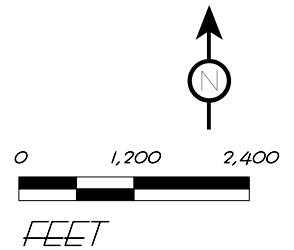
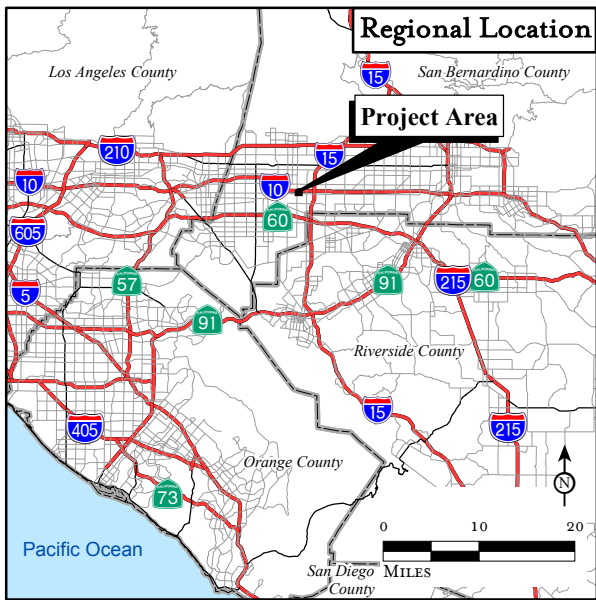
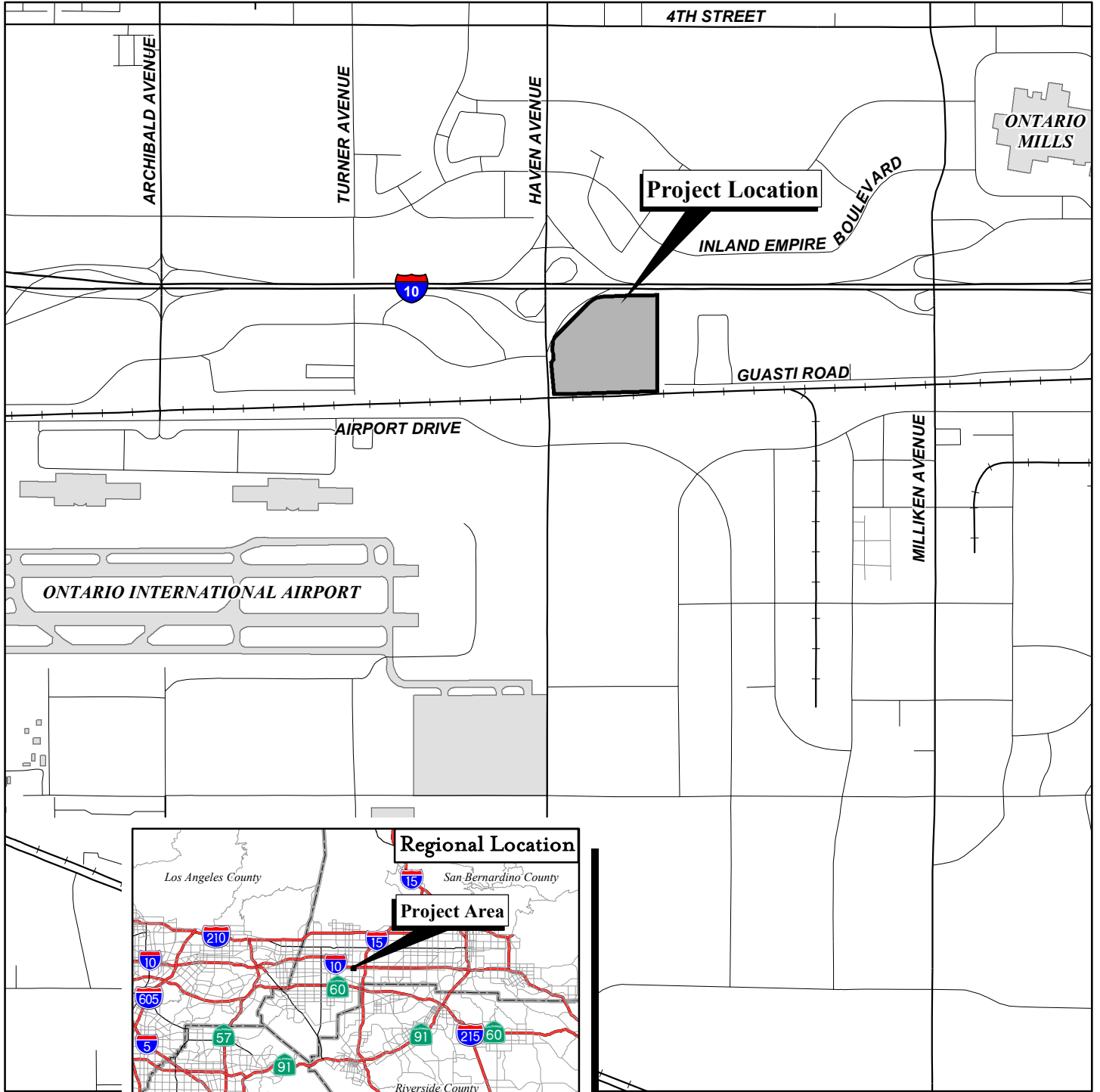
### ***D.1 LOCATION***

The City of Ontario encompasses approximately 50 square miles in the western portion of San Bernardino County. The City is situated in a rapidly expanding urban area bordered on the north by the Cities of Rancho Cucamonga and Upland, on the east by the City of Fontana, on the south by the Cities of Chino and Chino Hills, and on the west by the City of Montclair (Figure 1.1: Regional and Project Location Map). The Ontario Gateway is located in the northeast section of the City.

The Ontario Gateway has excellent regional access. It is located one block east of the Ontario International Airport and is adjacent, with freeway access, on the north boundary line to Interstate 10. Interstate 15 and State Route 60 are within three miles of the site. Local access to the site is provided by Haven Avenue and Guasti Road. Haven Avenue is on the west boundary line and the Union Pacific Railroad abuts the site on the south. Existing industrial development is located on the eastern boundary.

### ***D.2 EXISTING SETTING AND LAND USES***

The approximately 41-acre site is located within the northeastern limits of the City of Ontario. Guasti Road provides access to the site in an east-west direction. Existing land uses on the project site at the time of Specific Plan adoption include a roofing materials manufacturing company located on the southern two-thirds of the project site and vacant land on the northern one-third of the project site. The manufacturing company occupies a steel building of about 200,000 square feet exclusive of office space of approximately 9,600 square feet. The project area also contains overhead power lines (34.5 KV or less) that traverse the site in an east-west direction, along the future Guasti Road alignment. Once



SOURCE: Thomas Bros. Map, 2005

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# ONTARIO GATEWAY SPECIFIC PLAN *I INTRODUCTION*



development occurs, these overhead power lines will need to be undergrounded in accordance with City standards.

The general area surrounding the project site is characterized by industrial, office, and retail commercial development reflecting the area's close proximity to the Ontario International Airport and regional freeways (Figure 1.2: Existing On-Site and Surrounding Land Uses). Professional office buildings and restaurants are located to the west of the site across Haven Avenue. The area east of the project site is developed with a truck rental facility. The area south of the project site is developed with a distribution facility and an airport parking lot. The area north of the site, across Interstate 10, is developed with existing retail with new development expanding to include retail commercial services, office, residential, a fitness center, and a hotel.

## **E. PRE-EXISTING GENERAL PLAN AND ZONING DESIGNATIONS**

### ***E.1 GENERAL PLAN***

The General Plan designates the site as Planned Commercial (Figure 1.3: Existing General Plan and Zoning Designations). Under this General Plan designation, "retail, service, and office commercial uses developed under specific plans are permitted. Mixed-use projects, which could include light industrial and/or residential uses, are also encouraged in this category in order to promote jobs/housing balance." The maximum permitted Planned Commercial FAR is 1.00 under the General Plan and a Specific Plan is required. The development proposal for the Ontario Gateway Specific Plan is consistent with this General Plan designation as it provides for both office and commercial uses.

In the General Plan Land Use Element, Goal 7.0 states: "Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities." The permitted building uses in the Ontario Gateway Specific Plan maximize new employment opportunities by providing multistory offices, a hospital, hotels, an auto dealer, a business park, and retail buildings.

The Specific Plan site is within "Airport Environs Action Area I," as designated in the General Plan. The General Plan further determined that Planned Commercial development for the Ontario Haven area conformed to the land use suitability guidelines for this Action Area. The Specific Plan is a Planned Commercial development and is therefore compatible with the Airport Environs Action Area 1.

### ***E.2 ZONING CODE***

The Ontario Zoning Code designates the land use for the project area as Specific Plan. According to the Zoning Code, the land uses permitted under this designation are to be "compatible with permitted and conditional uses





 PROJECT BOUNDARY





-  PROJECT BOUNDARY
-  ZONING: SPECIFIC PLAN

GENERAL PLAN LAND USE  
 **PLANNED COMMERCIAL**  
 Retail, service and office commercial mixed use  
 (light industrial and/or residential use)

SOURCE: Eagle Aerial, 2004

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Existing General Plan & Zoning Designations 1.3



# ONTARIO GATEWAY SPECIFIC PLAN I INTRODUCTION



established within the Development Code for Residential, Commercial, Industrial and other Districts.” Regulations under the Specific Plan designation allow some flexibility in the location, mix, and intensity of uses to best meet the development potential and address the constraints of the site. The approval of this Specific Plan changes the Zoning Code from Specific Plan to Ontario Gateway Specific Plan.

## ***E.3 Redevelopment Project Area***

The project site is within the City of Ontario Redevelopment Project Area 1. Established on July 18, 1978, and later amended to include additional areas, Project Area 1 generally includes land on both sides of Interstate 10 from Haven Avenue to Etiwanda Avenue and land on both sides of Interstate 15 from Interstate 10 south to Philadelphia Avenue (Figure 1.4: Redevelopment Project Area 1). The vast majority of the land within Project Area 1 has been redeveloped with new businesses including Ontario Mills, a super-regional retail outlet complex, the Ontario Auto Center, and the Ontario Center, a large-scale office, retail, and hospitality complex.

## **F. PROJECT BACKGROUND AND HISTORY**

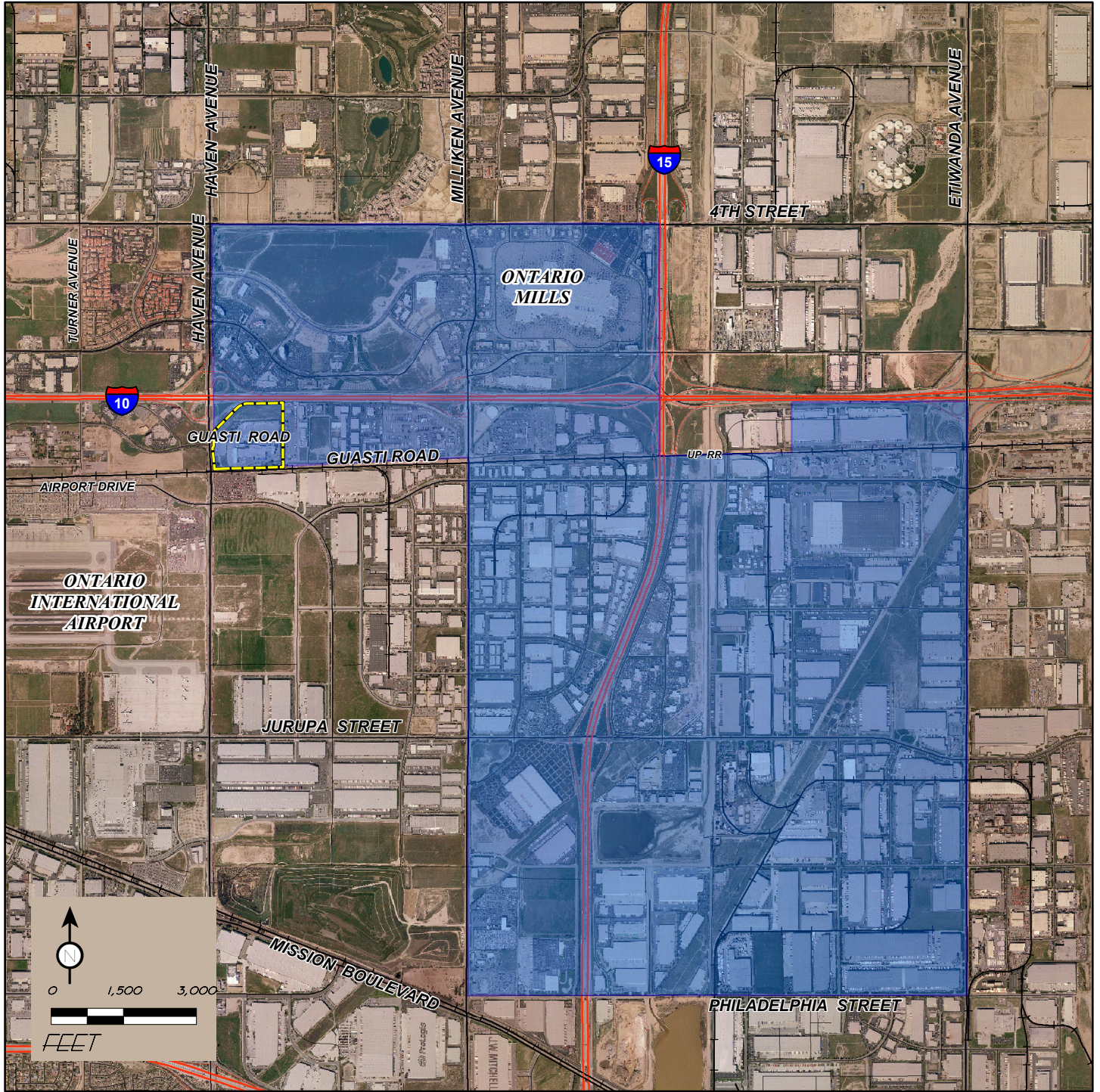
### ***F.1 History***

The project area was part of the land that was originally under the control of the San Gabriel Mission and, after the decline of the missions, became part of the 13,000-acre Rancho Cucamonga granted to Tiburcio Tapia in 1839.

One of the first settlers of Cucamonga, Etiwanda, and Ontario was Captain Joseph S. Garcia. In 1875, he sold the vineyard property to the Hellmans, ex-Governor Downey, and Benjamin Dreyfus. He had already built the Chaffey-Garcia House on 560 acres that he later sold to the Chaffey Brothers, and which were included in the colony sites of Etiwanda and Ontario. After disposing of his Etiwanda property, Garcia built the first residence in the colony of Ontario at 1790 North Euclid Avenue.

In 1900, the project area was part of a large vineyard developed by Secondo Guasti and the Italian Vineyard Company. Aside from the vineyards, the land along Guasti Road included stone storage/cellar, fermenting buildings, and worker cottages by circa 1906. In the next fourteen years, the vineyard became known as the leading grape-growing and wine-producing enterprise in California and possibly the largest single company-owned vineyard in the world. By 1922, Secondo owned more than 6,000 acres. The project area holds no remnants of the vineyard past; however, Guasti Road, west of Turner Avenue, still has the historic winery and buildings, which were purchased by Vina Vista Venture in 1955.





-  PROJECT BOUNDARY
-  REDEVELOPMENT PROJECT AREA ONE

SOURCE: Eagle Aerial, 2004

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Redevelopment Project Area | 1.4



# ONTARIO GATEWAY SPECIFIC PLAN I INTRODUCTION



## **F.2 Project Site Background**

According to available aerial photographs of the project site, the property appeared to be agricultural with grapevines covering the area and all of the surrounding area from at least 1938 through 1953. By 1968, the property was developed with a large steel building while the surrounding areas were still in agriculture production. As of 1977, the large steel building had new additions and the property north of the site was developed with the Ontario Motor Speedway. The property south, east, and west of the project site was still agriculture. The present day configuration of the steel building existed in 1989 and, by 2002, the properties to the east, west, and south had been developed.

## **G. Specific Plan Organization**

The Ontario Gateway Specific Plan provides a framework for development of the specified planning area. The Specific Plan provides project objectives and guidance for the review of specific development proposals at the parcel map and site plan approval stages, and is the reference for determining permitted uses, intensity of use, and development standards and requirements. The Specific Plan contains six chapters and two Appendices and is organized as follows:

**I: INTRODUCTION.** Chapter I of the Specific Plan provides the intent and purpose of the Plan, project goals and objectives, the authority and scope, project location and surrounding land uses, conformance to the General Plan and Zoning Code, and project background and history.

**II: LAND USE AND DEVELOPMENT.** Chapter II of the Specific Plan includes the overall concept of building uses proposed within the Specific Plan area; a description of the building uses, along with general development standards (minimum parcel sizes, building height limits, landscaping, parking, and outdoor storage requirements); and standards for individual site development within the Specific Plan area.

**III: CIRCULATION.** Chapter III of the Specific Plan describes the circulation and transportation concepts and major components, including vehicular, pedestrian and bicycle facilities and public transportation.

**IV: PUBLIC SERVICES, UTILITIES AND COMMUNITY FACILITIES** Chapter IV of the Specific Plan details plans for water, sewer, storm drains, and public utilities. This chapter identifies how the public services will be provided and who will provide them. In addition, this chapter outlines standards for flood control and prevention of water pollution.

**V: DESIGN GUIDELINES.** Chapter V of the Specific Plan provides the architectural guidelines, landscape guidelines, walls and fence standards, signage standards,

# ONTARIO GATEWAY SPECIFIC PLAN

## *I INTRODUCTION*



and lighting standards for each of the land use categories. It also provides Green building standards.

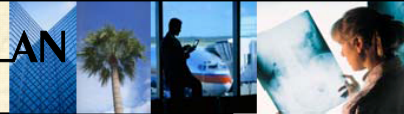
**VI. ADMINISTRATION AND IMPLEMENTATION.** Chapter VI of the Specific Plan describes the manner in which the Specific Plan will be implemented, including processing of individual developments and procedures for amending the Specific Plan. It also provides information on the manner in which construction and continuing maintenance of facilities will be financed.

**TECHNICAL STUDIES.** The technical studies prepared for the Specific Plan are under separate cover and are on file with the City of Ontario Planning Department. These studies include:

- Haven Avenue at Guasti Road Site, City of Ontario Traffic Impact Study (August 11, 2005) prepared by RK Engineering Group, Inc.; and
- Environmental Impact Report prepared for the Specific Plan.

## **H. SEVERABILITY**

If any term, provision, condition or requirement of the Ontario Gateway Specific Plan shall be held invalid or unenforceable, the remainder of this Specific Plan or the application of such term, provision, condition, or requirement to the circumstances other than those in which it is held invalid or unenforceable shall not be affected hereby, and each term, provision, condition or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted by law.



## **CHAPTER II: LAND USE AND DEVELOPMENT**

### **A. LAND USE CONCEPT**

The overall land use and site concept for the Ontario Gateway Specific Plan is to recognize the site's potential for commercial, office, business park, and institutional uses and to take advantage of the excellent freeway access and proximity to Ontario International Airport. The land and development site concept provides for visitor-serving and freeway-serving commercial uses, medical-related uses, hospitality uses, business park uses, and office uses completing the transition of the site from a manufacturing and distributing use to a vibrant, visitor, customer, and patient-serving area. With the freeway access at Haven Avenue, convenient access to the site is provided for both employees and clients. In order to allow for development flexibility, the project site is divided into four different planning areas; each area with specific allowed uses. The land use and development site concept plan envisioned in the Ontario Gateway Specific Plan includes the following ~~five~~ **four** planning categories:

- Mixed Use Planning Area;
- Entertainment Planning Area;
- Office Planning Area I;
- ~~Office Planning Area II; and~~
- Auto Planning Area.

The uses permitted in these planning areas provide opportunities for a broad range of commercial, office, business park, hospitality, and medical uses to accommodate an ever-changing business and commercial environment. Regulations defining the permitted placement and design of buildings and related appurtenances within the Specific Plan area, as well as the permitted uses of the planning areas are set forth in this chapter.

The boundaries of the ~~five~~ **four** planning areas included in the Specific Plan are shown in Figure 2-1. Each of these planning areas has designated uses with two of the planning areas providing for alternative land use scenarios. Figure 2-2 shows a conceptual site plan for the planning areas.

Table 2.A lists the planning areas and gives the potential uses and intensities in addition to the allowable floor area ratio. A general description of the planning area uses follows.

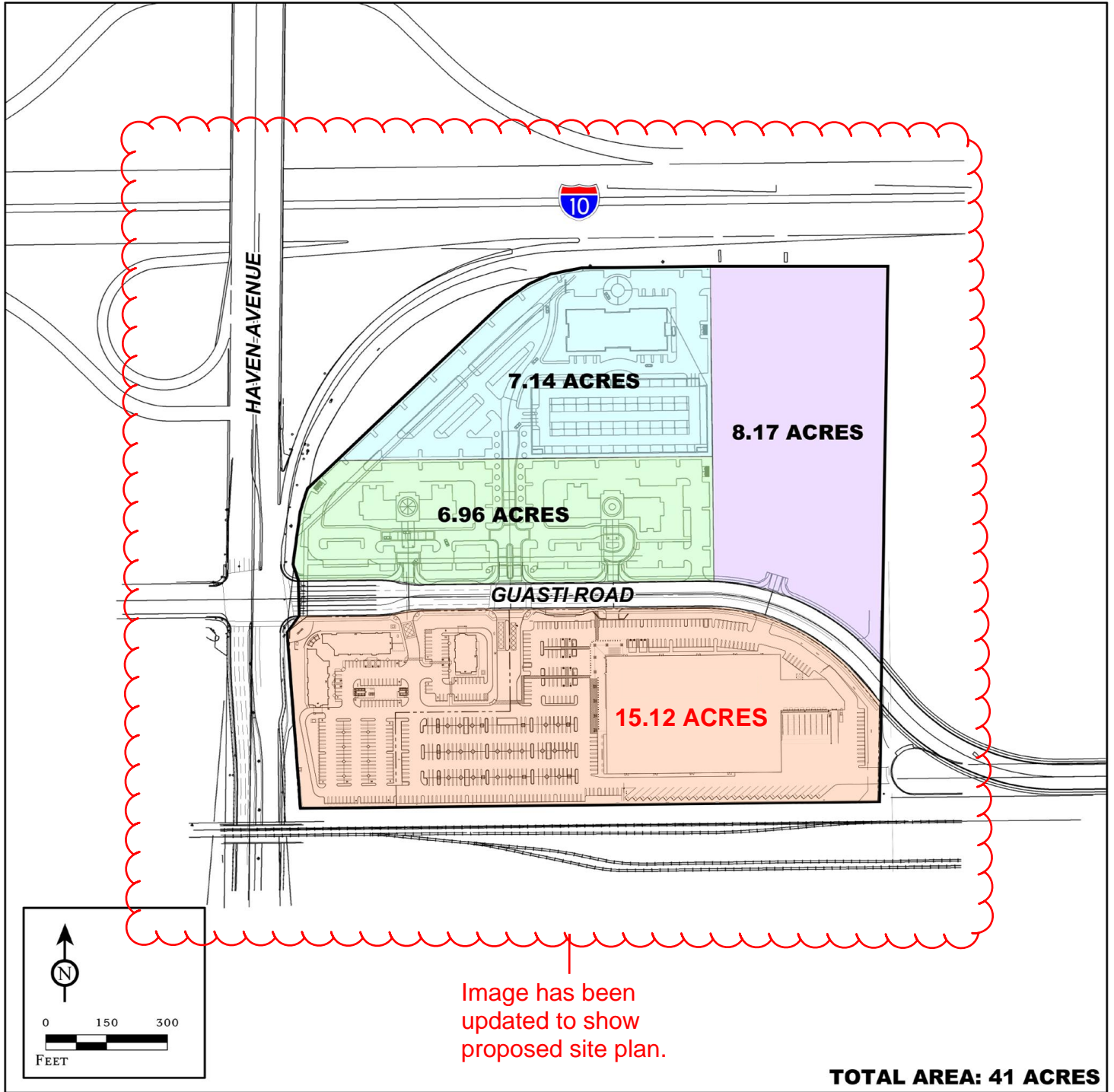


Image has been updated to show proposed site plan.

**TOTAL AREA: 41 ACRES**

□ PROJECT BOUNDARY  
PLANNING AREAS

■ AUTO PLANNING AREA (8.17 ACRES)  
■ ENTERTAINMENT PLANNING AREA (6.96 ACRES)

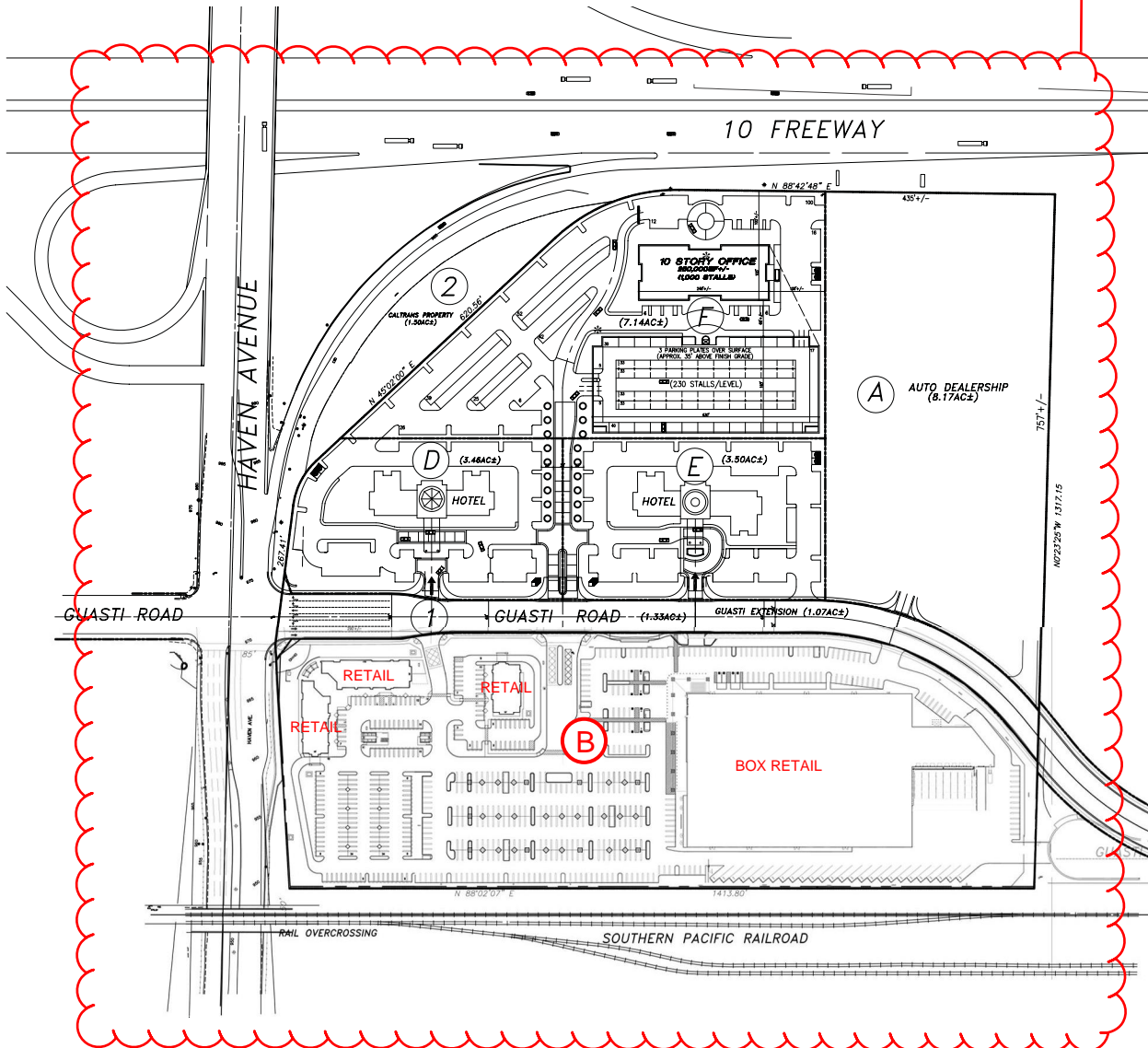
■ MIXED USE PLANNING AREA (15.12 ACRES)  
■ OFFICE PLANNING AREA 1 (7.14 ACRES)  
~~■ OFFICE PLANNING AREA 2 (5.90 ACRES)~~



# ONTARIO GATEWAY Specific Plan



Image has been updated to show proposed site plan.



**(B) RETAIL 15.12AC±**

## PROJECT SUMMARY

<b>(A)</b>	AUTO DEALERSHIP (80,000SF)	8.17AC±
<b>(B)</b>	<del>FLEX/MED. OFFICE (75,000SF)</del>	<del>3.90AC±</del>
<b>(C)</b>	<del>HOSPITAL (200 BEDS)</del>	<del>11.22AC±</del>
<b>(D)</b>	HOTEL (200 ROOMS)	3.46AC±
<b>(E)</b>	HOTEL (200 ROOMS)	3.50AC±
<b>(F)</b>	OFFICE (250,000SF)	7.14AC±
SUBTOTAL		37.39AC±
<b>(1)</b>	PUBLIC R.O.W.	1.33AC±
<b>(2)</b>	CALTRANS PROPERTY	1.50AC±
<b>(3)</b>	PUBLIC R.O.W. (ESMNT.)	1.07AC±
TOTAL LAND AREA:		41.29AC±

**NOTE: LAND AND BUILDING AREAS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING REVIEW BY CIVIL ENGINEER, CLIENT AND GOVERNING AGENCIES.**

### PROJECT TEAM

OWNER/DEVELOPER: THE BATES COMPANY  
 ATTN: GIL BATES  
 ATTN: CHRIS ATKINSON

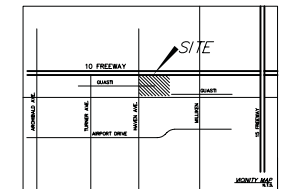
ARCHITECT: MACCAVO AUBORT + ASSOCIATES, INC.  
 2070 Business Center Drive, Suite 200  
 Irvine, CA 92612  
 ATTN: DAN MACCAVO (949)477-1090 X224

### GRAPHIC LEGEND

⊙ POTENTIAL ENTRY  
 (G.D.) GRAZE DOOR  
 [ ] TRASH ENCLOSURE  
 S.W. 8'-0" HIGH SCREEN WALL

PARKING:  
 9' x 19' STANDARD  
 (2' OVERHANG ALLOWED)  
 8.5' x 17' COMPACT  
 (25% MAXIMUM)

### LEGAL DESCRIPTION



VICINITY MAP

SOURCE: TGA Development & Engineering, Inc.

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Conceptual Site Plan for Planning Areas 2.2



# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.A: POTENTIAL LAND USE CONCEPT by PLANNING AREAS**

Planning Area	Gross Acres	Potential Use and Intensity	Max. Allowable Floor Area Ratio
Mixed Use Planning Area	<del>11.22</del> 15.12	<del>Scenario 1: Hospital (maximum 4 stories) 200 beds and Parking Structure</del> <del>Scenario 2: Business Park (225,000 sq. ft.)</del>	1.0
Entertainment Planning Area	6.96	Scenario 1: Two Hotels (400 rooms) and ancillary retail Scenario 2: General Office (maximum 8 stories, and 200,000 sq. ft.) and Parking Structure plus possible Restaurant (5,500 sq. ft.) and Support Commercial-Retail (35,000 sq. ft.)	1.0
Office Planning Area 1	7.14	General Office (maximum 10 stories, and 250,000 sq. ft.) Support retail, Parking Structure	1.0
<del>Office Planning Area 2</del>	<del>3.90</del>	<del>Flex Medical Office (maximum 3 stories, and 75,000 sq. ft.) and Parking Structure</del>	<del>1.0</del>
Auto Planning Area	8.17	Auto Dealership (approximately 80,000 sq. ft.)	1.0
<b>Non-Buildings</b>			
Public Right-of-Way	2.40	Includes future Guasti Road connection	
Caltrans Property	1.50	Not a Part	
<b>Total Gross Acreage</b>	<b>41.29</b>		

General retail including multi tenant and big box.

## A.1 Mixed Use Planning Area

The ~~11.22~~<sup>15.12</sup>-acre Mixed Use Planning Area provides for ~~a hospital complex or a business park with secondary retail and office uses within two different scenarios.~~ Located on the south side of Guasti Road, the Mixed Use Planning Area extends to the Southern Pacific Railroad and is adjacent to Haven Avenue. ~~Mixed Use Scenario 1 includes a hospital/medical facility with a parking structure. Ancillary commercial uses may be provided with the medical services. In Scenario 2, the focus is a business park with a small retail area for shops and services as the market demands.~~

general retail including multi-tenant and big box.

## ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



### **A.2 ENTERTAINMENT PLANNING AREA**

The 6.96-acre Entertainment Planning Area may include hotels, retail or office uses within two proposed scenarios. The Entertainment Planning Area is located on the north side of Guasti Road adjacent to Haven Avenue. *Scenario 1* includes two hotels with ancillary retail and services. *Scenario 2* includes office buildings up to 8 stories each with support commercial and a restaurant.

### **A.3 OFFICE PLANNING AREA I**

Office Planning Area I is located north of Guasti Road adjacent to Interstate 10. The 7.14-acre planning area is envisioned to include an office building up to ten stories in height. The building will have mainly office uses with a few service-type retail businesses. A parking structure is permitted in this planning area.

### ~~**A.4 OFFICE PLANNING AREA II**~~

~~At 3.90 acres, Office Planning Area II is located south of Guasti Road adjacent to the Southern Pacific Railroad. The site would permit a medical office or a general office. A parking structure is allowed in this planning area.~~

### **A.5 AUTO PLANNING AREA**

The 8.17-acre Auto Planning Area is primarily envisioned to include new vehicle sales, and may include typical accessory uses such as vehicle maintenance, repair, minor bodywork, and installation of accessories; administrative and finance offices; retail sales of parts and accessories; and automobile rental.

## **B. PERMITTED LAND USES BY PLANNING AREA AND SUBSTANTIAL USE CONFORMANCE**

### **B.1 PERMITTED LAND USES**

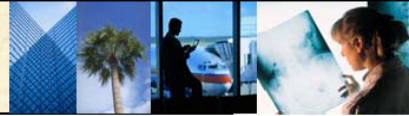
Table 2.B establishes the uses which are permitted or prohibited (not permitted) within the Ontario Gateway Specific Plan by Planning Areas. The table lists uses in the following categories:

- P Permitted use.
- C Conditional Use Permit required.
- A Ancillary use (allowed in conjunction with another permitted use).
- TUP Temporary Use Permit required.
- Prohibited use (not permitted).

Accessory uses will be reviewed concurrently with each land use proposal.

# ONTARIO GATEWAY SPECIFIC PLAN

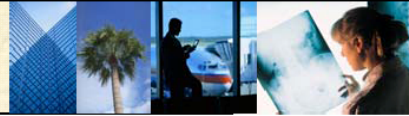
## II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b><i>Institutional</i></b>					
<b><i>Schools/Education</i></b>					
<i>Vocational/Trade Schools.</i> Typical activities include educational services for adults provided by public and private institutions for the primary purpose of preparing students for jobs or trade or profession, or instructing students in a hobby or craft.	C	—	C	C	—
<b><i>Medical</i></b>					
<i>Ambulance Service</i>	P	—	—	—	—
<i>Animal Hospital/Veterinarian</i>	C	—	—	C	—
<i>Hospital, Out-Patient Surgical Center.</i> Activities typically include, but are not limited to, social services, rehabilitation services, respiratory care, pain management services, emergency and non-emergency care services, diagnostic laboratories, and day surgery centers.	P	—	—	P	—
<i>Helipad</i>	P	—	C	—	—
<i>Industrial Clinic, Sports Medical and Rehabilitative Services.</i> Activities typically include, but are not limited to, the provision of work- or sports-related therapeutic, preventive, or correctional personal treatment (including out-patient surgical services) by physicians and therapist, and other medical practitioners, as well as the provision of work-related emergency medical treatment.	P	—	—	P	—
<i>Medical and Dental Offices.</i> Activities typically include, but are not limited to, office visits, treatments, minor surgeries, and other minor medical procedures.	P	—	—	P	—
<i>Physical Therapy/Occupational Therapy/ Wellness/Medical Spa</i>	P	—	—	P	—
<i>Substance Abuse Clinics/Facilities</i>	P	—	—	P	—

# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b>Public Facilities</b>					
<i>Government Office.</i> Activities typically include, but are not limited to, management, administration, or clerical services performed by public, quasi-public, and utility agencies.	P	—	P	—	—
<b>Non-Profit/Service Organizations</b>					
<i>Non-Profit Organization, Charitable, Philanthropic, Service, and other Non-profit Organization Offices.</i> Activities typically include, but are not limited to, facilities for office and group gatherings conducted indoors.	P	—	P	—	—
<i>Campaign Offices</i>	P	—	P	—	—
<b>Transportation</b>					
<i>Limousine/Taxi Service</i>	P	P	P	P	P
<b>Commercial</b>					
<i>Alcohol Beverage Sales.</i> Activities typically include the sale, subject to required license for the sale of alcoholic beverages.	C	C	C	—	—
<i>Auto Sales and Services.</i> Activities include, but are not limited to, the sale of new and used automobiles, automotive and light truck repair; retail sales of goods for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of engines, brakes, electrical, etc., and car washes.	—	—	—	—	P
<i>Car Rental Agency</i>	C	A	P	—	P

# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT

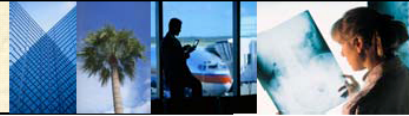


**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b>Food Establishments</b>					
<p><i>Eating Establishments.</i> Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Full-service restaurants, serving ready-to-eat food and beverages for on-site consumption.</li> </ul>	P	P	P	—	—
<ul style="list-style-type: none"> <li>Cafes/Delicatessen/Sandwich Shop serving food that is usually quickly prepared and beverages for on-site or off-site consumption, with no drive-through facilities.</li> </ul>	P	P	P	—	—
<ul style="list-style-type: none"> <li><b>Quick serve restaurants with drive-through</b></li> </ul>	C	—	—	—	—
<ul style="list-style-type: none"> <li>Mini-Marts</li> </ul>	P	A	A	—	—
<ul style="list-style-type: none"> <li>Ice Cream/Yogurt/Juice/Coffee shop</li> </ul>	P	P	P	—	—
<ul style="list-style-type: none"> <li>Catering establishments, preparing ready-to-eat food for delivery to an off-site location for consumption.</li> </ul>	P	A	P	—	—
<ul style="list-style-type: none"> <li>Banquet Facilities, facilities catering on-site meals to large groups.</li> </ul>	P	P	A	—	—
<p><i>Bar/Cocktail Lounge.</i> Activities typically include, but are not limited to, the preparation and retail sale from the premises of alcoholic beverages prepared for on-premises consumption. Uses typically include, but are not limited to, taverns, bars, and brew-pubs.</p>	C	C	C	—	—
<ul style="list-style-type: none"> <li><i>Health Club/Gymnasium</i></li> </ul>	P	A	P	—	—



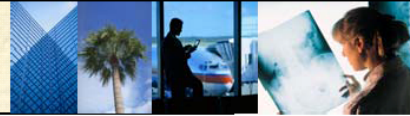
# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b>Lodging</b>					
<i>Bed and Breakfast Inns.</i> Consist of temporary lodging provided by establishments offering individual rooms or suites for temporary rental to members of the public. Bed and breakfast inns may include incidental food, drink, and services intended for the convenience of guests.	—	C	—	—	—
<i>Hotels and Motels.</i> Consist of temporary lodging provided by establishments offering two or more housekeeping units, rooms, or suites individual rooms or suites for temporary rental to members of the public. Hotels and motels may include incidental food, drink, meeting facilities, and services intended for the convenience of guests.	—	C	—	—	—
<i>Residence Inns.</i> Consists of establishments offering long-term temporary lodging. Accommodations usually include kitchen facilities.	—	C	—	—	—
<i>Live Entertainment.</i> <sup>3</sup> Activities include, but are not limited to, live music, recorded music played by a disc jockey, karaoke, and song, dance or comedic acts.	C	C	C	—	—
<b>Commercial Offices</b>					
<i>Administrative, Professional, and Other Offices</i>	P	P	P	—	—
<i>Architect, Engineering and Related Services</i>	P	P	P	—	—
<i>Business Management Offices</i>	P	P	P	—	—
<i>Insurance Agents, Brokers and Related Offices</i>	P	P	P	—	—
<i>Real Estate and Related Offices</i>	P	P	P	—	—
<b>Retail</b>					
<i>Art Galleries and Art Supply Store</i>	P	P	—	—	—
<i>Bakery Retail</i>	P	—	—	—	—
<i>Book Stores</i>	P	—	—	—	—

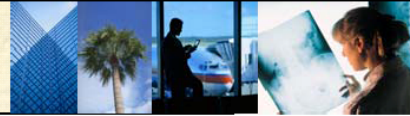
# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<i>Building Materials and Garden Supply</i>	P	—	—	—	—
<i>Camera and Photographic Supply Store</i>	P	—	—	—	—
<i>Clothing and Accessory Stores</i>	P	P	—	—	—
<i>Computer and Home Electronic Stores</i>	P	—	—	—	—
<i>Department Store</i>	P	—	—	—	—
<i>Florist</i>	P	P	P	—	—
<i>Furniture and Home Furnishing Store</i>	P	—	—	—	—
<i>Hobby, Toy and Game Store</i>	P	—	—	—	—
<i>Home Appliance Store</i>	P	—	—	—	—
<i>Jewelry Store</i>	P	P	P	—	—
<i>Luggage and Leather Goods</i>	P	P	P	—	—
<i>Music &amp; Video Stores</i>	P	—	—	—	—
<i>Office Supply, Stationery &amp; Gift Stores</i>	P	—	—	—	—
<i>Pet and Pet Supply Store</i>	P	—	—	—	—
<i>Pharmacy/Drug Stores</i>	P	P	P	P	—
<i>Shoe Store</i>	P	—	P	—	—
<i>Sporting Good Stores</i>	P	—	—	—	—
<i>Specialty Food Stores</i>	P	—	—	—	—
<i>Warehouse Club Store</i>	P	—	—	—	—
<b>Services</b>					
<i>Advertising Agency</i>	—	P	P	—	—
<i>Day Care</i>	C	C	C	C	—
<i>Photocopying and Duplicating Services.</i> Activities typically include, but are not limited to, multi-copy and blue-print services.	P	—	P	—	—
<i>Banks, Credit Unions, and other Depository Institutions</i>	P	—	P	—	—
<i>Barbershops and Beauty/Nail Salons</i>	P	A	P	—	—
<i>Beauty Supply Store</i>	P	—	—	—	—
<i>Dry Cleaner</i>	P	A	P	—	—
<i>Shoe Repair</i>	P	—	P	—	—
<i>Travel Agency</i>	P	P	P	—	—

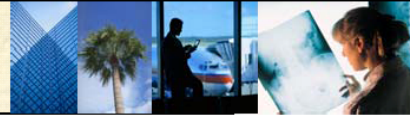
# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b>Repair Services</b>					
<i>Computer, Home Electronics, and Small Home Appliances Repair</i>	P	—	P	—	—
<i>Jewelry/Watches/Clock Repair</i>	P	—	P	—	—
<i>Locksmith/Key Shop</i>	P	—	P	—	—
<b>Industrial/Business Park</b>					
<i>Research &amp; Development Services Laboratories.</i> Activities typically include, but are not limited to, scientific research and theoretical studies and investigations in the natural, physical, or social sciences; engineering, fabrication, and testing of prototypes developed with the objective of creating marketable end products; and the performance of physical and environmental testing and related activities by or under the supervision of professional scientists and highly trained specialists.	P	—	—	—	—
<b>Manufacturing</b>					
<i>Light Manufacturing.</i> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Light manufacturing activities can not produce odors, noise, vibration, or particulates which would adversely affect uses within the same structure or on the same site. Activities include the following:	P	—	—	—	—
▪ <i>Apparel Manufacturing</i>	P	—	—	—	—
▪ <i>Computer and Home Electronic Manufacturing</i>	P	—	—	—	—
▪ <i>Bakery (Industrial)</i>	P	—	—	—	—
▪ <i>Furniture and Related Products Manufacturing</i>	P	—	—	—	—

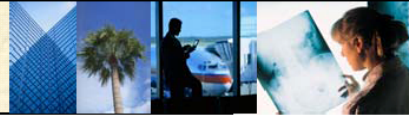
# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<ul style="list-style-type: none"> <li>Instrument Manufacturing (Navigational, Measuring, etc.)</li> </ul>	P	—	—	—	—
<ul style="list-style-type: none"> <li>Leather Product Manufacturing (excluding tanning and finishing)</li> </ul>	P	—	—	—	—
<p><i>Machinery Manufacturing.</i> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products; assembly of component parts (including required packaging for retail sale); blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations. Examples of activities include the following:</p>	P	—	—	—	—
<ul style="list-style-type: none"> <li>Miscellaneous Manufacturing (jewelry, office supplies, sporting goods, toys, etc.)</li> </ul>	P	—	—	—	—
<ul style="list-style-type: none"> <li>Printing and Related Activities</li> </ul>	P	—	—	—	—
<b>Warehousing</b>					
<p><i>Warehouse/Distribution Facility.</i> Activities typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements.</p>	P	—	—	—	—

# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.B: PERMITTED LAND USES by PLANNING AREAS**

Uses	Mixed Use Planning Area	Entertainment Planning Area <sup>1</sup>	Office Planning Area 1	Office Planning Area 2 <sup>2</sup>	Auto Planning Area
<b>Wholesale/Retail</b>					
<i>Industrial Retail Sales, Retail and Wholesale in Conjunction with Manufacturing.</i> Activities typically include, but are not limited to, retailing and wholesaling of goods and products manufactured on-site. Typical uses include, but are not limited to, furniture manufacturing and sales; computer and electronics assembly and sales; and paper manufacturing and sales, storage and warehousing services.	P	—	—	—	—
<i>Wholesale Distribution Establishment.</i> Activities typically include, but are not limited to the distribution of products sold or brought to site to dealers or retailers.	P	—	—	—	—
<b>Temporary Uses<sup>4</sup></b>					
<i>Amusement.</i>	TUP	TUP	—	—	—
<i>Christmas Tree, Pumpkin, and similar lots.</i>	TUP	TUP	—	—	—
<i>Tent Sales.</i>	TUP	TUP	—	—	TUP
<i>Parking Lot Sales.</i>	TUP	TUP	—	—	TUP
<i>Arts and Craft Fair, Farmers Markets.</i>	TUP	TUP	—	—	—

- 1 Under Scenario 2, the uses permitted in the Entertainment Planning Area are the same as the uses Permitted in Office Areas 1 and 2.
- 2 If the Mixed Use Planning Area is Scenario 2, Office Planning Area 2 shall have the same permitted uses as Office Planning Area 1.
- 3 Adult-oriented businesses, as defined by Section 9-1.0200 and 9-1.1305.C.19.a-i of the Ontario Municipal Code are not permitted within the Ontario Gateway Specific Plan.
- 4 Operators of any temporary/seasonal outdoor sales or events shall obtain a Temporary Use Permit (TUP) from the City of Ontario and abide by the provisions of that permit.

## **B.2 SUBSTANTIAL USE CONFORMANCE**

Uses not listed as permitted in Table 2.B may be permitted, subject to a determination of Substantial Conformance by the City of Ontario Zoning Administrator, based on the following findings:

- a. The proposed use is compatible with the permitted uses of the buildings in the Specific Plan;



## **ONTARIO GATEWAY SPECIFIC PLAN** ***II LAND USE AND DEVELOPMENT***



- b. The proposed use will not create any significant environmental impacts that were not previously addressed in the environmental document approved for the Ontario Gateway Specific Plan;
- c. The proposed use will not substantially increase the severity of any significant environmental impacts that were previously addressed in the environmental document approved for the Ontario Gateway Specific Plan; and
- d. The proposed use is similar to, and no more objectionable than, the permitted uses of the buildings in the Specific Plan.

### **C. SITE DEVELOPMENT STANDARDS**

A combination of other land use and intensities may be developed if the uses are identified as permitted in Table 2.B (Permitted Uses by Planning Areas), subject to the General Planning Area Development Standards set forth in Section C.2, Table 2.C (General Planning Area Development Standards). The land use combinations in the Specific Plan Planning Areas at build out must not exceed the project's cumulative peak hour trips of 1,700 and the cumulative peak daily trips must not exceed 20,000 as determined by the Traffic Analysis prepared by RK Engineering Group, Inc., under the direction of the City of Ontario and available at the Planning Department. Further discussion of the peak hour trips is found in Chapter 3 (Circulation).

#### ***C.1 GENERAL SITE LAYOUT CONCEPTS***

- a. Buildings shall be oriented on the sites with key consideration given to the visual impact from the perspective of drivers and pedestrians along the primary public streets and the freeway.
- b. The site design shall emphasize building elevations along roadways, freeway, and streetscapes. Parking located between the building and Guasti Road shall be limited in size to only two rows. To the extent feasible, buildings are to be located near the street with parking behind or on the side.
- c. Building placement which creates opportunities for plazas, courts, or gardens is encouraged. Setback areas may be used to provide patio areas.
- d. The placement of buildings should yield a variety of front setbacks with all buildings meeting the minimum landscaping and front setback.
- e. Focal points should be developed to create a definite sense of identification. Plazas, landscape, fountains, artwork, textured pavement, universally accessible changes in pavement levels and vertical building features may be combined to create focal points and identity.

## ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



- f. Buildings should be sited and designed so that there are no barriers or other elements emphasizing property boundaries. Care should be taken when addressing the interface between two or more properties. Property lines should not be treated as walls and barriers.
- g. Due to the high visibility of corner properties, extra care should be given to building orientation and articulation. Buildings located at the intersection of Guasti Road and Haven Avenue should incorporate special architectural elements that emphasize the importance of that location, such as prominent rooftop elements, diagonal walls, or a substantial art form or fountain.

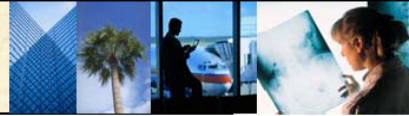
### **C.2 GENERAL STANDARDS**

- a. Table 2.C (General Planning Area Development Standards) presents the general site development standards for the Ontario Gateway Specific Plan.
- b. Individual buildings and parcels need not have direct access to a public street; however, sufficient easements, and/or reciprocal access agreements shall be recorded to ensure that adequate ingress and egress is available to each lot and building.
- c. The premises of all developments shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of good repair and appearance.
- d. Individual buildings may have ancillary buildings or a building separate from but associated with the main building such as a parking structure, an auto service bay, or an outpatient surgical center. These ancillary buildings should not detract from the main building and should retain some of the architectural features of the main building.

**Table 2.C: GENERAL PLANNING AREA DEVELOPMENT STANDARDS<sup>1</sup>**

Development Specifications	Entertainment Planning Area	Mixed Use Planning Area ( <del>Medical Facility</del> )	Office Planning Area I	Office Planning Area II	Auto Planning Area
<b>LOT OCCUPATION</b>					
Lot Area (minimum square footage)	10,000	10,000	10,000	15,000	10,000
Minimum Landscape Coverage <sup>2</sup>	13%	13%	13%	5%	13%
<b>BUILDING HEIGHT<sup>3</sup></b>					
Principal Building	6–8 stories	3–8 stories	4–10 <sup>3</sup> stories	1–3 stories	1–2 stories
Ancillary Buildings/ Parking Structure	4 stories	6 stories	6 stories	3 story	1 story

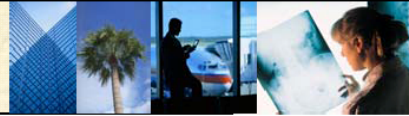
# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.C: GENERAL PLANNING AREA DEVELOPMENT STANDARDS<sup>1</sup>**

Development Specifications	Entertainment Planning Area	Mixed Use Planning Area ( <del>Medical Facility</del> )	Office Planning Area I	Office Planning Area II	Auto Planning Area
<b>BUILDING SETBACK<sup>1</sup></b>					
Front <sup>1</sup>	25 feet	25 feet	25 feet	Average of 20 feet not less than 15 feet	25 feet
Side	10 feet	10 feet	10 feet	10 feet	10 feet
Front, Side, or Rear (Adjacent to Haven Avenue)	20 feet	20 feet	20 feet	NA	NA
Front, Side, or Rear (Adjacent to railroad tracks)	NA	50 feet from center line of pipelines adjacent to railroad tracks	NA	50 feet from center line of pipelines adjacent to railroad tracks	NA
Front, Side or Rear (Adjacent to 1-10)	NA	NA	20 feet	NA	20 feet
Rear	10 feet	50 feet from center line of pipelines adjacent to railroad tracks	20 <sup>4</sup> feet	50 feet from center line of pipelines adjacent to railroad tracks	10 feet
<b>ANCILLARY BUILDING/PARKING STRUCTURE SETBACK<sup>1</sup></b>					
Front	25 feet from the dedicated right-of-way	25 feet from the dedicated right-of-way	25 feet	Average of 20 feet not less than 15 feet	25 feet
Side	10 feet	10 feet	10 feet	10 feet	10 feet
Front, Side or Rear (Adjacent to railroad tracks)	NA	50 feet from center line of pipelines adjacent to railroad tracks	NA	50 feet from center line of pipelines adjacent to railroad	NA

# ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



**Table 2.C: GENERAL PLANNING AREA DEVELOPMENT STANDARDS<sup>1</sup>**

Development Specifications	Entertainment Planning Area	Mixed Use Planning Area ( <del>Medical Facility</del> )	Office Planning Area I	Office Planning Area II	Auto Planning Area
				tracks	
Front, Side, or Rear adjacent to 1-10	NA	NA	20 feet	NA	20 feet
Rear	10 feet	10 feet	10 feet	10 feet	10 feet
<b>PROJECTIONS (STAIRWELLS AND BALCONIES)</b>					
At Building Frontage	3 feet	3 feet	3 feet	3 feet	3 feet
At Building Side	3 feet	3 feet	3 feet	3 feet	3 feet
At Building Rear	3 feet	3 feet	3 feet	3 feet	3 feet
<b>PARKING SPACE SETBACKS<sup>1</sup></b>					
Front	13 feet	13 feet	13 feet	13 feet	13 feet
Side (Interior)	5 feet	5 feet	5 feet	5 feet	5 feet
Side <sup>5</sup> (Adjacent to Haven Avenue)	15 feet	15 feet	15 feet	NA	NA
Rear (Adjacent to railroad tracks or I-10 <sup>4</sup> )	20 feet	<del>20 feet</del> 10 feet	20 feet	20 feet	20 feet
Rear	5 feet	5 feet	5 feet	5 feet	5 feet
<b>PARKING LOADING AND DRIVE AISLE SETBACKS FROM BUILDING<sup>6</sup></b>					
Parking stall to Building	10 feet	10 feet	10 feet	10 feet	10 feet
Drive Aisle to Building	10 feet	10 feet	10 feet	10 feet	10 feet
Passenger Loading Area <sup>7</sup>	At Building Main Entrance	At Building Main Entrance	At Building Main Entrance	At Building Main Entrance	At Building Main Entrance

- 1 As measured from property line.
- 2 Includes landscape setback area.
- 3 Height not to exceed 170 feet or as restricted by FAA height regulations.
- 4 A maximum of 15 feet of this 20-foot setback may be located within the Caltrans right-of-way, provided an agreement between Caltrans and the developer for a period of not less than 40 years is entered into prior to approval of any development plan or recordation of any final map.
- 5 Front side of Office Planning Area 1 is on the south side.
- 6 A maximum of 10 feet of this 15-foot setback may be located within the Caltrans right-of-way, provided an agreement between Caltrans and the developer for a period of not less than 40 years is entered into prior to approval of any development plan or recordation of any final map.
- 7 Loading Space is required for developments with 75 or more spaces.
- 8 Required for developments with 75 or more parking spaces. Equivalent to five parking spaces.

### **C.3 DEVELOPMENT STANDARDS FOR SPECIFIC USES**

Before occupancy, all development and design standards of the Specific Plan must be met to the satisfaction of Planning Director.

## ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



- a. **Automotive Facilities, Vehicle Sales:** Activities include the retail sale of predominantly new vehicles together with their maintenance. The major automobile make(s) sold shall be approved by the City of Ontario. Typical accessory uses may include storage, washing, detailing, preparation, bodywork, painting, installation of accessories and repair of vehicles; administrative and finance offices; retail sales of parts and accessories; and automobile rental. Vehicle sales uses shall conform to the following standards:
1. Except for structures and landscaping, the site shall be entirely paved, so that vehicles are not parked in a dirt or otherwise unimproved area.
  2. All landscaping shall be installed and maintained pursuant to applicable provisions within the Specific Plan. Auto display areas shall not be required to meet the parking lot landscaping requirements applicable to general parking lots.
  3. Service areas and vehicle storage areas shall be screened from adjoining properties and public rights-of-way with a decorative block wall.
  4. Vehicle painting and repair facilities and parking areas shall include devices, equipment, or structures to intercept stormwater that may contain contaminants. Such a system shall collect water and separate contaminants and be designed and approved by the City of Ontario prior to grading permit. In addition, see Sections B through D in Chapter IV (Public Services, Utilities, and Community Facilities) for further water quality requirements.
  5. Loading and unloading of vehicles shall not be permitted on public streets.
  6. All vehicles associated with the use shall be parked or stored on-site and not on adjoining streets.
  7. An adequate on-site queuing area for service customers shall be provided. Parking spaces required pursuant to provisions of this Specific Plan shall not be counted as queuing spaces and vice-versa.
  8. No vehicle service repair work shall occur except within a fully enclosed structure. Service bays shall not directly face or front on a public right-of-way (street/freeway).
  9. Vehicles retained on-site for painting and/or repair shall be parked in an enclosed structure or within a clearly marked staging area. Outside staging areas shall be sufficiently screened from public view and be located in a manner that does not interfere with normal flow of on-site traffic. Parking spaces within a staging area



## ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



shall not count toward the number of spaces required by the Ontario Municipal Code or this Specific Plan.

10. All used vehicles for sale shall be 6 model years or newer or have less than 80,000 miles, be in at least "good condition" aesthetically, and be backed by a written comprehensive warranty.
  11. Subterranean development may be exempted in this area from the floor area ratio calculation for underground parking. Parking shall be for inventory storage and off-street parking uses for auto dealership employees only.
  12. Rooftop parking is permitted subject to the following standards:
    - i. Parked cars are limited to inventory storage only.
    - ii. Parked cars and their access way cannot exceed more than 33 percent of the roof surface.
    - iii. The remaining roof space must be designed with light-colored, reflective cool roofing materials and/or covered with vegetation. Most traditional dark-colored roofs absorb 70 percent or more of the solar energy striking them, resulting in peak roof temperatures of 150° to 190° F. By comparison, light colors are 50° to 60° F cooler on hot days.
  13. Parking shall be provided for employees and customers in accordance with this Specific Plan in addition to that provided for vehicle display. The employee/customer parking lot shall be clearly delineated from the auto display area.
  14. All other applicable City codes, including building, fire and community preservation codes, shall apply.
  15. All project features, including buildings, paving, signs landscaping, shall be well maintained.
  16. Any public address/telephone/employee communication system shall be maintained so as to not be audible outside the confines of the dealership property as determined by the Planning Director.
- b. **Automobile Service Stations:** The following operations are prohibited in conjunction with the operation of an automobile service station: Auto body repair, major mechanical repair, and outside display of new or used vehicles or parts for sale.
1. Exterior display of goods for sale or rent is not permitted, except the following uses, which are subject to design and location approval: vending machines, oil display cabinets, tire displays, and entry to lubrication bays and/or service areas shall be designed to minimize the impact on adjacent uses.

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2. Minimum facilities required:
  - i. Two restrooms open to the public, one for each sex;
  - ii. Equipment and storage area adequate to provide for operation and maintenance of station.
  - iii. Minimum of one air and water outlet and window washing equipment and towels.
3. Automobile service stations engaged in the concurrent sale of fuel and alcoholic beverages shall be permitted only with approval of a Conditional Use Permit, and shall comply with the following standards:
  - i. There shall be no display of alcoholic beverages within five feet of the cash register unless in a permanently affixed cooler.
  - ii. Advertising of alcoholic beverages at motor vehicle fuel island is prohibited.
  - iii. There shall be no sale of alcoholic beverages from a drive-in window.
  - iv. Alcoholic beverages shall not be displayed or sold from an ice tub.
  - v. Self-illuminated advertising for liquor on buildings or windows is prohibited.
  - vi. Employees on duty between the hours of 10 p.m. and 2 a.m. shall be at least 21 years of age to sell alcoholic beverages.
- c. **Restaurant, Outdoor Dining:** Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Eating and drinking establishments with outdoor dining shall conform to the following standards:
  1. The outdoor dining area shall be conducted adjacent to a legally operated eating and/or drinking establishment.
  2. The outdoor dining area shall not block access to contiguous properties or obstruct emergency access to any property.
  3. No sound amplification device, musical instrument or sound reproduction device shall be operated or used within an outdoor dining area unless approved by the City through a Conditional Use Permit.
  4. Outdoor dining areas which serve alcohol shall be surrounded by a decorative wall, decorative steel fence, or other feature, no less than 6 feet in height, which limits access to outdoor dining area.

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5. Design materials and colors used for chairs, tables, lighting and other fixtures, including umbrellas and awnings, shall complement the architectural style and colors used on the adjacent building façade.
6. The hours of operation shall be limited to the hours of operation of the associated eating and drinking establishment.

### **C.4 Modifications to General Development Standards**

- a. In order to achieve superior development which cannot be achieved through the literal implementation of the standards contained above, the Development Advisory Board (DAB) or the Planning Commission may modify the following standards for multi-tenant or multi-building projects as part of its review of individual development projects within the Specific Plan area.
  1. Parking and landscape setbacks for interior side and rear parcel lines.
  2. Parking and loading requirements.
  3. Building setbacks for interior side and rear property lines.
- b. Although development standards may be modified by the Planning Commission such that each building need not be set back from interior property lines, a minimum building separation equal to Uniform Building Code requirements shall be maintained.
- c. Where modified standards are permitted by the Planning Commission, innovative designs such as office/commercial common interest subdivisions may be utilized. Thus, standards for landscape coverage and number of parking spaces need not be met on a parcel-by-parcel basis. Where common parking and/or landscape areas are proposed, appropriate easements and covenants, conditions, and restrictions (CC&Rs) shall be established to ensure adequate access throughout the site, and to ensure ongoing maintenance of common facilities. The CC&Rs are subject to the review and approval by the City.

## **D. CIRCULATION, PARKING, AND LOADING REQUIREMENTS**

### **D.1 On-Site Circulation**

On-site circulation shall meet the following standards:

- a. On-site circulation within individual building sites shall be designed for efficient vehicular and pedestrian movement. On-site circulation systems shall be logical and easily understood by visitors. In addition, service routes shall not conflict with other on-site circulation routes. Site design should provide reciprocal access between adjacent properties, in an effort to

## ONTARIO GATEWAY SPECIFIC PLAN II LAND USE AND DEVELOPMENT



- minimize the use of public streets as the primary access between adjacent parcels.
- b. On-site pedestrian walkways shall link all uses together and shall provide direct, safe, and adequate movement paths between parking, open space, and outdoor work/leisure areas and building entrances. Such pedestrian links shall feature walkways with a 5-foot landscape area on each side.
  - c. Sight lines required for safe automobile movement shall be kept clear. Screens and structures shall not be located where they would block such sight lines, either entering or leaving the individual developments and the project site.
  - d. The design and location of entries (curb cuts) for individual development sites should be such that the driver has ample time to perceive them when approaching the site. Intersection and driveway approaches should be kept clear of obstructions such as traffic and trees.
  - e. No commercial parking shall be permitted in common areas or private streets within the project site. Signs prohibiting parking of commercial vehicles in these areas shall be posted and enforced by property management. Signs prohibiting commercial parking on public streets shall be posted as required by the City of Ontario Police Department.

### **D.2 Parking Lots**

Parking lots shall meet the following standards:

- a. The number and dimensions of parking and loading spaces provided for each building shall be in accordance with the provisions of the City of Ontario Development Code Section 9-1.3010, "Required number of off-street parking and loading spaces," unless a shared parking arrangement has been approved by the Planning Commission. A loading space is required for developments with 75 or more spaces.
- b. Parking lots should not be the dominant visual element of the site. Expansive paved areas between the street and the building(s) are to be avoided in favor of smaller lots separated by landscaping and buildings with the exception of auto-sales buildings.
- c. Parking spaces shall be set back from property lines as listed in Table 2.C (General Building Development Standards). Parking in front of buildings shall be limited in quantity and time allowance and generally provided only for the public.
- d. In the landscaped area provided adjacent to parking lots abutting Guasti Road and Haven Avenue as provided in Table 2.C. Trees shall be planted at least 30 feet on-center and up to 5 feet behind the public right-of-way.



- The landscape buffer shall include a screening feature that is 36 inches in height and consists of a decorative wall, hedge, berm, or equivalent. Earth berms shall not exceed a 3:1 slope and should be rounded and densely landscaped to have a natural appearance.
- e. A patient drop-off or pick-up area shall be provided in front of or near the main entrance of a hospital facility, as detailed in Chapter V (Design Guidelines).
  - f. Parking areas shall be accessed from the street so that circulation and access to parking areas are safe and pedestrian-friendly.
  - g. Parking areas shall be arranged to minimize conflicts with loading activities.
  - h. A reserved carpool or vanpool parking space shall be provided adjacent to or as close as possible to the principal office building entry for projects with 50 or more parking spaces. The space shall be clearly signed or striped.
  - i. All parking areas shall be provided with automatic lighting systems, regulated by photocells, designed to maintain a minimum of one foot-candle from sunset to sunrise.
  - j. All parking areas visible from public streets or adjacent parcels shall be screened with landscape material. A minimum 5-foot landscaped planter shall be placed around the perimeter of a parking lot, with a minimum of 1 tree planted for every 30 linear feet of perimeter edge.
  - k. Parking lots shall provide a 5-foot wide landscape finger between each 10 parking stalls.
  - l. All rows of parking shall terminate with a 5-foot wide planter/landscape finger.
  - m. Pedestrian linkages to and from the parking lots shall have enhanced paving and landscaping treatments.

### ***D.7 PARKING STRUCTURES***

Parking structures shall meet the following standards:

- a. Interior heights should be a minimum of 98 inches to ensure openness, safety, and security. It will also allow access for taller SUVs and pick-up trucks.
- b. Elevators shall be glass backed and have glass enclosed or open elevator lobbies.
- c. A system of "Blue Light" security phones shall be installed.





- d. A security system shall be provided on the ground level.
- e. Lighting shall meet or exceed the recommended minimums for parking facility lighting as established by the Illuminating Engineering Society of North America (IESNA).
- f. Lighting shall be consistent throughout all levels of the structure to comply with the OMC Security Ordinance 4-11 requiring minimum lighting standards with a minimum amount of 1 (one) candle-foot at the lowest lighting point in the parking structure. All lighting in the structure will be activated at all times.
- g. An adequate number of disability parking spaces shall be provided for the visiting population having either permanent or temporary disabilities, or access challenges.
- h. All interior walls will need to be painted white to enhance lighting.

#### ***D.4 Bicycle Parking***

Parking for bicycles shall be required for all buildings and shall meet the following standards:

- a. A secure and adequate bicycle parking area shall be provided within each development area at a rate of 1 bicycle rack capable of holding 3 bicycles for every 30 parking spaces up to a maximum of 10 bicycle racks.
- b. Bicycle parking racks shall be of a size and design that will accommodate the required bicycles and have provisions for locking without damaging the bicycle frames. There shall be no bicycle parking on pedestrian sidewalks.
- c. Bicycle parking facilities shall be placed on well lit, paved surfaces in an area of the parking lot or building frontage areas that are convenient to destination entrances for employees and patrons; or in a secure (locked) area for use only by employees.
- d. Bicycle parking facilities shall be located in highly visible areas to minimize theft and vandalism but should not interfere with pedestrian traffic.
- e. Bicycle parking facilities shall be protected from potential damage by other vehicle traffic.

#### ***D.5 Trip Reduction Plans***

A Trip Reduction Plan is designed to minimize parking and to take advantage of transit passes and incentives, shuttle services, bicycle and pedestrian facilities, and flexible work hours. A Trip Reduction Plan in accordance with City requirements shall be submitted by development applicants and approved by the City. The Trip Reduction Plans can request fewer parking spaces than the minimum in the City zoning ordinance and/or can use off-site parking spaces.

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Projects must comply with the City of Ontario Parking Requirements or a Trip Reduction Plan can be prepared and submitted to the City for a reduction in parking spaces.

**Shared Parking.** With the approval of the DAB, a portion of the required parking spaces may additionally be provided on lot within the project area or on a lot adjacent to the project area through a Shared Parking Agreement. Agreements shall be signed by the owners of all involved lots, and may include reciprocal access and use agreements and deed restrictions, as approved by the DAB.

Requests for parking reductions related to joint parking usage shall generally be made at the time of Development Plan Review. Such requests shall be supported by information prepared by a registered traffic engineer. The investigation used to generate the supporting information shall generally follow the format established by the Urban Land Institute (ULI) in its publication titled "Shared Parking."

In granting parking reductions for shared use of parking facilities, the Planning Commission shall follow Section 9-1.3015.b (1) and (2) of the City of Ontario Zoning Code.

Other elements to be considered include work shifts and patient visiting hours, public transit availability, and carpooling and vanpooling programs.

### **D.6 Loading Areas**

- a. Loading areas shall be designed to provide for vehicle braking and maneuvering on-site and not from or within a public street. Direct loading from a public street is not permitted.
- b. Adequate room shall be provided on site for trucks maneuvering or waiting to unload; the area within 120 feet in front of loading docks associated with business park buildings and at least 60 feet for loading areas of other buildings should be paved and kept free of obstacles. In addition, loading and storage areas shall not conflict with connecting walkways or required parking areas.
- c. Commercial loading, service yard, and storage areas should be located to the side and rear of buildings, not facing the street or freeway. When these features must face a street or plaza, they must be screened with a solid decorative 6-foot to 12-foot high wall. Landscaped buffers can be placed in front of the screen wall to soften them.
- d. The grade of loading docks should be lowered, where practical, to minimize views from the street and the need for tall walls or fencing.
- e. Truck access to loading areas should be separate from vehicular access within parking areas.



- f. Truck maneuvering areas shall not encroach into required parking stalls, drive aisles, and pedestrian access.

### **E. REFUSE AREAS AND PUBLIC TRASH RECEPTACLES**

- a. Trash enclosures and equipment shall be provided with easy access for service vehicles while screened from public view. Three sides of the area shall be screened by a solid wall, which is not less than 6 feet in height. The fourth side shall consist of a solid metal gate. Design and materials used shall reflect the architectural style of adjacent buildings. Chain link gate is not permitted. Landscaping or trellis work should be provided on each side of screened enclosures within parking areas and when visible from a street or connecting walkway. All trash enclosures shall meet the City of Ontario standards for acceptable trash enclosures Municipal Code Section 6-3.314.
- b. Refuse bins shall be provided in sufficient number and shall be placed in convenient locations.
- c. Trash areas shall not be used for storage. The trash enclosure area shall be kept in a neat and orderly condition at all times and all improvements shall be maintained in a condition of good repair and appearance.
- d. Main entrances to building structures shall include trash receptacles. The responsibility for service and maintenance of these trash receptacles is the building/property owner.

### **F. ENVIRONMENTAL PERFORMANCE STANDARDS**

#### ***F.1 PURPOSE AND APPLICABILITY***

The purpose of this section is to set forth standards to protect the public and nearby uses from potential negative effects of commercial and other uses within the Specific Plan area by regulating air quality, electrical or electronic interference, hazardous materials management, light and glare, liquid and solid wastes, noise, odors, vibration, and water quality. The following performance standards shall be applied to all development within the Specific Plan area.

#### ***F.2 AIR QUALITY***

Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or property, or can cause excessive soiling on any other parcel shall conform to the requirements of the South Coast Air Quality Management District (SCAQMD).

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### **F.3 ELECTRICAL OR ELECTRONIC INTERFERENCE**

No operation or activity shall cause any source of electrical or electronic disturbance that produces electromagnetic interference with normal radio and television reception or adversely affects the operation of equipment on any other parcel, and that is not in conformance with the regulations of the Federal Communications Commission.

### **F.4 HAZARDOUS MATERIALS MANAGEMENT**

All uses involving the use, storage, handling, transportation, or disposal of hazardous materials are required to comply with the provisions of the most current amendments to the California Code of Regulations, Titles 22 and 27; applicable requirements under the National Pollutant Discharge Elimination System (NPDES); applicable requirements of the City of Ontario Fire Department; and any other applicable City, County, State, or Federal standard relating to the use, storage, handling, transportation, or disposal of hazardous materials.

### **F.5 LIGHT AND GLARE**

No operation, activity, or lighting fixture shall create illumination exceeding 0.5-foot candles outside any commercial area property line, whether the illumination is direct or indirect light from the source. On-site light fixtures within any development area that exceed 20 feet in height shall be full cutoff type fixtures and shall be directed on site for glare control. For further illumination details, refer to Chapter V (Design Guidelines).

### **F.6 LIQUID AND SOLID WASTES**

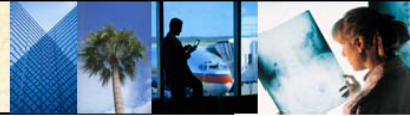
In order to avoid contaminating water supplies, interfering with bacteriological processes in sewage treatment, or otherwise creating a public health hazard, all discharges of materials into any public or private street or storm drain shall be in accordance with the adopted standards of the City, the California Department of Health Services, and other governmental agencies having legal jurisdiction.

- a. Liquid waste disposal and runoff control shall be conducted within the applicable guidelines.
- b. Solid waste disposal shall comply with applicable State and Federal laws, and shall be regulated as per City Ordinance.

### **F.7 NOISE**

No operation or activity shall create exterior noise levels in excess of the ambient noise standards (Table 2.D) as measured at the nearest residential dwelling to the subject use.

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**Table 2.D: Noise Standards – Maximum Exterior Noise Level**

Decibels	Time	Subject Use
65 dB(A)	7:00 a.m. to 10:00 p.m.	Commercial/Office/Business Park
60 dB(A)	10:00 p.m. to 7:00 a.m.	Commercial/Office/Business Park

Actual base decibel measurements exceeding the above levels at the corresponding time and use indicated shall be deemed as the “base ambient noise level” (BANL). Exterior noise shall be measured at the exterior of any residential property and no noise level shall exceed the following as indicated in Table 2.E for the duration periods specified.

**Table 2.E: Noise Levels and Duration**

Noise Level Exceeded	Maximum Allowed Duration Period
Base Ambient Noise Level	30 minutes in any hour
5 dB(A) above Base Ambient Noise Level	15 minutes in any hour
10 dB(A) above Base Ambient Noise Level	5 minutes in any hour
15 dB(A) above Base Ambient Noise Level	1 minute in any hour
20 dB(A) above Base Ambient Noise Level	Not permitted

The following sources are exempt from the provisions of this section:

- a. Safety devices and warning signals.
- b. Emergency equipment, vehicles, devices, and activities.
- c. Temporary construction, maintenance, or demolition activities conducted between the hours of 7:00 a.m. and 6:00 p.m.

**F.8 Odors**

No operation or activity that emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the property line within which the odor is created shall be permitted.

Uses shall conform to the applicable requirements of the SCAQMD.

**F.9 GROUND VIBRATION**

No operation or activity shall be permitted to cause a groundborne vibration beyond the property line within which the vibration was originally created that produces a particle velocity greater than two-tenths of an inch per second (0.2 inch/sec) measured at or beyond the property line.



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Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings are to be made at points of maximum vibration along any lot line.

Ground vibration caused by moving vehicles, trains, aircraft, or temporary construction or demolition is exempted from this requirement, as is ground vibration caused by emergency equipment, vehicles, devices, and activities, as well as from temporary construction, maintenance, or demolition activities conducted between the hours of 7:00 a.m. and 7:00 p.m.

### ***F.10 WATER QUALITY***

No operation or activity shall be permitted that would cause groundwater or surface water contamination by fuel, oils, or solvents. All water quality issues are subject to the review by the City Engineering Department.

### ***F.11 CULTURAL RESOURCES***

The project area is not located within any Historic District as designated by the City of Ontario and cultural resources are not known to exist in the project area. Nevertheless, during grading and construction activities, the developers cannot knowingly disturb, alter, injure, or destroy any historical or archaeological site, structure, building, object, or cultural site discovered during construction. If a significant discovery is made during these activities, the City is to be immediately notified and the discovery is to be left intact. The City has 30 working days to protect or remove the discovery at the developer's expense, after which operations may proceed.



## **CHAPTER III: CIRCULATION**

### **A. EXISTING SETTING**

Regional access to the Ontario Gateway Specific Plan is provided by Interstate 10 (I-10), Interstate 15 (I-15), and State Route 60 (SR-60). Haven Avenue connects the site to I-10, which parallels the north side of the Specific Plan planning area. Direct access to uses within the site will be from Haven Avenue.

#### **A.1 Existing Highways and Roadways**

##### **a. Freeways:**

1. **San Bernardino Freeway (I-10).** This ten-lane freeway (four lanes plus a carpool lane in both directions) links the Inland Empire to Los Angeles and the rest of the United States. I-10 borders the north boundary of the Specific Plan with the Haven Avenue on-ramp abutting the northwest corner.
2. **Ontario Freeway (I-15).** The Ontario Freeway is a major north-south freeway located approximately 2 miles east of the project site. This freeway has a total of eight lanes within the project study area and connections to both the San Bernardino Freeway and the Pomona Freeway.
3. **Pomona Freeway (SR-60).** State Route 60 connects the Inland Empire area (mainly Riverside County) to the Los Angeles metropolitan area. This freeway, located approximately 3 miles south of the project site, is generally ten lanes (four lanes plus a carpool lane in both directions) in the City of Ontario.

##### **b. East-West Arterials:**

1. **Mission Boulevard.** Mission Boulevard provides four lanes and was formerly designated U.S. 60. It is located both south of the project site and south of the Ontario International Airport.
2. **4<sup>th</sup> Street.** Located north of Holt Boulevard, this arterial generally provides two to four travel lanes in the planning area.
3. **Airport Drive.** Located south of the Union Pacific Railroad tracks, this four-lane undivided arterial extends between Archibald Avenue to the west and Haven Avenue to the east.

##### **c. North-South Arterials:**

1. **Haven Avenue.** Haven Avenue is a major arterial providing six to eight lanes on the west side of the Ontario Gateway. Full

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interchanges exist at I-10 and SR-60. The intersection of Haven Avenue and Guasti Road is a signalized intersection.

2. **Milliken Avenue.** Milliken Avenue is a major arterial located east of the project site. Full interchanges exist at I-10 and SR-60.

**d. Collector Streets:**

1. **Guasti Road.** Guasti Road is currently not a through street within the project site. The roadway currently extends in a westerly direction from the intersection of Haven Avenue and is a four-lane collector street (88-foot right-of-way). Immediately east of Haven Avenue, Guasti Road is an unimproved driveway entrance for an existing manufacturing business currently in operation on the site. Beyond the project boundary to the east, Guasti Road continues connecting through to Milliken Avenue. In accordance with the Master Plan of Streets, Guasti Road is planned to be a through street, thereby linking both sides of Guasti Road.

### ***A.2 Rail Facilities***

The Southern Pacific rail line is adjacent to the southern boundary of the Specific Plan. Access to the property via a spur line from the rail line currently exists on site; however, it is not anticipated that this spur line will be used. None of the development scenarios proposed in the Specific Plan use the rail spur line.

### ***A.3 Air Transportation Facilities***

The Ontario International Airport is located approximately 0.5 mile southwest of the project site. The airport provides both passenger and cargo facilities.

### ***A.4 Public Transportation***

Public transportation within western San Bernardino County is provided by Omnitrans. No bus route currently serves the project area. The transportation route nearest the site is Transit Route 75 with a stop on Haven Avenue and Jurupa Avenue. This bus route operates at peak periods only.

## **B. PROJECT TRAFFIC GENERATION**

The City of Ontario enlisted the RK Engineering Group, Inc. to prepare a traffic study of three hypothetical land use plans for the Specific Plan site. The RK Engineering traffic study documented the existing traffic conditions in the vicinity of the Specific Plan site; evaluated traffic conditions for future baseline conditions without the project; evaluated the future baseline conditions with three different hypothetical project scenarios; and determined the on-site and off-site improvements and system management actions necessary to maintain City of Ontario level of service requirements. The Traffic Impact Analysis, available at the City of Ontario, analyzed the potential traffic and circulation

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impacts associated with three City-determined hypothetical scenarios at three intersections. These three intersections included Haven Avenue/I-10 Westbound Ramps, Haven Avenue I-10 Eastbound Ramps, and Haven Avenue/Guasti Road. The project site was assumed to have only one access at the east leg of Haven Avenue and Guasti Road. Both the morning (a.m.) and evening (p.m.) peak period trips plus the daily trips were analyzed in the study. It should be noted that RK Traffic did not analyze the proposed Specific Plan traffic generation but rather the traffic generation of three hypothetical site plans created by the City. This RK Engineering traffic study was done before the Ontario Gateway Specific Plan was completed. A Traffic Impact Analysis specific to the Ontario Gateway Specific Plan is part of the Ontario Gateway Specific Plan Environmental Impact Report. The results of the EIR traffic analysis were not known at the time the Ontario Gateway Specific Plan was completed and, therefore, the EIR traffic analysis was not used in the Specific Plan traffic analysis.

The RK Engineering Traffic Study projected three different land use scenarios for the Ontario Gateway site. The RK Engineering Traffic Study land use scenarios assumed the land uses shown in Table 3.A (Traffic Study Potential Land Use Scenarios).

**Table 3.A: Traffic Study Potential Land Use Scenarios**

Land Use	Intensity
<b>Scenario 1:</b>	
Hotel(s)	400 Rooms
High Turnover Sit-Down Restaurant	5,334 square feet
Business Park	121,500 square feet
Retail – Support	52,272 square feet
“Big Box” Retail	192,325 Square Feet
Office	110,250 square feet
<b>Scenario 2:</b>	
Hotel(s)	400 rooms
High Turnover Sit-down Restaurant	5,445 square feet
Business Park	121,500 square feet
Retail – Support	52,272 square feet
High-Intensity Office	314,938 square feet
Low-Intensity Office	91,476 square feet
Retail	84,942 square feet
<b>Scenario 3:</b>	
Hotel(s)	400 rooms
High Turnover Sit-down Restaurant	5,445 square feet
Business Park	121,500 square feet
Retail – Support	52,272 square feet
Office	175,000 square feet
Retail	170,000 square feet

Source: RK Engineering Group, Inc.

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These three future hypothetical scenarios determined by the City were projected in the RK Engineering Traffic Study to generate the trips as shown in Table 3.B (Traffic Study Projected Trips).

**Table 3.B: Traffic Study Projected Trips**

Land Use	Daily Trips	A.M. Peak Trips	P.M. Peak Trips
Scenario 1	19,160	1,072	1,614
Scenario 2	16,378	1,248	1,599
Scenario 3	17,611	984	1,599

Source: RK Engineering Group, Inc.

From these projected trips, the City of Ontario further refined the traffic generation for a project at the Haven at Guasti intersection. The City determined that the maximum peak period trip generation or trip budget for the site would be 1,700 p.m. peak hour trips or 20,000 daily trips.

The conceptual land use scenario proposed in the Ontario Gateway Specific Plan includes the land uses shown in Table 3.C (Ontario Gateway Conceptual Land Use).

**Table 3.C: ONTARIO GATEWAY CONCEPTUAL LAND USE**

Land Use	Square Footage
<b>Scenario 1:</b>	
2 Hotels	400 rooms total
Hospital	200 beds
Auto Dealership	80,000 square feet
Office	250,000 square feet
Flex Office – Medical Office	75,000 square feet

The proposed conceptual site plan for the Ontario Gateway Specific Plan is projected to generate trips as shown in Table 3.D (Ontario Gateway Specific Plan Projected Trips).

**Table 3.D: ONTARIO GATEWAY SPECIFIC PLAN PROJECTED TRIPS**

Land Use	A.M. Peak Trips	P.M. Peak Trips	Daily
Auto Dealership <sup>1</sup>	164	211	2,667
Flex/Medical Office <sup>2</sup>	186	279	2,710
Hospital <sup>3</sup>	226	260	2,362
Hotel 1 <sup>4</sup>	112	118	1,634



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**Table 3.D: ONTARIO GATEWAY Specific Plan Projected Trips**

Land Use	A.M. Peak Trips	P.M. Peak Trips	Daily
Hotel 2 <sup>4</sup>	112	118	1,634
Office <sup>5</sup>	373	388	2,753
<b>Total Trips</b>	<b>1,173</b>	<b>1,374</b>	<b>13,760</b>

Notes:

- 1 Rates based on Land Use 841 "New Car Sales," from Institute of Transportation Engineers (ITE), *Trip Generation*, 7<sup>th</sup> Edition.
- 2 Rates based on Land Use 720 "Medical-Dental Office Building," from ITE, *Trip Generation*, 7<sup>th</sup> Edition.
- 3 Rates based on Land Use 610 "Hospital," from ITE, *Trip Generation*, 7<sup>th</sup> Edition.
- 4 Rates based on Land Use 310 "Hotel," from ITE, *Trip Generation*, 7<sup>th</sup> Edition.
- 5 Rates based on Land Use 720 "General Office Building," from ITE, *Trip Generation*, 7<sup>th</sup> Edition.

Source: LSA Associates, Inc

As shown in Table 3.D, the estimated p.m. peak trips of 1,374 are below the maximum p.m. peak trip budget of 1,700 set by the City of Ontario. The City's daily trip budget of 20,000 is also not exceeded; the conceptual plan is expected to generate 13,760 daily trips.

According to the RK Engineering Traffic Study, future baseline conditions under the hypothetical land use plans could, with the recommended mitigations, provide Level of Service D or better at all of the study intersections. The RK Engineering Traffic Study recommended improvements for Haven Avenue at Guasti Road, including an additional right-turn lane and an additional left-turn lane on Guasti Road. A right-turn lane is also proposed from northbound Haven Avenue to Guasti Road. Traffic signal modifications to accommodate these new lanes are also necessary. The Traffic Study, which will be completed for the Specific Plan EIR, may recommend other necessary traffic improvements. The Specific Plan development will comply with the traffic mitigation measures that are approved with the Specific Plan EIR.

The Interstate 10 westbound and eastbound ramps at Haven Avenue were also analyzed in the RK Engineering Traffic Study and were found to require improvements to accommodate future 2030 traffic and the project traffic. According to the RK Traffic Study, improvements necessary at these ramps include an additional westbound off-ramp lane within the existing westbound ramp right-of-way and one eastbound off-ramp lane within the existing eastbound ramp right-of-way. As these two freeway ramps serve regional transportation needs, the project would only be required to pay its fair share toward these improvements.

### C. PROJECT ROADWAY IMPROVEMENTS

Development of the Specific Plan includes improvements to the circulation system, which serves the development. Guasti Road and Haven Avenue are the public roadways to be either constructed or improved as part of the Ontario

## ONTARIO GATEWAY SPECIFIC PLAN *III CIRCULATION*



Gateway Specific Plan. Ultimate improvements to these roadways shall be as required by the City of Ontario. All improvements will be consistent with the City of Ontario Master Plan of Streets and will be dedicated to the City of Ontario upon completion. The full-access signalized entry to the project is located at Haven Avenue and Guasti Road. A description of the project road improvements follows.

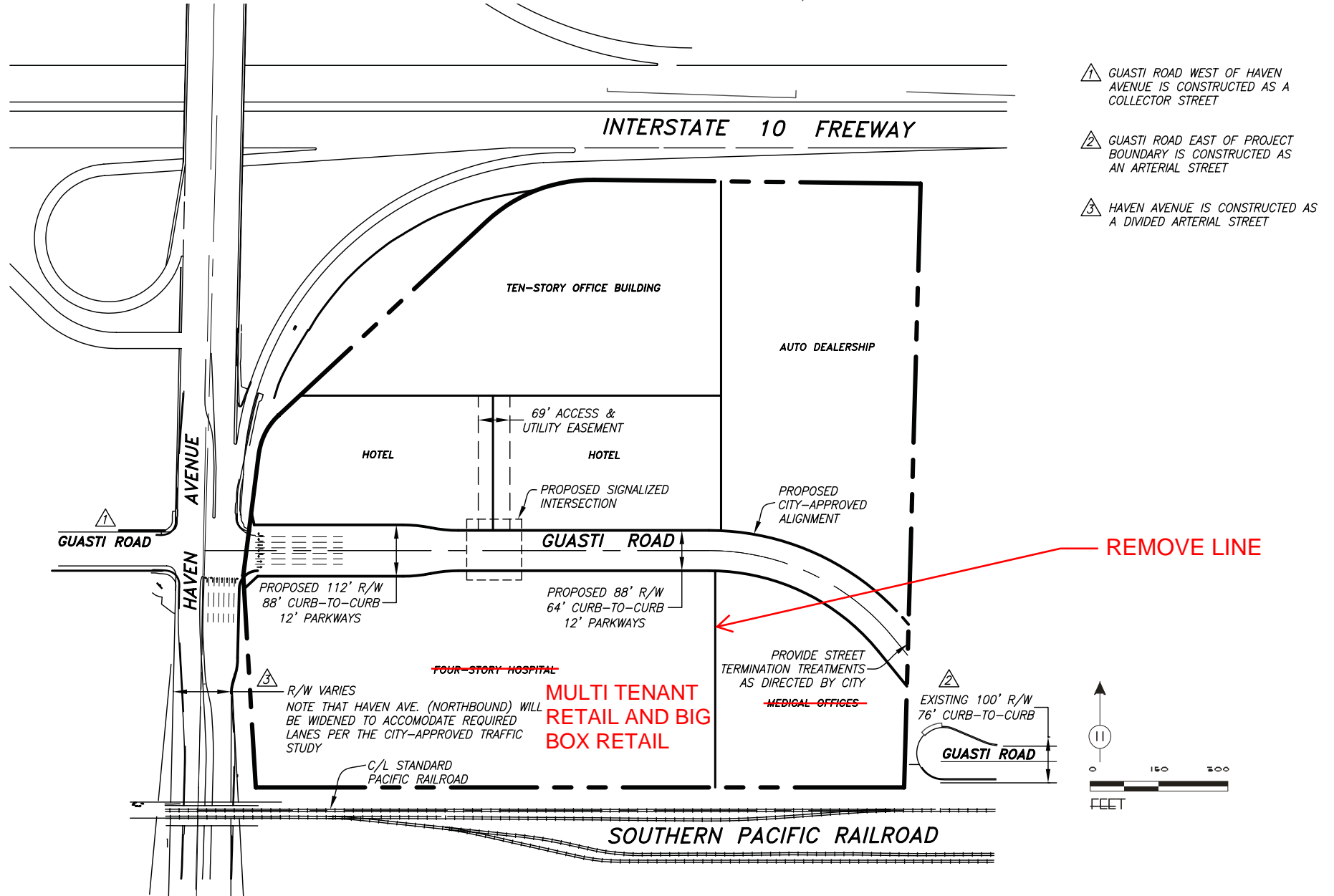
### ***C.1 Guasti Road Improvements***

Guasti Road will be extended and widened from Haven Avenue to the easterly boundary of the project area as shown in Figure 3.1 (Circulation Plan). The majority of the improved Guasti Road will be constructed to its maximum four lanes with an ultimate 88-foot right-of-way as shown in the roadway cross-section in Figure 3.2 (Typical Street Sections). A portion of Guasti Road between Haven Avenue and approximately 300 feet east of Haven Avenue will require a 112-foot right-of-way, which includes 88 feet to accommodate the through lanes and turn pockets required at the intersection Haven Avenue and Guasti Road. The portion of Guasti Road containing 88-foot right-of-way includes 64 feet of roadway. A 7-foot landscaped parkway and 5-foot sidewalk area are required on both sides of Guasti Road within the Specific Plan boundary. The proposed Guasti Road will end in a cul-de-sac or other turn-around at the eastern project boundary. This cul-de-sac or other turn-around will meet the Fire Department's requirements for turn-around radius and it will eventually become a through street when the connection is completed.

The setbacks for developments facing Guasti Road are based on the 88-foot right-of-way. The parking setback from the dedicated public right-of-way will be 13 feet. The building setback will be 25 feet from the dedicated public right-of-way.

**Phasing of the Dedication of the Right-of-Way.** The right-of-way for Guasti Road will be dedicated in multiple phases, with the initial dedication of 64 feet of right-of-way being dedicated on the overall subdivision map for the entire Specific Plan area. The initial phase of right-of-way dedication shall include the construction and maintenance easements on the north and south sides of Guasti Road approximately 600 feet east of Haven Avenue as required for the new traffic signal. An additional 12 feet from each parcel fronting Guasti Road will be dedicated by separate instrument to the City upon the close of escrow with each of those buyers. It is the sole responsibility of the Master Developer to ensure the additional dedication to the City occurs no later than one month after the completion of the required Guasti Road improvements. The Master Developer assumes the initial liability of those improvements constructed within those frontage areas, until such time those areas are dedicated to the City. The City will only assume responsibility of those improvements once the required right-of-way has been dedicated.

# ONTARIO GATEWAY Specific Plan



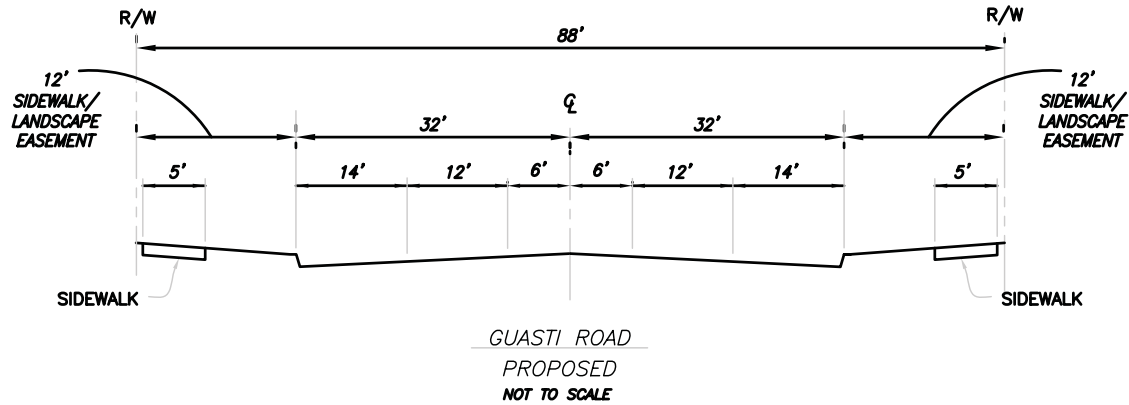
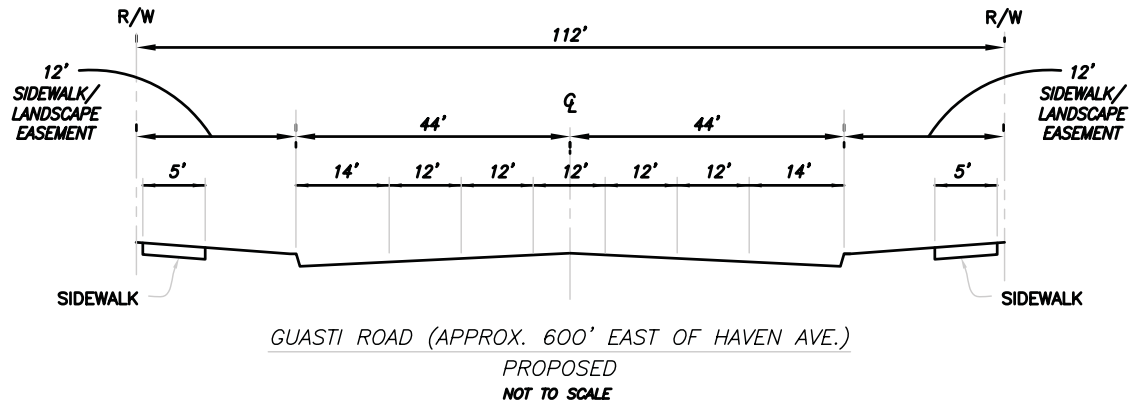
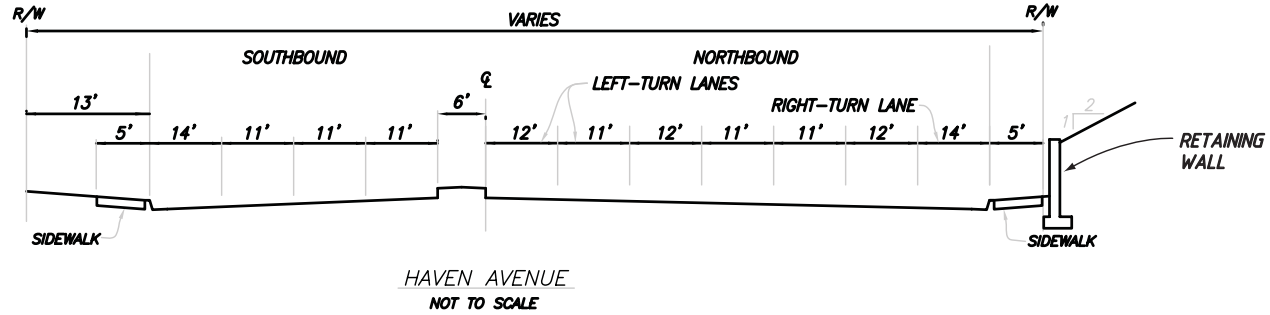
- △ GUASTI ROAD WEST OF HAVEN AVENUE IS CONSTRUCTED AS A COLLECTOR STREET
- △ GUASTI ROAD EAST OF PROJECT BOUNDARY IS CONSTRUCTED AS AN ARTERIAL STREET
- △ HAVEN AVENUE IS CONSTRUCTED AS A DIVIDED ARTERIAL STREET

SOURCE: TGA Development & Engineering, Inc.

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Circulation Plan 3.1

# ONTARIO GATEWAY Specific Plan



## ONTARIO GATEWAY SPECIFIC PLAN III CIRCULATION



The roadway will be blocked at the easterly project site boundary with City-approved fencing and parkway landscaping to match the adjacent (north-south) fencing at the eastern roadway terminus.

All improvements required per the conditions of approval within the ultimate 88-foot right-of-way will be completed as part of the improvements required under the overall subdivision map.

It has been determined that a traffic signal is warranted at the intersection Guasti Road and the driveway located approximately 600 feet east of Haven Avenue. The Master Developer is responsible for the design and construction of the signal. In addition, the Master Developer shall be responsible for designing and constructing bus turnouts along the north and south sides of Guasti Road at the departure legs of the signalized intersection to the satisfaction of the City Engineer and Omnitrans.

### **C.2 HAVEN AVENUE IMPROVEMENTS**

The project proponent shall be responsible for providing four (4) northbound through lanes along Haven Avenue between Airport Drive and Guasti Road. The street improvements along the property frontage of Haven Avenue, south of Guasti Road shall be designed and constructed in accordance with applicable standards and to the satisfaction of the City Engineer. In addition, the project proponent shall be responsible for providing a 14-foot wide northbound right-turn pocket with the necessary pavement transitions/bay tapers at the intersection of Haven Avenue and Guasti Road along the property frontage. The design and construction of the signing and striping improvements necessary to accommodate the street improvements shall be the responsibility of the project proponent.

The project proponent shall be responsible for designing and constructing traffic signal modifications at the intersection of Haven Avenue and Guasti Road as needed to accommodate new street improvements to the satisfaction of the City Engineer. The traffic signal shall include a battery back-up system and emergency vehicle preemption system to the satisfaction of the City Engineer.

### **C.3 LOCAL ACCESS**

Local access to uses within the project site will be provided directly from Guasti Road. An extended access easement will be constructed to Office Planning Area 1. This access easement will run north and south between the proposed hotel sites within the Entertainment Planning Area and terminate in Office Planning Area 1 as shown in previously referenced Figure 3.1 (Circulation Plan). Curb return radii and driveway widths will be adequate to provide for truck turning movements and will meet the requirements of the City of Ontario Engineering Department at all access points.



## ONTARIO GATEWAY SPECIFIC PLAN III CIRCULATION



All local access entries shall be constructed and maintained by the property owners with the exception of the extended access easement to Office Planning Area 1. The construction and maintenance of the extended access easement shall be through a joint agreement of the affected property owners. The joint agreement shall be a condition of the sale of the affected parcels.

### **D. PEDESTRIAN CONNECTIONS**

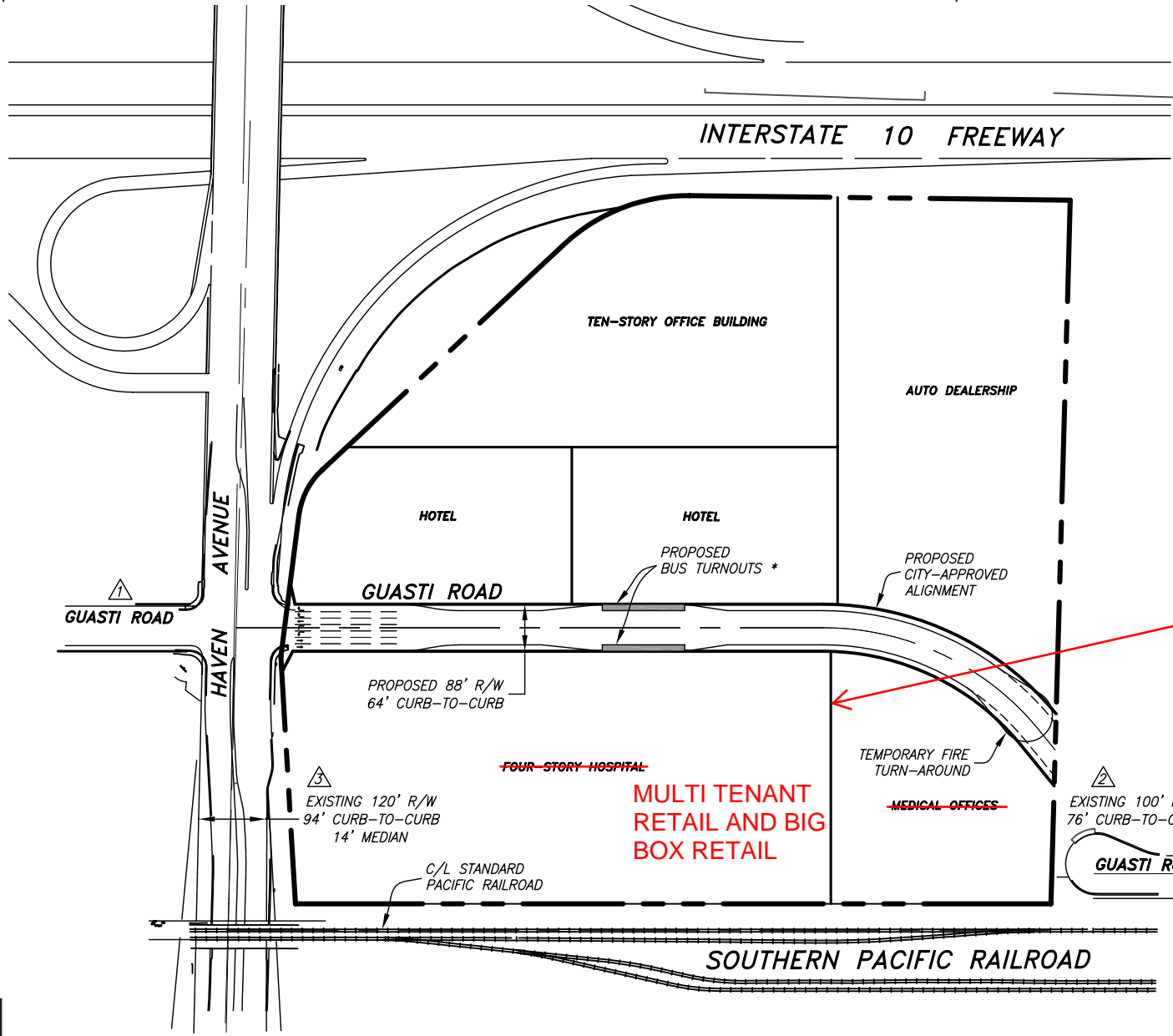
In addition to vehicular circulation, a pedestrian circulation system utilizing sidewalks, greenways, and plazas will be provided within the Ontario Gateway Specific Plan. Sidewalks will be provided along both sides of all public streets within the Specific Plan area, and will be a minimum of five (5) feet wide. A 5-foot wide sidewalk shall be provided on the east side of the access easement terminating in the Office Planning Area 1. All sidewalks shall be constructed of concrete as part of adjacent roadway improvements in accordance with City standards. For further details, refer to Chapter V (Design Guidelines).

- a. Walkways will connect to major building entries from the public sidewalk along the interior streets.
  1. Ideally, pedestrian walkways will be adjacent to buildings and be overlooked by frequent entries or windows.
  2. Walkways with decorative pavers or other special design features are preferred where the walkway will be visible from public streets and will connect private gathering places.
  3. Walkways will provide a direct route without conflicting with parking and loading areas or vehicular access and egress points to parking and loading areas.
  4. Decorative features within public rights-of-way are not permitted in accordance with City standards.

### **E. Bus Facilities**

According to Omnitrans regulations, bus turnouts are not requested or required on non-through streets as buses are unable to turn around at dead ends or cul-de-sacs; however, as Guasti Road is anticipated to become a through street sometime in the future, bus turnouts will be provided on Guasti Road. At the request of Omnitrans, a bus turnout will be located on the south side of Guasti Road, east of the conceptual hospital entrance and on the north side of the roadway, east of the entrance to Office Area 1, as shown in Figure 3.3 (Conceptual Guasti Road Bus Turnouts). Although Omnitrans does not currently provide bus service to the project area, future routes may include the area when Guasti Road becomes a through street sometime in the future. Bus Shelter design guidelines are discussed in Chapter V. Design Guidelines.

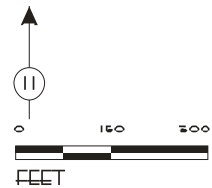
# ONTARIO GATEWAY Specific Plan



- ① GUASTI ROAD WEST OF HAVEN AVENUE IS CONSTRUCTED AS A COLLECTOR STREET
- ② GUASTI ROAD EAST OF PROJECT BOUNDARY IS CONSTRUCTED AS AN ARTERIAL STREET
- ③ HAVEN AVENUE IS CONSTRUCTED AS A DIVIDED ARTERIAL STREET

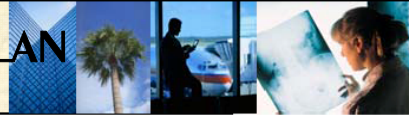
\* NOTE: SHOULD A NEW TRAFFIC SIGNAL BE CONSTRUCTED AT THE INTERSECTION OF GUASTI RD. AND THE DRIVEWAY LOCATED APPROX. 600 FEET EAST OF HAVEN AVE., THEN THE BUS TURNOUTS WILL NEED TO BE PROVIDED ALONG THE NORTH AND SOUTH SIDES OF GUASTI RD. AT THE DEPARTURE LEGS OF THE SIGNALIZED INTERSECTION.

**REMOVE LINE**



SOURCE: TGA Development & Engineering, Inc.  
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## Conceptual Guasti Road Bus Turnouts 3.3



## ***CHAPTER IV: PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES***

### **A. WATER FACILITIES**

#### ***A.1 Existing WATER FACILITIES***

An existing 16-inch water main is located in the western paved section of Guasti Road and in Haven Avenue. A 12-inch water line is located in the Southern Pacific railroad right-of-way, perpendicular to the southern boundary line of the site. The nearest public fire hydrant to the Specific Plan area is located on Guasti Road across Haven Avenue. The installation of a new fire hydrant or hydrants will be part of the construction of the Guasti Road extension. The hydrant(s) will be located per the standards of the Fire Department.

#### ***A.2 Proposed WATER FACILITIES***

To serve the new development in the Ontario Gateway, new water facilities will be constructed and connected to the City's existing system. The new water facilities will include both domestic and recycled water facilities. The proposed domestic water facilities are illustrated in Figure 4.1 (Existing and Conceptual Domestic Water Plan). As shown in Figure 4.1, new 12-inch water lines are proposed for Guasti Road and on the 69-foot private access easement to Office Planning Area 1. The proposed water system will be looped with the existing main within Guasti Road east of the proposed Specific Plan facilities. New lines have been sized to meet anticipated fire flows along with projected domestic water demands. The final sizes of these new water lines are subject to an approved hydraulic analysis of the site.

Water utilities may be designated as "public utilities" if located within public or private streets. All public utilities within private streets shall be designed and constructed per City standards and contained within acceptable easements. The CC&RS shall contain language that requires all proposed work by the HOA within said easements to be plan checked and inspected by the City, including applicable fees. Generally, utilities will not be accepted as public within alleys, parking areas, or driveways. Utilities within commercial and industrial parking lots and loading areas shall be designated as private. The extent to which said utilities will be accepted as public utilities shall be determined, at the full discretion of the City during final design plan review.

#### ***A.3 Recycled WATER FACILITIES***

When available, recycled water will be used to irrigate street landscaping as well as all commercial/industrial/hotel landscaping. The project developer will be responsible for the construction of a master recycled water main in Guasti Road,

# ONTARIO GATEWAY Specific Plan



INTERSTATE 10 FREEWAY

--- EXISTING WATER LINE  
 — PROPOSED WATER LINE (12" DIAMETER MINIMUM)

TEN-STORY OFFICE BUILDING

AUTO DEALERSHIP

HOTEL

HOTEL

PROPOSED 12" WATER LINE

69' ACCESS & UTILITY EASEMENT (PRIVATE)

PROPOSED CITY-APPROVED ALIGNMENT

REMOVE LINE

12"W  
 GUAISTI ROAD

AVENUE  
 HAVEN

GUAISTI ROAD

PROPOSED 88' R/W,  
 64' CURB-TO-CURB

~~FOUR-STORY HOSPITAL~~

**MULTI TENANT  
 RETAIL AND BIG  
 BOX RETAIL**

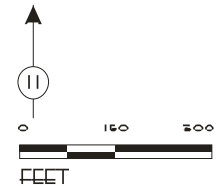
~~MEDICAL OFFICES~~

20' DRAINAGE & UTILITY EASEMENT

C/L STANDARD PACIFIC RAILROAD

EXISTING 12" AC WATER LINE

8"W  
 GUAISTI ROAD



SOUTHERN PACIFIC RAILROAD

SOURCE: TGA Development & Engineering, Inc.

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Existing and Conceptual Domestic Water Plan 4.1

## ONTARIO GATEWAY SPECIFIC PLAN IV PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES

which will serve the development when recycled water is available, as shown in Figure 4.2 (Conceptual Recycled Water Plan). Recycled water will be provided in each planning area for the purpose of landscaping.

At the present time there is no City recycled water system near the site, nor is one planned in the near future. As requested by the City, a complete facility map of the proposed recycled water mains is to be provided with the construction of Guasti Road. An Engineer's Report approved by the City and the Department of Health will be provided prior to the use of recycled water. As there will be a period when recycled water is not available to the project site, the recycled water system will connect to the potable water system until recycled water service is available.

Recycled water utilities may be designated as "public utilities" if located within public or private streets. All public utilities within private streets shall be designed and constructed per City standards and contained within acceptable easements. The CC&RS shall contain language that requires all proposed work by the HOA within said easements to be plan checked and inspected by the City, including applicable fees. Generally, utilities will not be accepted as public within alleys, parking areas, or driveways. Utilities within commercial and industrial parking lots and loading areas shall be designated as private. The extent to which said utilities will be accepted as public utilities shall be determined, at the full discretion of the City during final design plan review.

### **A.4 WATER DEMAND**

Using the water consumption rates in the City of Ontario *Public Works Potable and Recycled Water Guidelines* (December 1, 2005), the future water demand for the proposed Specific Plan Land Uses was calculated for the project. These preliminary calculations are tabulated in Tables 4.A through 4.D. Table 4.A shows the water demand factors to be used for estimating water demand for commercial land use. Table 4.B indicates the estimated daily water demand for commercial uses on the project site. Table 4.C shows the estimated service for potable and recycled water. Table 4.D calculates the peaking demands for water service.

**Table 4.A: WATER DEMAND EQUIVALENTS FOR COMMERCIAL**

Land Use	Water Demand Factor (gpd <sup>A</sup> /acre)	Average Day Demand (gpm <sup>B</sup> /acre)	Maximum Day Peaking Factor	Maximum Day Demand (gpm/acre)	Average Density (units/acre)	Water Demand Equivalents (gpm/unit)
Commercial <sup>C</sup>	2,495	1.73	1.48	2.56	1.0	2.56

A gpd = gallons per day

B gpm = gallons per minute

C Includes Support Retail, Hotels, Auto Dealership, Offices, Hospital, and Restaurant uses.

Source: City of Ontario, Public Works Agency, *Potable and Recycled Water Guidelines for the Preparation and Review of Hydraulic Analysis for New Developments in the City of Ontario*, updated 12-01-05.



# ONTARIO GATEWAY Specific Plan

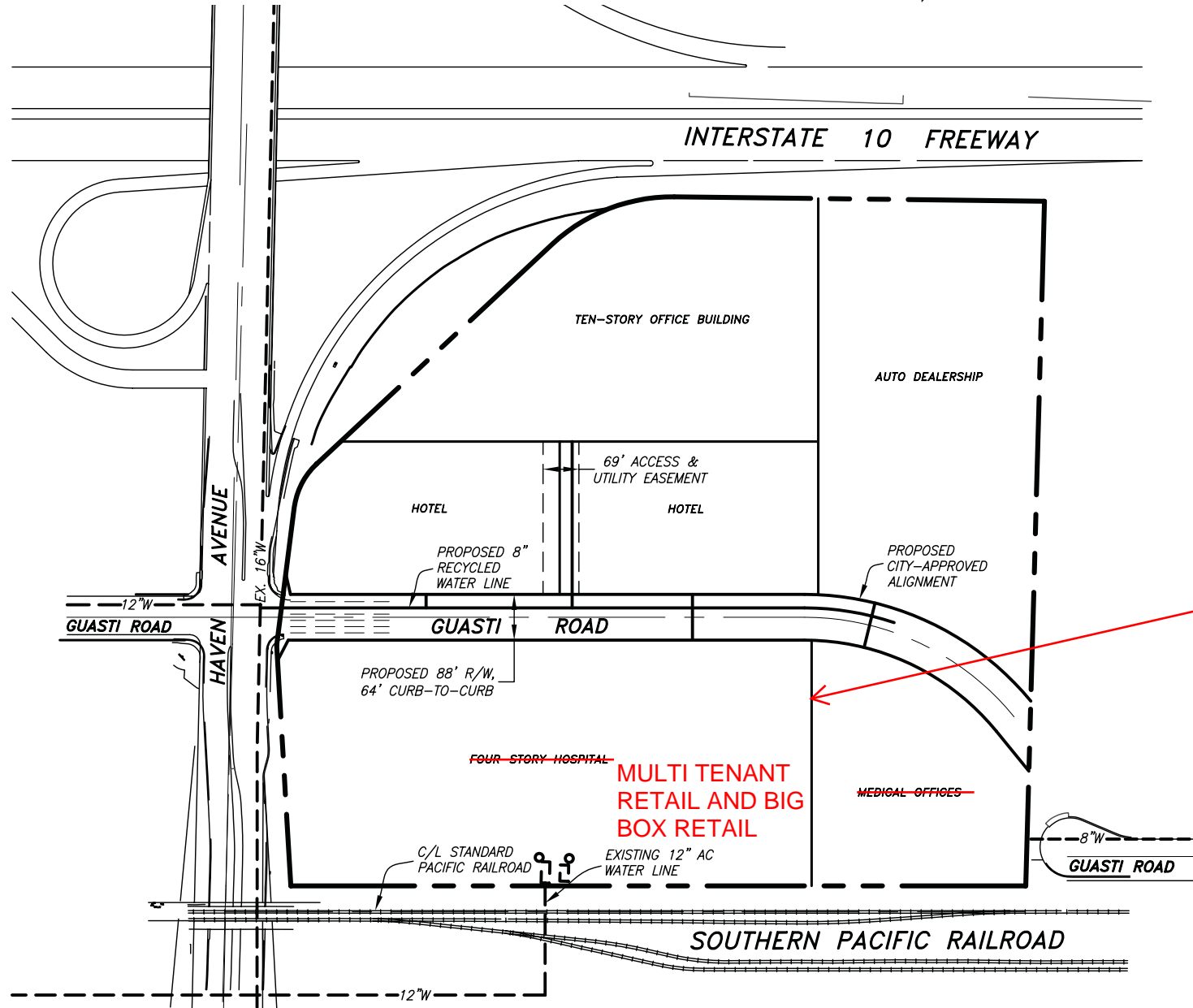


INTERSTATE 10 FREEWAY

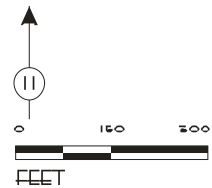
--- EXISTING WATER LINE  
 ——— PROPOSED RECYCLED WATER LINE  
 (8" DIAMETER MINIMUM)

NOTE: PER THE CITY OF ONTARIO, UTILITIES DEPARTMENT, THE PROPOSED 8" RECYCLED WATER LINE SHALL TIE-IN TO THE EXISTING 16" DOMESTIC WATER LINE IN HAVEN AVENUE, UNTIL SUCH TIME AS THE CITY EXTENDS A RECYCLED WATER MAIN TO HAVEN AVENUE.

NOTE: RECYCLED WATER SHALL BE PROVIDED TO EACH PARCEL FOR REUSE IN PROPOSED LANDSCAPE AREAS.



REMOVE LINE



SOURCE: TGA Development & Engineering, Inc.

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Conceptual Recycled Water Plan 4.2

# ONTARIO GATEWAY SPECIFIC PLAN IV PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES

**Table 4.B: Estimated Daily Water Demand**

Land Use	Acres (gross)	Water Demand (gpd <sup>A</sup> )	Average Day Demand (gpm <sup>B</sup> /ac)	Maximum Day Peak (gpm/ac)	Maximum Day Demand (gpm/ac)	Average Density (units/ac)	Water Demand Equivalents (gpm/unit)
Commercial <sup>C</sup>	39.79	99,276.05	68.84	58.89	101.86	39.79	101.86

A gpd = gallons per day

B gpm = gallons per minute

C Includes Support Retail, Hotels, Auto Dealership, Offices, Hospital, and Restaurant uses.

**Table 4.C: Estimated Potable and Recycled Water Service**

Land Use	Acres (gross)	Density (units/ac)	WDE Factor (gpm <sup>A</sup> )	% recycled water	Potable MDD <sup>B</sup> (gpm)	Recycled MDD (gpm)
Commercial <sup>C</sup>	39.79	1.0	2.56	13	88.62	13.24

A gpm = gallons per minute

B MDD = maximum daily demand

C Includes Support Retail, Hotels, Auto Dealership, Offices, Hospital, and Restaurant uses.

**Table 4.D: Peaking Demands for Water Service**

Commercial Land Use	Acres (gross)	ADD	MinDD/ADD	MDD/ADD	PHD/ADD
Peaking Factor (gpm/ac)		1.73	1.21	2.56	3.63
Peaking Demands (gpm)	39.79	68.84	48.15	101.86	144.44

ADD = Average Day Demand; MinDD = Minimum Day Demand; MDD = Maximum Day Demand; PHD = Peak Hour Demand.

PEAKING FACTOR CALCULATIONS: 1.73 (ADD) × 0.7 (Peaking Factor MinDD/ADD) = 1.21

1.73 (ADD) × 1.48 (Peaking Factor MDD/ADD) = 2.56

1.73 (ADD) × 2.1 (Peaking Factor PHD/ADD) = 3.63

The water demand of the Specific Plan site was accounted for in the Ontario Water Master Plan at a possibly lower rate than may be necessary to serve the proposed new uses. The water for the Ontario Gateway Specific Plan will be supplied by the City of Ontario through a connection to the existing water line in Haven Avenue. Water calculations were performed to verify that the proposed water system will provide the required flow and pressure to meet both the fire flow and the consumption demands of the proposed development uses. WaterCAD by Heastad Method software was utilized in the analysis, and the findings are detailed in *Tentative Parcel Map 18094 Water Study* prepared by TGA in August 2, 2006. As shown in the water study analysis, the minimum requirements for flow and pressure are satisfied, exceeding the 40 psi and 20 psi minimum City criteria. Further, this analysis will be prepared and submitted to the

City for review during final design review. The proposed on-site and off-site improvements are subject to the approval and recommendation of the analysis.

## **B. SEWER SYSTEM**

### ***B.1 Existing Wastewater System***

On the project site, the existing 21-inch diameter sewer line flows from the properties north of the project site, running to the west along 1-10, then southwesterly along the Caltrans right-of-way, and then extends straight south along Haven Avenue, continuing past the southern project boundary as illustrated in Figure 4.2 (Existing and Proposed Sewer Plan).

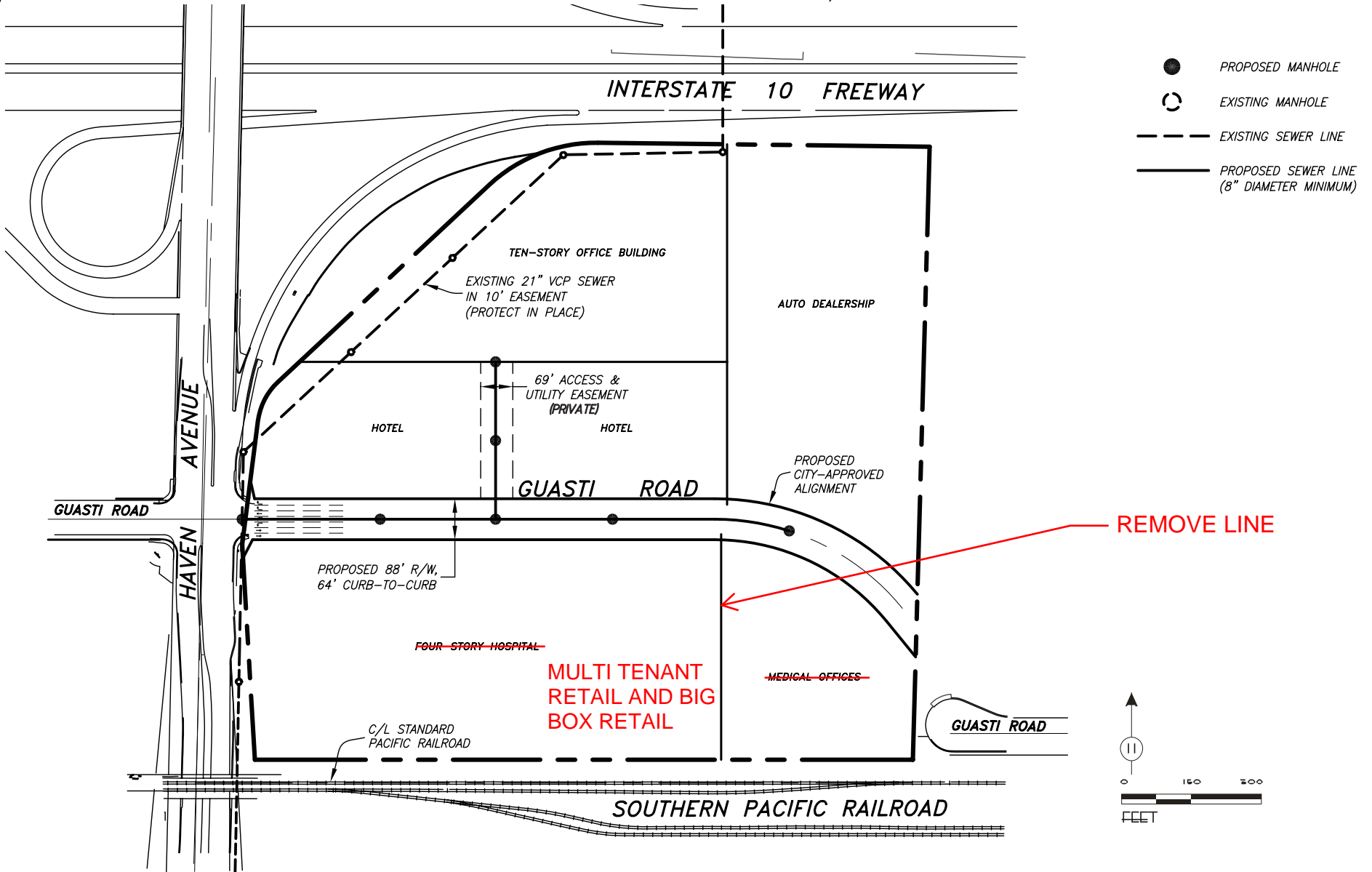
### ***B.2 Proposed Wastewater Facilities***

The sewage discharge from the project site will be treated at Inland Empire Utilities Agency's Regional Plant No. 1 (IEUA RP-1) facilities. The estimated wastewater discharge for the Ontario Gateway is based upon the City of Ontario March 2006 unit flow factor of 2,200 gallons per day per acre (gpd/acre) for Regional Commercial/Office uses. Using the 2,200 gpd/acre flow factor, the uses proposed for the approximately 40 developed acres in the Specific Plan would generate 88,000 gpd. Based on this preliminary calculation, new sewer lines will be installed in the project area in order to meet this wastewater service demand.

As shown in Figure 4.3 (Existing and Proposed Sewer Plan), the proposed sewer system for the Ontario Gateway will consist of a minimum 8-inch diameter sewer line installed in Guasti Road. The proposed new sewer line will connect to the existing Haven Avenue 21-inch sewer line. As demonstrated in the *Sewer Study for Tentative Parcel Map 18094* prepared by TGA on July 28, 2006, the existing 21-inch sewer line that runs southwesterly along the Caltrans property adjacent to the project site and then southerly along the entire Haven Avenue frontage has an existing flow depth of 5.61 inches. The sewage flow from the proposed additional project acreage would increase the existing flow depth to 5.82 inches. This new depth would be substantially lower than the allowed 15.75 inches; therefore, the existing 21-inch sewer line can adequately service the proposed project development.

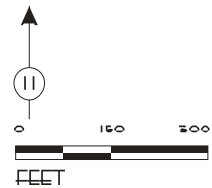
In addition, the 8-inch diameter sewer line proposed to be installed in Guasti Road is sized adequately to convey the project's sewage to the larger 21-inch sewer line in Haven Avenue. As shown by TGA in the aforementioned report, the depth of the sewage flow in the 8-inch diameter sewer line will be 3.25 inches, 2.75 inches less than the maximum allowable depth flow. The final pipe sizing will be subject to approved hydraulic analysis for the site.

# ONTARIO GATEWAY Specific Plan



- PROPOSED MANHOLE
- EXISTING MANHOLE
- - - EXISTING SEWER LINE
- PROPOSED SEWER LINE (8" DIAMETER MINIMUM)

**REMOVE LINE**



SOURCE: TGA Development & Engineering, Inc.

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## Existing and Proposed Sewer Plan 4.3

A sewer study shall be prepared and submitted to the City for the final design review. The proposed on-site and off-site improvements are subject to the approval and recommendations of the study.

Sewer utilities may be designated as "public utilities" if located within public or private streets. All public utilities within private streets shall be designed and constructed per City standards and contained within acceptable easements. The CC&RS shall contain language that requires all proposed work by the HOA within said easements to be plan checked and inspected by the City, including applicable fees. Generally, utilities will not be accepted as public within alleys, parking areas, or driveways. Utilities within commercial and industrial parking lots and loading areas shall be designated as private. The extent to which said utilities will be accepted as public utilities shall be determined, at the full discretion of the City during final design plan review.

## **C. WATER QUALITY**

### ***C.1 Existing Water Quality Development Standards***

The County of San Bernardino and the City of Ontario have adopted development standards requirement that all developers prepare and have approved a Water Quality Management Plan (WQMP) in order to minimize the detrimental effects of new development projects on receiving waters. Both agencies have concluded the effects of water runoff can be minimized by the implementation of site designs that reduce runoff and pollutant transport through the minimization of impervious surfaces and the maximization of on-site infiltration.

### ***C.2 Best Management Practices***

All new developments are to use source-control Best Management Practices (BMPs), on-site structural treatment control BMPs, and/or participation in regional or watershed-based structural treatment control BMPs where applicable. The goal of these methods is to create a project that mimics the predevelopment hydrologic regime by detaining on-site the difference between the five-year developed and the five-year undeveloped storm events.

The approved WQMP will identify the individual Site Design BMPs for water quality and may include the following:

- a. Maximizing permeable areas (pervious open space) of the site by reducing the amount of pavement, decreasing the project's footprint, or by utilizing alternative paving materials in select areas;
- b. Draining rooftops into pervious, swaled landscaped areas, prior to discharge of overflow into storm drain;



**ONTARIO GATEWAY SPECIFIC PLAN**  
***IV PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES***

- c. Constructing streets and parking lot aisles to the minimum width necessary;
- d. Constructing walkways, parking stalls, overflow parking lots, and other low-traffic areas with open-jointed paving materials;
- e. Using pervious drainage channels (rock- or grass-lined systems) for conveying parking lot runoff into storm drain overflows;
- f. Using perforated pipe, gravel infiltration pits, and drywells for low-flow infiltration following treatment by an acceptable method;
- g. Constructing on-site vegetated ponding areas and swaled landscaping (not mounded) that drain within 72 hours to prevent the development of vector-breeding areas;
- h. Providing curb cutouts, curb cores, or concrete mow strips and wheel sops to allow stormwater runoff to flow into swaled landscaped areas;
- i. Where soil conditions are suitable, constructing vegetated infiltration trenches in paved parking lot areas to infiltrate and filter stormwater runoff;
- j. Maximizing canopy interception and water conservation by preserving mature existing native trees, and planting additional native or drought-tolerant trees and large shrubs; and
- k. Using other site design options that are comparable and equally effective.

All development projects in the Specific Plan will incorporate Site Design BMPs as well as Source Control and Treatment Control BMPs in their approved WQMPs. Source Control BMPs are defined as any administrative action, structural facility design, use of alternative materials, or operation, maintenance, inspection, and compliance of a site that aims to eliminate or reduce stormwater pollution. Treatment Control BMPs are defined as any engineered system designed and constructed to treat the adverse impacts of stormwater and urban runoff pollution.

~~The master system of the Water Quality/Storm Drain plan for the Specific Plan area will be provided at the time Guasti Road is extended through the Specific Plan area. Each property owner will be responsible for providing a site specific water quality/storm drain system that connects to the master system. The master system will be maintained by the Property Owners Association and the cost for construction of the backbone system will be borne by the property owners within the Specific Plan.~~

# ONTARIO GATEWAY SPECIFIC PLAN IV PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES



### **C.3 SOURCE CONTROL BMPs**

Source Control BMPs to be used by development shall be consistent with the current San Bernardino County Regional Water Quality Management Plan template document. Source Control BMPs are divided into four categories as shown in Table 4.E.

**Table 4.E: SOURCE CONTROL BMPs**

<b>Routine Non-Structural</b>	Education of Property Owners
	Activity Restrictions
	Spill Contingency Plan
	Employee Training/Education Program
	Street Sweeping Private Street and Parking Lots
	Common Areas Catch Basin Inspection
<b>Routine Structural</b>	Landscape Planning
	Hillside Landscaping
	Roof Runoff Controls
	Protect Slopes and Channels
	Storm Drain Signage
	Efficient Irrigation
	Inlet Trash Racks
	Energy Dissipaters
<b>Individual Project Features</b>	Trash Storage Areas and Litter Control
	Fueling Areas
	Air/Water Supply Area Drainage
	Maintenance Bays and Docks
	Vehicle Washing Areas
	Outdoor Material Storage Areas
	Outdoor Work Areas
Outdoor Processing Areas	
<b>Alternative Material</b>	Wash Water Controls for Food Preparation
	Pervious Pavement
	Alternative Building Materials

### **C.4 TREATMENT CONTROL BMPs**

One or more of the following Flow-Based or Volume-Based Treatment Control BMPs may be considered ~~for the Master Drainage Plan and~~ by each individual development project WQMP, based on the identified Pollutants of Concern and the impairments of any downstream receiving waters:

- a. Vegetated Buffer Strips;
- b. Vegetated Swales;



- c. Extended Detention Basins;
- d. Infiltration Basins;
- e. Wet Ponds or Wetlands;
- f. Media Filtration;
- g. Bioretention;
- h. Construction Wetlands;
- i. Water Quality Inlets;
- j. Retention/Irrigation;
- k. Infiltration Trenches;
- l. Multiple Systems; and/or
- m. Manufactured/Proprietary Devices.

Alternatively, each parcel within the specific plan area may be drained individually rather than as a part of the master drainage plan.

## **D. STORMWATER FACILITIES**

### **D.1 EXISTING DRAINAGE SYSTEM**

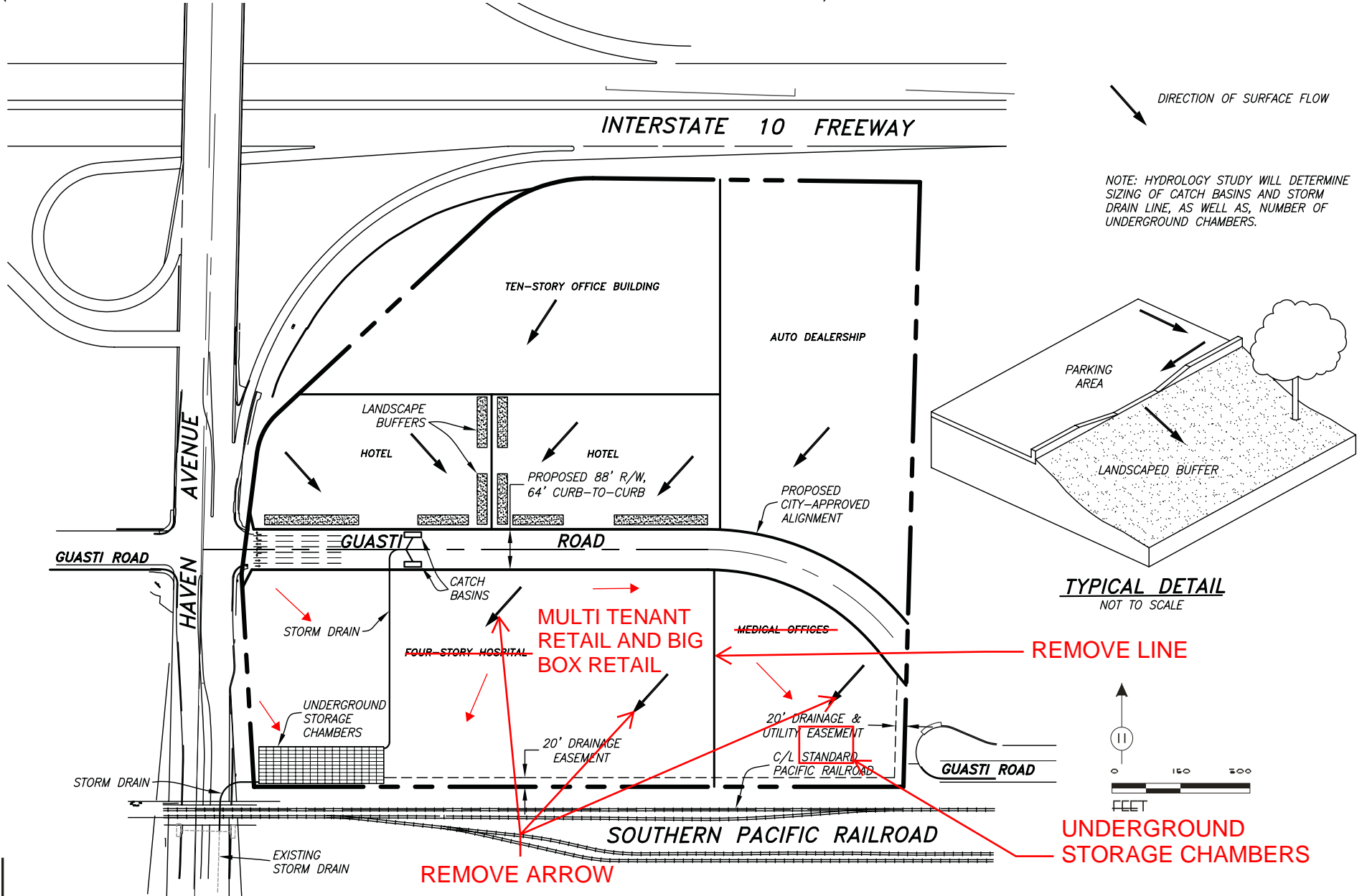
Current drainage in the Specific Plan area is by sheet flow across the existing open field area in the northern portion of the site to southern developed industrial area. An open drainage culvert for the I-10 Freeway exists adjacent to the northern property boundary. The current drainage system would not be able to handle the Specific Plan's flow at build out due in part to proposed changes in ground elevations, proposed coverage of open land, and intensity of uses.

### **D.2 PROPOSED DRAINAGE SYSTEM**

- a. **Hydrology Study.** Development of the 39.79 acres in Ontario Gateway includes a hydrology study of the entire site to determine the sizing of catch basins and storm drain lines as well as the number of underground chambers necessary to contain the required stormwater runoff on-site. Upon completion of the project, surface flows from each parcel will be directed through landscape buffers and other vegetated areas incorporated into the parking areas and parcel perimeter. The runoff will then be carried to Guasti Road, where it will enter two proposed catch basins. The storm drain system will carry storm runoff through a series of underground detention chambers located at the southwesterly corner of the project site, and ultimately connect to the existing 24-inch storm drain in Haven Avenue as shown in Figure 4.4 (Conceptual Water Quality/Storm Drain Plan).

Preliminary calculations have demonstrated a need for approximately 444 chambers to accommodate the storm runoff from the entire project site. The dimensions of an individual chamber are 4.25 feet wide by 2.50 feet

# ONTARIO GATEWAY Specific Plan



SOURCE: TGA Development & Engineering, Inc.

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## Conceptual Water Quality/Storm Drain Plan 4.4

**ONTARIO GATEWAY SPECIFIC PLAN**  
**IV PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES**



high by 7.10 feet long, with a minimum capacity of 74.0 cubic feet. The chambers can be placed in a generally square formation with approximate dimensions of 90 feet wide by 160 feet long. Note these dimensions are preliminary and may vary based on the soils report, hydrology study, and site constraints. At the time of development, the proposed on-site storage chambers will be analyzed to ensure adequate sizing. The analysis will evaluate the existing capacity of the 24-inch storm drain to ensure that flows conveyed to this facility do not exceed capacity. The final on-site storm drain pipe sizing will be subject to approved hydraulic analysis for the site.

- b. **Proposed Drainage Facilities.** Drainage of the Specific Plan area will be in conformance with the City's Master Plan of Drainage, and will use a combination of surface drainage systems and storm drains. The drainage system shall be constructed so as to minimize public storm drains within private property.
- c. **Maintenance of Drainage Facilities.** The drainage facilities will be maintained as shown in Table 4.F. The catch basins and storm drain within the ultimate right-of-way will be maintained by the City. Other parts of the drainage facilities such as point of connections, connector pipe to the back of the catch basin through the site and up to the point of connection with the existing main in Haven Avenue shall be maintained by the Association. The CC&RS shall contain provisions that delegate the maintenance to responsible entities. Water quality structures/devices (NPDES facilities) installed for treatment of common area drainage from the Specific Plan area shall be maintained by a property owners association. ←

**Table 4.F: STORM DRAINAGE MAINTENANCE MATRIX**

Responsible Entity	Private	Association	Public [City]
Back of Catch Basins			
Points of Connections			
Laterals in each Property			
Chambers			
Private Catch Basin			
Public Catch Basin			
Storm Drains			

In the condition that each parcel is drained individually, each property owner would be responsible for the maintenance of the storm drainage system on their property.

- d. During the course of maintenance of the potable/recycled water and sewer, storm drain systems, the City will pave the streets and restore the landscaping per City standards. This applies to all areas where public infrastructure is located (public/private streets, lanes/alleys, easements, etc.). The property owners association will be responsible for restoring the streets and landscape areas to their original condition; especially those areas that have architectural enhancements.



## **E. Solid Waste Disposal**

### ***E.1 Existing Solid Waste Disposal***

Solid waste collection and disposal generated in the project area is provided by the City of Ontario, which maintains and operates its own fleet of refuse collection vehicles. The San Bernardino County Solid Waste Management Division (SWMD) is responsible for planning for solid waste management in the County. Currently, the SWMD operates six regional landfills, eight transfer stations and five community collection centers. Currently, the solid waste in the City of Ontario is taken to the West Valley Material Recovery Facility. The nearest landfill is the Mid-Valley Landfill in Rialto. This facility processes about 3,800 tons of municipal solid waste per day, and has a permitted capacity of 5,877 tons per day.

### ***E.2 Proposed Solid Waste Disposal***

Individual developments will contract for waste collection services with the City of Ontario. Per the City of Ontario Municipal Code, Section 6-3.601 Business Recycling Plan, each development in the Specific Plan using commercial collection service shall prepare and submit to the City a Business Recycling Plan. The plans shall be submitted to and approved by the Public Works Department prior to contracting for waste collection services. The Business Recycling Plan shall contain at a minimum, the information as specified in Section 6-3.601 (b).

On-site trash bin enclosures will be provided as stipulated in the Specific Plan Development Guidelines and as specified in Section 6-3.314, Commercial Storage Standards, of the City of Ontario Municipal Code. Site improvement plans submitted for Plan Check for all Specific Plan development shall follow the City of Ontario refuse collections standards.

## **F. Utilities**

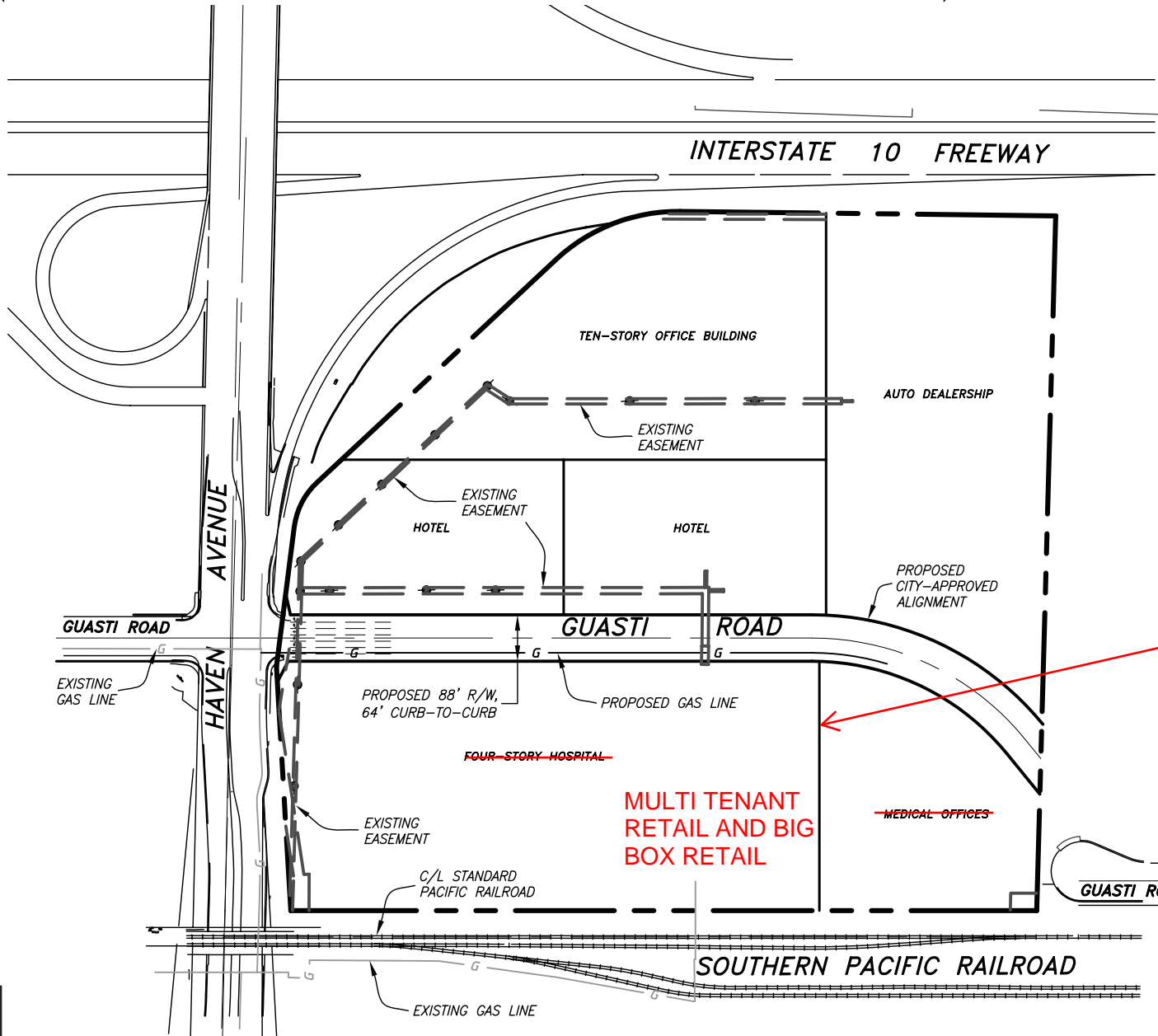
### ***F.1 Existing Utilities***

The Specific Plan is surrounded by development and, therefore, most of the backbone dry utilities already exist. The location of the existing dry utilities is shown in Figure 4.5 (Existing and Conceptual Utilities Service Plan).

### ***F.2 Proposed Utilities***

- a. **Electrical Services.** Electrical Services will be supplied to the project site by Southern California Edison Company. Overhead electrical facilities of 34.5 kV or less are currently located on the project site as shown in Figure 4.5. Existing overhead utility lines (34.5kV or less) shall be placed underground and rerouted to provide service to each development in conformance with City ordinance.

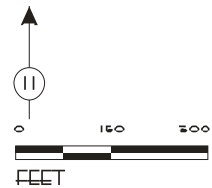
# ONTARIO GATEWAY Specific Plan



- G — EXISTING GAS LINE
- G — PROPOSED GAS LINE
- EXISTING POWER POLE LOCATIONS W/ TELEPHONE

NOTE: EXISTING OVERHEAD UTILITY LINES (34.5 KV OR LESS) SHALL BE PLACED UNDERGROUND AND REROUTED TO PROVIDE SERVICE TO EACH PARCEL.

REMOVE LINE



SOURCE: TGA Development & Engineering, Inc.  
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## Existing and Conceptual Utilities Service Plan 4.5

## ONTARIO GATEWAY SPECIFIC PLAN IV PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES

- b. **Natural Gas.** The Southern California Gas Company will provide natural gas service to the project area through a distribution line in Haven Avenue. Service to the new structures will be provided through extension of the existing distribution line.
- c. **Telephone.** Verizon maintains phone lines for the development directly across Haven Avenue from the project site. Telephone service will be provided to the new buildings in the project area from the existing backbone infrastructure.

### **G. COMMUNITY FACILITIES**

#### **G.1 FIRE PROTECTION**

The City of Ontario Fire Department will provide fire protection services to the Ontario Gateway Specific Plan. The Ontario Fire Department operates eight fire stations with a ninth station planned. The fire station serving the Specific Plan area is located at 3429 E. Shelby Street, Ontario, approximately 0.4 mile northwest of the project site.

Applicable City fire protection standards and requirements shall be incorporated into all site development plans, including fire alarm systems, high-rise building fire protection as well as related Building and Fire Code requirements. Fire flows and hydrants will meet the requirements of the Fire Department. Developments that handle hazardous materials are required to submit an emergency plan to the City of Ontario Fire Department and County of San Bernardino Environmental Health Department.

#### **G.2 POLICE SERVICES**

The City of Ontario will provide police protection services to the Ontario Gateway Specific Plan. The Police Department is headquartered at 2500 S. Archibald Avenue, Ontario, approximately 3.9 miles south of the project site.

Development plans for the Specific Plan will incorporate appropriate security requirements of the Ontario Police Department in compliance with OMC Security Ordinance 4-11, including security lighting, door and window hardware, intrusion alarm systems, security access and appropriate types and locations of screening.



## **CHAPTER V: DESIGN GUIDELINES**

### **A. GENERAL CONCEPTS FOR PLANNING AREA**

Within the Ontario Gateway Specific Plan, site and building design first address the nature and function of the proposed use, and how the structure and design of the building can best accommodate that use. The architectural design and details of the structure are then applied to enhance the use and provide an aesthetically pleasing façade, particularly for areas within public view. Landscaping is to be provided to highlight positive visual features, to screen negative ones, and to provide a cool, pleasant outdoor environment. Design within the Ontario Gateway Specific Plan should thus be the result of melding function and form, not one to the exclusion of the other. Consequently, each development plan submittal will be reviewed for its overall design, with allowances for individuality and special functional needs. It should be noted that the photographs in this chapter are used to depict certain aspects of the design guidelines and are not to be construed as specific project architectural design.

#### **A.1 Design Objectives**

The objective of building design and site development within the Specific Plan area is to concentrate architectural detail toward public views, while promoting the interrelationship of the buildings through shared courtyard and open space areas. This objective is not intended to reduce landscape and architectural requirements within the Planning Area, but instead to orient more logically aesthetic improvements and features to street frontages for increased visual benefit to the public.

#### **A.2 Site Design**

The following concepts are intended to facilitate design quality and compatibility between the variety of buildings and uses within the Ontario Gateway Specific Plan, as well as with uses adjacent to the project.

- a. Site design shall facilitate the intended functions of the developed and open space areas, and provide for appropriate interactions between buildings and activity areas, goods movement, vehicular access and parking, and pedestrian and bicycle travel.
- b. Site design for all buildings is encouraged to be arranged in such a way as to create outdoor plazas and/or courtyards as part of landscaped open spaces. For plaza design guidelines and requirements, refer to Section C Plaza Design later in this chapter.



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



- c. If some buildings cannot be clustered to create a plaza, a visual link between separate structures should be established through the use of an arcade, trellis, or other open structures.



*A paseo links different structures creating an outdoor plaza. It is further visually reinforced by the fabric overhang.*

- d. Buildings shall be oriented to define the street and provide for an aesthetically pleasing streetscape. Generally, buildings should be located close to the street, with service and parking areas located toward the side or rear.



*Nextel Building, Riverside. Building entrance is set back from the main façade creating a strong “entrance.” Building is composed of varied massing with continuity in glazing.*



*Valley Creek Corporate Center. Use of columns helps frame the building and break up massing. Large address numbers help locate the business.*



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



- e. The main vehicular and pedestrian entry to the buildings from the public street system shall create a strong visible “entryway,” which should be marked by textured pavement with accent trees, landscape features, and appropriate lighting.
- f. Attention is to be paid to the “public perimeter” of the site (i.e., areas visible from public streets and freeways and public access on-site and from adjacent properties) to ensure safety and provide aesthetically pleasing views.
  - 1. Loading areas should be designed to include attractive and durable materials.
  - 2. Locate fixed hardware for rolling doors on the inside of buildings to minimize visual “clutter.”
  - 3. Outdoor storage shall not exceed wall height.
  - 4. Service areas should be simple and efficient, and should not interfere visually or physically with other building operations. Service areas should not be visible from public rights-of way.
  - 5. Typical ground-mounted equipment (such as transformers and heating units) should be screened with walls and/or landscaping where they would otherwise be within public view. Large structures and/or equipment such as water tanks, silos, and large bins should be screened by the building from view of adjacent streets.
  - 6. All ground-mounted utility appurtenances should be located away from public view or adequately screened. Screening shall consist of a material complementary to the structure and/or heavy landscaping and berming.
  - 7. No utility appurtenances shall be permitted directly within a pedestrian area.

### **A.3 GENERAL GUIDELINES FOR BUILDINGS**

Buildings should illustrate visually the three traditional building parts. Each building should have a recognizable base, body, roofline, and entry. Materials and colors used for the building base should appear “heavier” and “darker” than the mid-section of the building. The proportion of the major elements of a building shall complement the overall proportion of the building. These elements include building mass, roof type, roof height and overhang, building entrance, wall openings, arcades, and other architectural features.

- a. A single, dominant building mass shall be avoided. Substantial variations in massing shall include changes in height and horizontal plane.
  - 1. Typically, horizontal masses for building elevations should not have uninterrupted lengths for more than 20 feet without a substantial



architectural element that projects up or away from the building, such as towers, bays, lattices, or other architectural features. Massing breaks can also be created through columns, colonnades, trellises, or enhanced landscape treatments.

2. Changes in vertical mass should be used in an architecturally appropriate way to add interest and reduce the appearance of building height and bulk.



*Prospect Park West, Buildings A and B. This building entrance is defined through the use of a projection. The façade is broken up with a combination of glass and concrete.*



*Corporate Plaza, Irvine. Angled projections as shown on this building help to create a plaza area at the entrance. Use of color is bold and complementary.*

3. Generally, building projections should project four (4) feet and must project a minimum of two (2) feet. Building projections must also contain returns back to a logical point and that are finished and treated on all four sides.
4. A variety of building forms that lends visual interest to the area shall be provided. Buildings should have wall articulation, such as insets and/or pop outs on elevations visible from public streets. Staggered front building façades shall be provided on buildings fronting Guasti Avenue.
5. The extent of massing breaks and building projections should relate visually to the overall scale of the building.
6. Horizontal and vertical elements of exterior walls should vary in height and projection to provide substantial architectural interest and style.

## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



7. All tower elements on buildings shall be fully walled and finished on all sides and include detailing appropriate to the architectural style proposed, so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director. "Tower elements" shall include architectural components of the building that are higher than the adjacent building parapet or roof.
- b. Details that create shade and cast shadows should be used to provide visual relief from monotonous, uninterrupted expanses of wall as shown below.



*Concave buildings help create shade and cast shadows. They can also help extend the plaza area and create protection from the wind.*



*The radius in the building corner is repeated in the curved open pergola at the entry. The pergola simultaneously creates shadows.*

- c. An attractive appearance to all façades visible from public streets should be provided through careful detailing especially at the base of buildings, along cornices, eaves, parapets or ridge tops, and around entries and windows. Appearance may also be enhanced through the correct use of materials, expansion joints, and reveals.
  1. A variation of colors, materials, and/or textures adding up to a total of three should be used throughout the façade.
  2. Colors shall not be used as an attention-seeking architectural element.
  3. Subtle accent colors may be used to identify special areas or entries.
  4. Where changes in parapet height occur, a return into the building shall be provided, for a distance of a least 6 feet, so that the thickness of the wall panel cannot be observed or readily discerned by the public.
  5. At building corners, where conditions exist that would allow the public to view the back (interior side of parapet walls resulting from changes in parapet heights, the raised parapet area shall be



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES

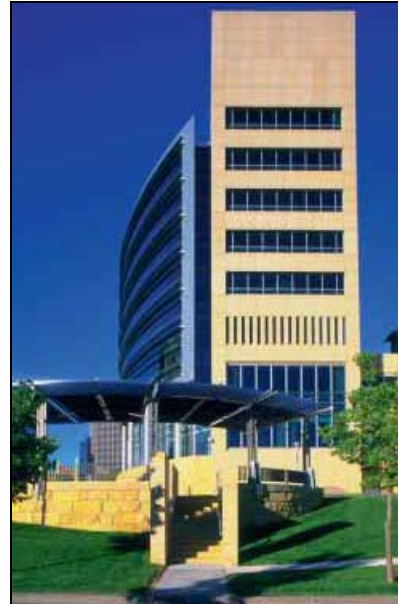


constructed so as to be fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director.

- d. Entries should be emphasized, and should not appear as added-on or unrelated elements.
  1. Entries and windows are encouraged to face streets and pedestrian walkways.



*Strong geometry; squares and rectangles define the primary façade.*



*Complementary colors define the building's architectural details.*

2. Primary building entries should be highlighted through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central mass meeting an entry plaza. Conversely, smaller building masses can also communicate the location of entries.
  3. Building entries should be pronounced and easily recognizable, form a transition between exterior and interior areas, contribute to the building's appearance, and integrate into the building design.
  4. Entries to buildings shall be well defined through the use of projections, rich materials, recesses, entry space frames, pergolas, colonnades, raised planters, seating elements, and/or surface texture/enhanced paving elements.
- e. Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.
  - f. Structural design and orientation should reflect consideration for energy conservation and efficiency where practical, e.g., the use of skylights for

## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



natural lighting, solar orientation, and the use of deciduous trees for winter sunlight and summer shade for glass window areas. Items such as solar water heating or energy co-generation, where practical, are encouraged.



*Overhangs provide interesting depth and shadows while also providing sun protection.*



*Extended window panels create interest and provide shade, which helps to conserve energy.*

- g. Large smooth, unarticulated surfaces should be avoided where they will be visible from a public right-of-way. The use of sandblasted, ribbed or exposed aggregate texture treatments for concrete walls adjacent to a public right-of-way is encouraged.



*The unique surface texture and building details are carried around the corners of the building.*



*The curvilinear plan is carried around the face of the building.*

- h. Façades visible from Haven Avenue and Interstate 10 should be especially attractive.
1. A monolithic appearance should be avoided.
  2. These façades should include a major architectural feature.



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



- i. Overhangs, awnings, balconies, porticos and entry setbacks should be used in commercial and office buildings as appropriate to define entrances, provide outdoor seating, and to protect pedestrians from sun, wind, and rain.
- j. Buildings shall have at least one major focal point and multiple minor focal points. Focal points may be achieved through horizontal and vertical lines, changes in materials, changes in color, etc. Combining the main entrances and the focal points is encouraged.
  1. Architectural treatments shall turn the corner of a building and proceed down the side of the building for a reasonable distance. See pictures on previous page for aesthetic examples.
- k. Exterior materials requiring high maintenance responsibilities such as stained wood, clapboard, or shingles should be avoided.
- l. Building materials and site accessories should, to the extent feasible, be graffiti- and vandal-resistant by using materials that are easily cleaned or painted over. To ensure color match during paint-over, building and property owners shall maintain on-site at all times an adequate amount of each color of paint for property facilities.
- m. The false appearance of lightweight veneers should be avoided by hiding material changes through careful detailing.
  1. Material changes should not occur at external corners.
  2. Material changes may occur at "reverse" or interior corners or as a "return" at least four feet from external corners, with extended returns provided for large buildings.
- n. Mechanical equipment screening should be integrated as part of a project's site and building design.
  1. Wall-mounted items such as roof ladders, electrical panels, should not be located adjacent to public streets and should be architecturally incorporated into the building design, to the extent feasible. Gutters and downspouts are to be located within building walls.
  2. Rooftop and ground-mounted equipment are to be architecturally incorporated into the building design so that they are screened from view of public streets, parking lots, and connecting walkways.
  3. Where possible, rooftop equipment is to be integrated into the overall mass of a building. At a minimum, roof-mounted equipment is to be screened through the use of parapets incorporated into building design. Screening devices other than parapet walls shall be designed as an integral element of the building mass. Picket fencing, chain-link fencing and metal boxes are prohibited. The top



- of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future.
4. Cross-section drawings should be prepared to illustrate the method in which the equipment will be screened from view of adjacent streets, freeways, and properties.
  5. Additional areas for future ground-mounted equipment and screening needs should be considered and set aside.
- o. All existing and new gas lines, telephone lines, and electrical lines of 34.5 kV or less within the project and along the adjacent arterials shall be placed underground.
  - p. Where long, linear walls or fences are needed, a combination of wall/fence along a landscaped berm is encouraged.
  - q. Roof tops for buildings less than 10 stories (except parking structures) should be treated with decorative material such as gravel designs to enhance the views of taller structures.

## **B. Design Concepts for Specific Building Uses**

The following design guidelines provide direction for site design, as well as for construction materials, appurtenances, and site elements for specific building uses of the Ontario Gateway Specific Plan. The guidelines do not, however, require any particular architectural style and no such requirement is to be inferred.

### ***B.1 Parking Structure Guidelines***

Parking structures shall be designed and constructed to the same standard of quality as the uses they serve and shall be integrated into the overall development, making them convenient, accessible, and safe. The following guidelines shall apply to the development of the parking structure on the site.

- a. **Siting.**
  1. Pedestrian connections between parking structures and the uses they serve shall be convenient, direct, and well-lit. Stairs and elevators shall be tied directly to walkways leading to plazas, courts, or building entries.
  2. Vehicular access to the parking structure shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.
- b. **Architecture.**
  1. The parking structure shall convey an image of order and quality.

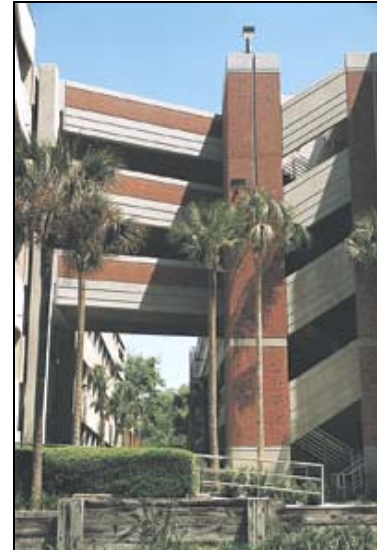
## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



2. Architectural design, horizontal and vertical articulation, and detail shall be used to reduce the perception of a massive scale.



*The Irvine Spectrum parking structure. Building mass is broken with various size openings, allowing for more light and safety. Color details and landscape enhance the functional look.*



*University parking garage. The parking structure is connected to a building via pedestrian bridges with landscape and walkways at the ground floor.*

3. Design, detail, building materials, and colors shall be compatible with buildings the structure serves.
4. Planted atriums may be provided to create an orientation point within the parking structure.
5. If the parking structure does not feature service or retail uses along the ground level, then it shall be screened by berming and/or landscaping for visual relief.

### c. **Pedestrian Access.**

1. Designs should include multiple points of pedestrian access into and within the parking structure, through walkways, stairways, and elevators.
2. Well-lit elevated walkways, elevators, ramps, and stairways shall be designed as an integrated part of the parking structure.
3. At least one walkway should connect the parking structure directly to the building it serves.
4. Glass elevators and glass enclosed walkways are encouraged to provide security.



5. Open pipe railings along stairways are encouraged and should be painted using the accent colors of adjacent buildings.



*Ambulatory Care Center and a three-level parking garage with a pedestrian bridge connection. The one-way street and drop-off zone creates a pedestrian safe area.*



*An example of a pedestrian bridge between buildings. Use of glass allows for visibility while protecting pedestrians from the elements.*

d. **Rooftops.**

1. Landscaping of rooftop perimeters are encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
2. Using a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged.
3. Rooftop solar panels can be utilized as a means for collecting a natural energy source.

e. **Allowable Uses within the Parking Structure.** The parking structure does not need to be solely for the purpose of parking cars. Wise use of alternative spaces is encouraged in order to maximize the use of land. This can enhance the viability, usefulness, and attractiveness of the parking structure in many different ways.

1. Small service and retail uses along the ground level of the parking structure are encouraged to break up the visual mass of the structure and enrich the pedestrian experience. A depth of 10 feet along the front of the building could provide space for newsstands, ATMs, flower shops, and other similar uses.



## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



2. **Car Detailing.** Create a partitioned area where employees or visitors can have their cars cleaned and waxed while they leave them for the day.



*Parking structures may have various services inside the ground level, including pharmacy drive-through, newsstands, and florists. This type of mixed-use gives more security for the people who park and efficient use of the land.*

3. **Green Space.** Whether on the top level of a structure or within landscaped "light wells," green space will enhance the environmental quality of the parking structure.
  4. **Jogging Track.** A safe jogging track for employee use can be provided on the roof level.
  5. **Solar Panels.** Solar panels can combine the means for collecting a natural energy source with parking.
  6. **Pharmacy.** Located on the ground floor inside of a parking structure, a pharmacy can provide convenient walk-in and drive-through services.
- f. **Recommended Revenue Control Systems.**
1. Automatic vehicle identification systems (RFID/AVI), for rapid entering and exiting through a controlled area for contract parkers.
  2. Ticket-less Parking Systems, automated pay stations, or Pay-on-Foot.





## **B.2 Transient Lodging Buildings**

Transient lodging (hotel) buildings shall be designed and constructed to the same standard of quality as the uses they serve and shall be integrated into the overall development, making them convenient, accessible, and safe. The following guidelines shall apply to the development of hotels on the site.

### **a. Siting.**

1. Pedestrian connections between hotels and the surrounding uses they serve shall be convenient, direct, and well lit. Stairs and elevators shall be tied directly to walkways leading to atriums, plazas, courts, or building entries.
2. Vehicular access to hotels shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.
3. A valet parking/drop-off area shall be covered and adjacent to the building entrance.

### **b. Architecture.**

1. Design, detail, building materials, and colors should be compatible with adjacent lodging buildings.
2. The building entrance shall be formal and grand, easily seen as a major focal point from a distance
3. Façades should include bay windows, balconies, arcades, towers, and other projections to avoid a monotonous appearance and/or an overly horizontal composition.

### **c. Pedestrian Access.**

1. Designs shall include multiple points of pedestrian access from the hotel buildings to nearby buildings, open areas, and parking areas. This may include elevated walkways, enhanced paved walkways, escalators, and stairways.
2. Well-lit walkways, elevators, escalators, ramps, and/or stairways shall be designed as an integrated part of hotel structures.
3. Hotels shall provide adequate and appropriate security measures to ensure the safety of guests and staff and to prevent loitering, trespassing, and criminal activity. Such security measures shall include surveillance of arrivals and departures, and parking areas that can be monitored from office/front desk. The design and installation of any such security system (including, but not limited to, cameras, alarms, and lighting) shall be submitted to the City of Ontario Police Department for review and approval.



d. **Rooftops.**

1. Landscaping of rooftop perimeters are encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
2. Using a portion of the top of the structure level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged. A swimming pool may be placed on the roof top area instead of ground level.
3. A safe jogging track for employee/guest use can be provided on the roof level.
4. Rooftop solar panels can be utilized as a means for collecting a natural energy source and panels should not be visible from public view.
5. Rooftops for buildings less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.

e. **Allowable Uses.**

1. See Chapter II, Table 2B (Permitted Land Uses by Planning Areas), for a full list.
2. The following amenities shall be included in all new hotels:
  - i. Guestrooms shall include voicemail, data ports, desk, hairdryers, iron and ironing board, color television, and alarm clock or wake-up service.
  - ii. Minimum of 15 square feet of meeting space per guestroom for limited-service hotels and 30 square feet for full-service hotels.
  - iii. Recreational facilities shall include a pool, whirlpool/spa, and a fitness room.
  - iv. A restaurant shall be provided for full-service hotels and a guest courtesy lounge (for light meals and snacks) shall be provided for limited-service hotels.

**B.7 Hospital Facilities**

a. **Siting.**

1. Buildings should be laid out to shape open spaces such as a plaza or courtyard that will create comfortable places for people to have a meal or socialize.
2. Pedestrian connections between hospital facilities and the uses they serve shall be convenient, direct, and well-lit. Stairs and

## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



elevators shall be tied directly to walkways leading to plazas, courts, or building entries.

3. Vehicular access, including emergency access to the hospital facilities, shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.
4. A pick-up/drop-off area for patients shall be covered and adjacent to the building entrance.

### b. **Architecture.**

1. Design, detail, building materials, and colors shall be compatible among all related buildings.



*The glass pergola adds interest while highlighting the entrance area of this hospital and also provides shelter.*



*The landscape and circulation gives this medical center a strong formal presence from a distance while allowing for pedestrian sidewalks and walkways. The roundabout allows for patient drop-off and pick-up.*

2. The building entrance shall be distinguishable and easily seen as a major focal point from a distance.
3. Façades should include bay windows, balconies, arcades, towers, and other projections to avoid a monotonous appearance and/or an overly horizontal composition.

### c. **Pedestrian Access.**

1. At least two points of pedestrian access from the medical facilities to nearby buildings, open areas, and parking areas shall be included. This may include elevated walkways, enhanced paved walkways, escalators, and stairways.
2. Well-lit walkways, elevators, escalators, ramps, and/or stairways shall be designed as an integrated part of medical facilities.
3. Medical facilities shall provide adequate and appropriate security measures to ensure the safety of patients, visitors, and staff and to prevent loitering, trespassing, and criminal activity. Such security



measures may include surveillance of arrivals and departures, and parking areas that can be monitored from office/front desk. The design and installation of any such security system (including, but not limited to, cameras, alarms, and lighting) shall be submitted to the City of Ontario Police Department for review and approval.

d. **Rooftops.**

1. Building roofs shall be designed as architectural elements that are integral to the building design and that contribute to the overall articulation of the building. Parapets and roof screens, where provided, shall be integrated into the roof design. Roof features and parapets should complement the character of the building.
2. A heliport is allowed to provide a roof-level landing area for emergency medical helicopters.
3. Landscaping of rooftop perimeters is encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
4. Using a portion of the top of the structure level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged.
5. A jogging track for employee/guest use can be provided on the roof level.
6. Rooftop solar panels can be utilized as a means for collecting a natural energy source and panels should not be visible from public view.
7. Rooftops for buildings less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.

e. **Allowable Uses.** Allowable uses include offices, florist, gift shop, pharmacy, ambulance or medical transport service, and cafés. See Chapter II, Land Use and Development, Table 2.E for a full list. A consumer health resource center is another option to include where patients, visitors, and families can find information on health-related topics.

**B.4 Office Buildings**

a. **Siting.**

1. Buildings should be designed to form open spaces such as a plaza or courtyard that will create comfortable places for people to have a meal or socialize.
2. Pedestrian connections between office buildings and the uses they serve shall be convenient, direct, and well-lit. Stairs and elevators



shall be tied directly to walkways leading to plazas, courts, or building entries.

3. Vehicular access to the office buildings shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.
4. Service areas for office buildings shall meet the same requirements as other commercial buildings (see Chapter V, Section A.2 Site Design).
5. All office buildings shall have an adjacent 5-foot clear area of landscaping with the exception of entry points. No vehicle may encroach into this area.

**b. Architecture.**

1. Design, detail, building materials, and colors shall be compatible with adjacent office buildings.
2. The building entrance shall be a major focal point and readily identifiable from a distance.
3. Façades should include bay windows, balconies, arcades, towers, and other projections to avoid a monotonous appearance and/or an overly horizontal composition.
4. The mass of new structures, as viewed from public streets, should be softened by landscaping or lessened by small-scale elements such as windows, panels, entrances, and other detail features to avoid monotony in design.
  - Ground floor façades: On street façades, windows must cover a minimum of 40 percent and a maximum of 75 percent of the ground floor façade.
  - Upper floor façades: On street façades, windows must cover a minimum of 30 percent.
  - Shading devices integrated with window wall panels should provide visual interest and reduce solar gain.

**c. Pedestrian Access.**

1. Designs shall include multiple points of pedestrian access from the office buildings to nearby buildings, open areas, and parking areas. This may include elevated walkways, enhanced paved walkways, escalators, and stairways.
2. Well-lit walkways, elevators, escalators, ramps, and/or stairways shall be designed as an integrated part of office buildings. Where connecting walkways pass through parking lots, they should be at least 4 feet wide (excluding car overhangs) and should be





accompanied by a minimum 5-foot landscape buffer with trees planted at least every 30 feet on-center. Walkways should consist of special pavers or scored concrete.

3. Office buildings shall provide adequate and appropriate security measures to ensure the safety of visitors and employees and to prevent loitering, trespassing, and criminal activity. Such security measures may include surveillance of arrivals and departures, and parking areas that can be monitored from office/front desk. The design and installation of any such security system (including, but not limited to, cameras, alarms, and lighting) shall be submitted to the City of Ontario Police Department for review and approval.

d. **Rooftops.**

1. Building roofs should be designed as architectural elements that are integral to the building design and that contribute to the overall articulation of the building. Parapets and roof screens, where provided, shall be integrated into the roof design. Roof features and parapets should complement the character of the building.
2. Landscaping of rooftop perimeters are encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
3. Using a portion of the top of the structure level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged.
4. A safe jogging track for employee/guest use can be provided on the roof level.
5. Rooftop solar panels can be utilized as a means for collecting a natural energy source and panels should not be visible from public view.
6. Rooftops for buildings less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.

- e. **Allowable Uses.** Allowable uses include offices, some retail, and restaurants. See Chapter II, Land Use and Development, Table 2.E for a full list.



**B.5 Business Park Facilities**

a. **Siting.**

1. Buildings should be grouped together to form a central plaza or courts between buildings along an entry path that will create comfortable places for people to have a meal or socialize.
2. Pedestrian connections between the business park facilities and the uses they serve shall be convenient, direct, and well-lit. Stairs and elevators shall be tied directly to walkways leading to plazas, courts, or building entries.
3. Vehicular access to the business park facilities shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.

b. **Architecture.**

1. Design, detail, building materials, and colors shall be compatible with adjacent buildings.
2. The building entrance shall be of an adequate size, easily seen as a major focal point of the building from a distance.
3. Façades should include bay windows, balconies, arcades, and other projections to avoid a monotonous appearance and/or an overly horizontal composition.



*Use of color variations, windows, openings, and columns help break up the massing of the building in a business park.*



*Numerous windows and openings help form a visual interest in this office building.*

4. Long, undifferentiated surfaces, façades, or building frontages are strongly discouraged. The front façades should use at least three features that add visual interest, such as arcades, decorative cornices, windows, and entry awnings.

c. **Pedestrian Access.**

1. Designs shall include multiple points of pedestrian access from the business park facilities to nearby buildings, open areas, and parking



areas. This may include elevated walkways, enhanced paved walkways, escalators, and stairways.

2. Well-lit walkways, elevators, escalators, ramps, and/or stairways shall be designed as an integrated part of the business park facilities.
3. Business park facilities shall provide adequate and appropriate security measures to ensure the safety of visitors and employees and to prevent loitering, trespassing, and criminal activity. Such security measures may include surveillance of arrivals and departures, and parking areas that can be monitored from office/front desk. The design and installation of any such security system (including, but not limited to, cameras, alarms, and lighting) shall be submitted to the City of Ontario Police Department for review and approval.

d. **Rooftops.**

1. Building roofs shall be designed as architectural elements that are integral to the building design and that contribute to the overall articulation of the building. Parapets and roof screens, where provided, shall be integrated into the roof design. Roof features and parapets should complement the character of adjacent buildings or other buildings within the area.
2. Landscaping of rooftop perimeters are encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
3. Using a portion of the top of the structure level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged.
4. Rooftop solar panels can be utilized as a means for collecting a natural energy source and panels should not be visible from public views.
5. Rooftops for buildings less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.

**B.6 Non-Auto-Related Commercial**

a. **Siting.**

1. Buildings should be laid out to shape open spaces such as a plaza or courtyard that will create comfortable places for people to have a meal or socialize.

## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



2. Pedestrian connections between commercial buildings and the uses they serve shall be convenient, direct, and well-lit. Stairs and elevators shall be tied directly to walkways leading to plazas, courts, or building entries.
3. Vehicular access to the commercial buildings shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.

### b. Architecture.

1. Design, detail, building materials, and colors should be compatible with adjacent buildings.
2. The building entrance shall be of adequate size, unique, and easily seen as a major focal point from a distance
3. Façades should include windows, towers, and other projections to avoid a monotonous appearance and/or an overly horizontal composition.



*Exterior design of commercial retail buildings should reflect an upscale image at a pedestrian scale. The picture to the left is on a four-lane street with a median. The picture on the right faces an open pedestrian-friendly shopping area where the parking is situated around the perimeter.*

### c. Pedestrian Access.

1. Designs shall include multiple points of pedestrian access from the commercial buildings to nearby buildings, open areas, and parking areas. This may include elevated walkways, enhanced paved walkways, escalators, and stairways.
2. Well-lit walkways, elevators, escalators, ramps, and/or stairways shall be designed as an integrated part of commercial structures.
3. Walkways shall connect major building entries with the public sidewalk along the street so pedestrians are not walking in the roadway with vehicles. Where possible, connecting walkways should follow an alignment that connects building entries; they should be at least 5 feet wide in these locations.



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4. Commercial buildings shall provide adequate and appropriate security measures to ensure the safety of customers and employees and to prevent loitering, trespassing, and criminal activity. Such security measures shall include surveillance of arrivals and departures, and parking areas that can be monitored from office/front desk or security booth. The design and installation of any such security system (including, but not limited to, cameras, alarms, and lighting) shall be submitted to the City of Ontario Police Department for review and approval.
- d. **Rooftops.**
1. Building roofs shall be designed as architectural elements that are integral to the building design and that contribute to the overall articulation of the building. Parapets and roof screens, where provided, shall be integrated into the roof design. Roof features and parapets should complement the character of adjacent buildings or other buildings within the area.
  2. Landscaping of rooftop perimeters are encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
  3. Using a portion of the top of the structure level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged.
  4. Rooftop solar panels can be utilized as a means for collecting a natural energy source and panels should not be visible from public views.
  5. Rooftops for buildings less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.

### ***B.7 AUTO-RELATED COMMERCIAL***

a. **Siting.**

1. Pedestrian connections between auto-related commercial buildings and the uses they serve shall be convenient, direct, and well-lit. Stairs and elevators shall be tied directly to walkways leading to plazas, courts, or building entries.
2. Vehicular access to the buildings area shall be clearly identified and easily accessible, minimizing pedestrian and vehicular conflicts.
3. Perimeter landscaping should favor visibility from public rights-of-way. Edge treatments abutting a public road in the display/sales

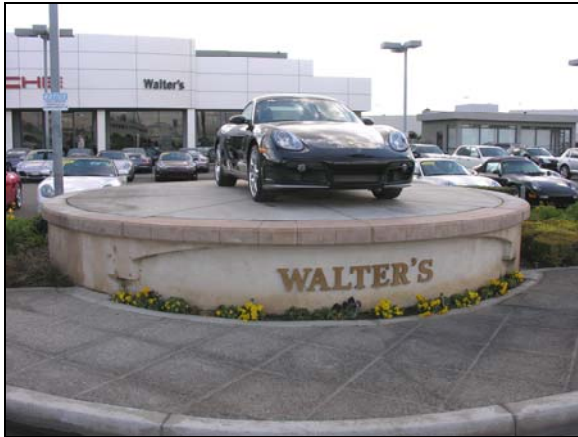




areas where parking is allowed on the street should provide walk-on groundcover, such as lawns, with tall trees regularly spaced. Where parking is not allowed on public streets, low-growing or spreading shrubs with regularly spaced trees may be used. Either landscaped zone shall be a minimum 5 feet wide.

4. For vehicle sales parking layout and landscape details, see Section D.6 Parking Lots under Landscaping later in this chapter.
  5. Other parking areas such as customer and employee parking shall be landscaped according to commercial standards.
  6. Customer parking spaces shall be conveniently located on-site and be clearly marked.
  7. On-site lighting shall be directed away from adjacent public rights-of-way and from adjacent parcels of land.
  8. One vehicle loading and unloading area shall be provided per vehicle sales facility. This area shall be clearly demarcated by signs and pavement markings. The loading area shall not encroach on required parking areas or block fire access lanes, and shall occur on-site in a location approved by the Ontario Fire Department.
  9. A minimum of six queuing (waiting) spaces for service write-ups shall be provided on-site and shall not encroach into required parking or loading spaces.
  10. Walls that are necessary to screen portions of the site (e.g., vehicle storage areas, service bays) shall be compatible with the architectural style of the buildings.
  11. Raised vehicle displays shall be compatible with the architectural design, materials, and colors used for the buildings.
- b. **Architecture.**
1. All buildings on the site (e.g., showrooms, sales offices, service buildings, and auto part sales) shall provide the same architectural quality as other commercial buildings within this Specific Plan.
  2. The building entrance shall be of an adequate size, easily seen as a major focal point from a distance.
  3. Façades should include bay windows, balconies, arcades, and other projections to avoid a monotonous appearance and/or an overly horizontal composition.

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*This auto dealership uses an aesthetically pleasing elevated circular pad to highlight a car and surrounds the platform with a row of flowers and an enhanced walkway.*



*The façade of the building emphasizes the entry and the logo is in good proportion to the building.*

### c. Pedestrian Access.

1. Designs shall include multiple points of pedestrian access from the auto-related buildings to nearby buildings, open areas, and parking areas. This may include elevated walkways, enhanced paved walkways, escalators, and stairways.
2. Well-lit walkways, elevators, escalators, ramps, and/or stairways shall be designed as an integrated part of auto-related buildings.
3. Auto-related buildings shall provide adequate and appropriate security measures to ensure the safety of customers and employees and to prevent loitering, trespassing, and criminal activity. Such security measures should include surveillance of arrivals and departures, and parking areas that can be monitored from office/front desk. The design and installation of any such security system (including, but not limited to, cameras, alarms, and lighting) shall be submitted to the City of Ontario Police Department for review and approval.
4. Walkways shall connect major building entries with the public sidewalk along the street so pedestrians are not walking in the roadway with vehicles. Where possible, connecting walkways should follow an alignment that connects building entries; they should be at least 5 feet wide in these locations.
5. Where a walkway is oversized to accommodate occasional emergency vehicles, landscaping, and grass-crete, other features should be used to give the walkway a more appropriate scale. Pedestrian walkways should avoid excessively meandering alignments.

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### d. **Rooftops.**

1. Roofs for the auto-related buildings may be clad with corrugated standing seam, or battened steel roofing. Corrugated roofing shall be galvanized. Standing seam or battened roofing may be galvanized, terneplate, or factory painted, with colors approved by the DAB.
2. Building roofs shall be designed as architectural elements that are integral to the building design and that contribute to the overall articulation of the building. Parapets and roof screens, where provided, shall be integrated into the roof design. Roof features and parapets should complement the character of adjacent buildings or other buildings within the area.
3. Landscaping of rooftop perimeters are encouraged and may be accomplished by use of column-mounted vine planters with attached structures or by raised planters.
4. Using a portion of the top of the structure level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter is encouraged.
5. Rooftops for buildings less than 10 floors should be treated with decorative materials such as gravel designs to enhance the views from taller buildings.

- e. **Allowable Uses.** Allowable uses include showrooms, sales offices, service buildings, vehicle sales, and auto part sales. See Chapter II, Table 2B (Permitted Land Uses by Planning Areas).

## **C. PLAZA DESIGN**

### **C.1 PURPOSE AND INTENT**

Plazas and the surrounding buildings go hand-in-hand. They are shaped and molded by one another. Without the plaza there would be no public life and without the public life the space would be worthless. The pedestrian open space, plazas, and courtyards provide for the flow of human exchange. A place with people will attract more people. In order to create a successful plaza design, the following factors shall be utilized: (1) Function, (2) Character, (3) Ideal Layout, (4) Sitting Space, (5) Environmental Factors, (6) Access and Circulation, (7) Food, and (8) Size and Calculation. The photographs in this section are not the specific plaza designs for the proposed project. The photographs are examples of plazas that depict the Specific Plan plaza design guidelines and requirements.



## **C.2 FUNCTION**

Plazas shall be designed to accommodate a variety of functions and activities. Basic *active* functions for open plazas can include concerts, meetings, art shows, and celebratory events. Basic *passive* functions for open plazas can include sitting, reading, people watching, eating, walking, and relaxing.

## **C.3 CHARACTER AND AMENITIES**

Each plaza should have unique features, such as historical artifacts, information and educational markers, landmarks, and artwork in order to express the unique characteristics exclusive to the site. The long-term upkeep and maintenance of landscape elements, lighting, fountains, and similar elements found in plazas must be considered during design. Certain elements and amenities to be considered in the design process include:

- a. Artifacts: Memorials and historic markers lend particular significance to a space.
- b. Information and Education: Readily available facts, from history and neighboring buildings, to the whereabouts of restrooms or the types of trees overhead and plants underfoot, and to ensure that places are easy to use.
- c. Landmarks: Serve as meeting places or directional indicators within the planned area. A landmark may be provided by many features such as a statue, sign, or unique landscape elements.
- d. Art: Whether in the form of social commentary or as expression of beauty, general public lends solemnity, joy, wonder, or even debate to any space.
- e. Amenities: Where appropriate, seating, tables, umbrellas, landscaping, water elements, lighting, bollards, bicycle racks, cigarette urns, and trash receptacles shall be provided. The amenities shall be located conveniently in areas where public sitting and socializing are common. Trash receptacles and other elements should be simple in design and architecturally compatible with nearby structures.
- f. Landscape and Recreational Amenities: Where appropriate, chess tables, art sculptures, pergolas, gazebos, flagpoles, tree grates and other "place-making" features shall be considered. Within any plaza or courtyard, if feasible, a small putting green or other recreational amenity may be implemented.

## **C.4 RECOMMENDED LAYOUT**

- a. Site design of commercial, hotel, office, medical facility, and business park uses should be arranged in such a way as to create opportunities for

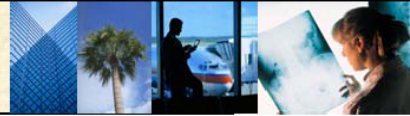
## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



- attractive and safe outdoor plazas and/or courtyards as part of landscaped open spaces.
- b. Pedestrian plazas should be provided to connect buildings within close proximity on the site and should be readily accessible at all times.
  - c. Where possible, building entries and windows should look onto plazas to enhance activity and security.
  - d. The plaza surface area should be 10 percent to 30 percent landscaped with a minimum of 50 percent paving. Landscaped areas may include boxed or potted plants, trees in tree grates, and planted vegetation.
  - e. The height/level of the plaza should not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.
  - f. Plazas need clear boundaries that create limits and include attributes that make them unique and give them focus. Plazas need to provide a sense of arrival, be scaled appropriate to the environment, and have character enhanced with stairways, vantage points, and repeating patterns—all while being flexible enough to allow a variety of functions to occur within.
    1. Where possible, plazas should be enclosed on at least two sides by a structure or by landscaping that creates a wall effect, while still providing opportunities for penetration of sunlight.
    2. Plazas should be designed with electrical outlets lighting, and other simple infrastructure, to support future flexibility and encourage a wide range of uses; utilize 115-volt and 220-volt outlets as appropriate for entertainment use.
    3. Buildings, landforms, landscape, and water bodies can be used to define space and create boundaries.
    4. Maintaining and enhancing a vista adds interest to a plaza and helps to create a sense of place.
    5. The scale of amenities and areas should not overwhelm people.
    6. The center area should be kept open; multi-use areas without fixed features near the middle allow them to function like outdoor conference rooms.
    7. Repetitious patterns in paving, landscaping, and buildings create soothing visual frames and are encouraged.



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



*This opening is an enhanced walkway with a repetition of raised tree planters enclosed by seating space in between two buildings. This set up allows for shade, visual interest, and a view to an entrance/exit area.*



*A long narrow paseo is broken up with arches, emphasized with large palm trees. Other elements that help create an inviting walkway include market umbrellas, seating, landscape, water elements, and a comfortable rectangular space in between the buildings.*



*This commercial retail plaza accommodates a variety of social activities while providing places to sit and relax. The circular layout incorporates tile design, landscaping, lighting, a crescent-shaped water pool, and way finding signs.*



The open space here is defined with buildings on either side and can be viewed from a public street.



A circular pergola, contained landscaping, and market umbrellas help create a welcoming pedestrian-scaled plaza.

## **C.5** *Sitting Space*

- a. A successful plaza design provides ample seating. Seating allows users to rest, converse, and observe the area. Plazas, courts, or gardens shall include outdoor furniture for seating as well as tables, umbrellas, and other “place-making” features where appropriate. Site furniture should be compatible in size, design, and color with the surrounding architecture and landscape design. Materials for outdoor furniture must be durable and resistant to vandalism. Movable furniture is encouraged where feasible. Metals that require repainting are not encouraged. Consider the use of recycled-content materials for seating, when appropriate.
- b. Ideally, sitting should be physically comfortable. Benches with backrests and well-contoured chairs make this feasible. It is just as important that the seating be socially comfortable, including providing a choice of seating, e.g., sitting up front, in back, to the side, in the sun, in the shade, in a group, or alone. The walls and stairs should be designed for visitors and employees to sit on.
- c. Other design factors to include in plazas:
  1. One linear foot of seating space for every 60 square feet of plaza area is recommended.
  2. Illuminated benches are encouraged to light pedestrian paths for added security and aesthetic delight.

## **C.6** *ENVIRONMENTAL FACTORS*

- a. Plazas should provide southern exposure where possible and maximum sunlight in primary space.
- b. The site design and layout must provide protection from adverse wind, wherever practical. Wood or glass canopies, pavilions, and semi-outdoor spaces can be used in all but the worst weather.



- c. Trees should be planted in groups and should be combined with sitting spaces. If trees are planted close together, the overlapping foliage can provide pleasing shade and sunlight. Other features may also be installed to produce the same effect.
- d. Plaza tree requirements:
  - 1. For plazas 1,500 square feet to less than 3,000 square feet a minimum of one tree is required.
  - 2. For plazas of 3,000 square feet to less than 5,000 square feet, a minimum of three trees is required.
  - 3. For plazas 5,000 square feet and over, a minimum of four trees is required.
- e. Water features should be accessible and touchable. The sound of a water fountain helps to drown out undesirable street noises.
- f. Entrance plazas should have slopes of 1 percent to 5 percent to allow for proper rainwater runoff. Where paved areas are adjacent to buildings, provide slopes of at least 2 percent away from the structure to a drainage way on-site to provide positive drainage of surface water.

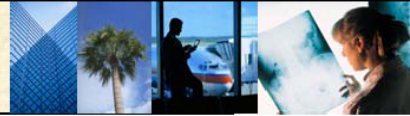
### ***C.7 ACCESS AND CIRCULATION***

Well-designed plazas should accommodate all types of people, including different age groups and various disability needs. Consideration for strollers, crutches, canes, walkers, and wheelchairs should be recognized to make it safer, more comfortable, and more convenient. Major design factors to be considered in plaza design are:

- a. A minimum clear width of walk space equal to 36 inches.
- b. All plazas must abut or be within 3 feet of a perimeter sidewalk or pedestrian connection so as to be visually and physically accessible.
- c. Accessible routes of circulation should allow a disabled person to arrive at, and enter, an open space from a public transportation stop or from an accessible parking area or passenger loading zone.
- d. Where a route crosses a curb, a curb ramp must be provided with a slope that is not steeper than a 1 foot rise in 12 feet, unless a steeper ramp is unavoidable because of space limitations.
- e. The route of circulation ought to be free of obstruction or protruding objects that might reduce the maneuvering space for persons in wheelchairs.
- f. Plazas may not be used for parking, loading, or vehicular access. The placement of manholes in plazas and entry courts should be avoided, particularly along the main pedestrian routes and walkways.



# ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



## C.8 Size and Calculations

Plazas surrounding each building shall conform to the sizes and calculations in Table 5.A.

**Table 5.A: Plaza Sizes and Calculations**

Building Type	Estimated Building Size	Minimum Size Plaza	Minimum Width
Transient Lodging	90,000 square feet	1,800 square feet or 2% of building gross floor area	20 feet
Medical Office	120,000 square feet	2,400 square feet or 2% of building gross floor area	20 feet
General Office	250,000 square feet	5,000 square feet or 2% of building gross floor area	20 feet
Hospital	200,000 square feet	4,000 square feet or 2% of building square feet	20 feet
Business Park	225,000 square feet	2,250 square feet or 1% of building gross floor area	20 feet
Auto-Related Commercial	80,000 square feet	800 square feet or 1% of gross floor area	20 feet
Non-Auto-Related Commercial	35,000 square feet support retail	700 square feet or 2% of gross building floor area	20 feet
	5,400 square feet restaurant	108 square feet or 2% of gross floor area	20 feet

## D. Landscaping

This section describes the minimum landscape requirements that shall be followed in the design of all public and private improvements within the Specific Plan. Landscaping shall promote the aesthetic character and value of the Ontario Gateway and shall:

- Define, unify and enhance the public space;
- Embellish and enhance private areas; and
- Screen views of parking, loading, and service areas.

### D.1 General Landscape Standards

The owners and property owners association shall maintain buildings and grounds of Specific Plan site in a manner that complies with both the Ontario Property Appearance Ordinance and the conditions of approval set forth by City departments and agencies. The maintenance of the landscape areas shall be as shown in Table 5.B.

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**Table 5.B: Landscape Maintenance Matrix**

Responsible Entity	Association	Property Owner	City	Agreement*
Perimeter Landscape				
Public Streetscape				
Parking Lot Landscape				
Landscape Adjacent to Buildings				
Landscape Between Lots				
Public Street Trees				
Access Easement				

\*Special maintenance agreement between affected property owners.

In addition to the City of Ontario standard landscape plans and specifications, and the landscape provisions of this document, the following shall apply:

- a. All areas not devoted to paving or building shall be landscaped and permanently maintained. Street frontage landscaping along Haven Avenue shall be consistent with existing development landscaping along the same street.
- b. To complement building elevations, a landscape area of 10 feet in width, shall be provided adjacent to buildings visible from public views. Planting area dimensions shall be consistent with plant material requirements and vehicles may not encroach into this planting area.
- c. Concrete gutters shall not be used to drain landscaped areas. Underground drainage facilities shall be provided where surface conveyance of runoff would damage plantings.
- d. Permanent automatic irrigation facilities shall be provided in all landscaped areas, except those planned as swales for water quality protection purposes. Moisture sensing devices and water monitoring devices shall be incorporated into the irrigation system, in compliance with drought/water conservation standards adopted by City of Ontario.
- e. Prior to the issuance of building permits, a landscape and irrigation plan in conformance with these guidelines shall be submitted to the City of Ontario for review and approval. To minimize exterior water use, the following measures shall be incorporated into project design within the project area, where feasible: Use of drought-tolerant plants, extensive use of mulch in landscaped areas, installation of drip irrigation systems where appropriate, minimization of impervious area and designing landscaped areas as shallow swales to retain irrigation water.
- f. All street trees shall be planted and staked per City of Ontario standards. All trees planted in turf areas shall have a minimum 36-inch diameter water basin filled with 2 inches of mulch to prevent damage from mowers





etc. Root barriers shall be required where trees are planted within five (5) feet of hardscape. Tree canopies shall not be lower than 7 feet from the ground.

- g. All plant materials shall be planted in accordance with all City standards including minimum size requirements.
- h. Site features, such as recycling bins, bicycle racks, planters, and benches, should be designed as an integral part of the project. The majority of benches shall be located so as to be shaded by trees or other landscape elements.

### **D.2 STREET RIGHT-OF WAY LANDSCAPE STANDARDS**

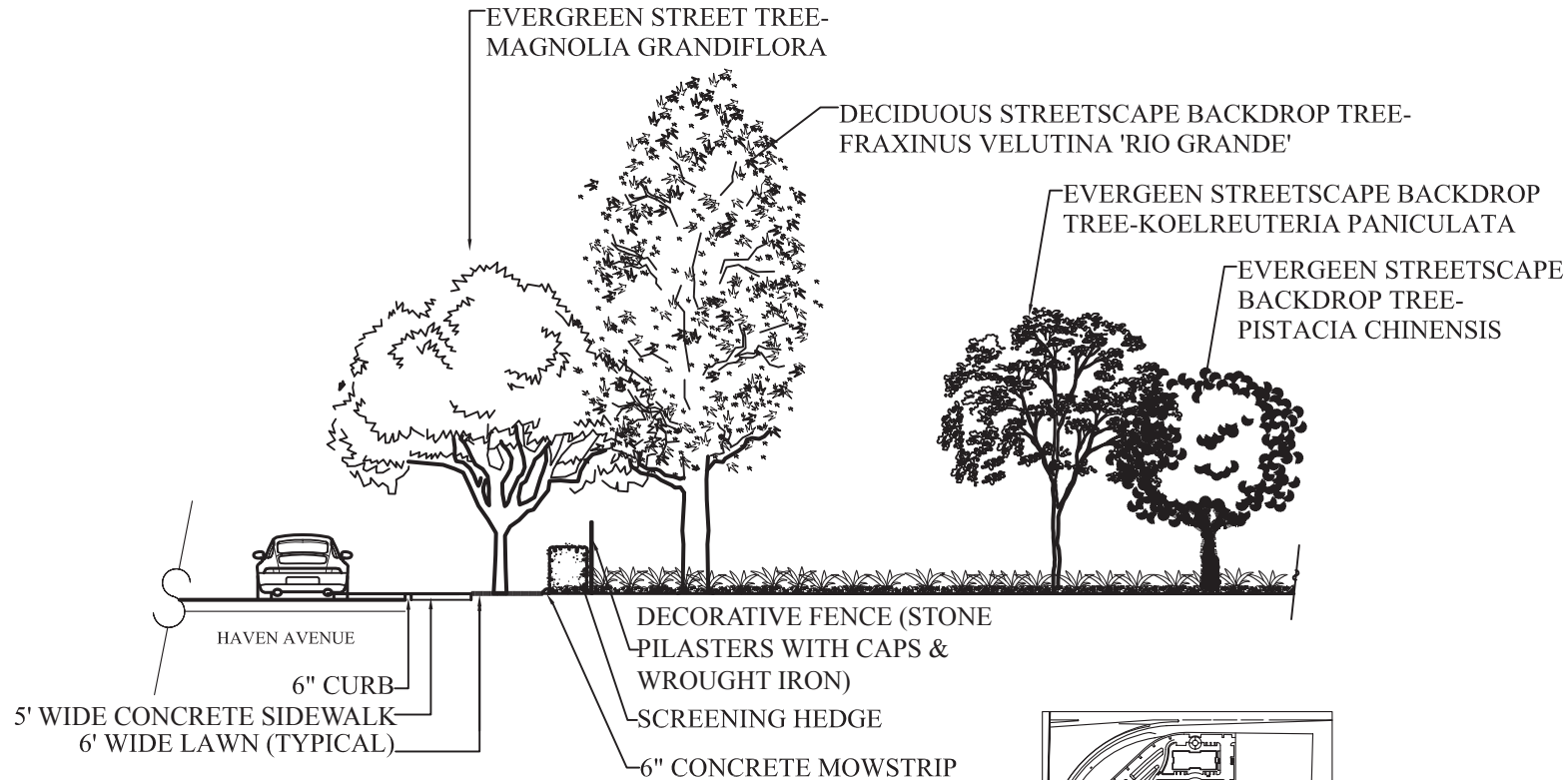
- a. Haven Avenue shall be planted with *Magnolia grandiflora* (southern magnolia) trees, in areas not already landscaped, at approximately 30 feet on-center parkway strips flanking the streets. Other permitted drought-tolerant groundcovers or stamped decorative concrete shall be used in these areas as approved by the DAB.
- b. Guasti Road shall be planted with the evergreen street tree, *Koelreuteria paniculata* (Golden Rain Tree) at approximately 45 feet on-center behind the sidewalk, flanking the street. A 6-inch mow strip shall be placed at the back of the lawn followed by a screening hedge.

### **D.3 STREET FRONTAGE LANDSCAPE STANDARDS**

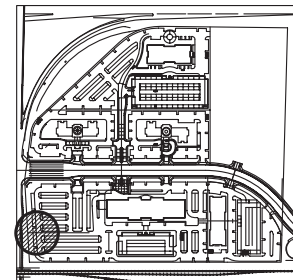
Plantings in landscape areas fronting on streets shall be appropriate to the scale, orientation, and purpose of the area. Appropriate plant materials and designs for specific street frontages are listed below. In addition, landscaped areas at least 10 feet in width shall be provided adjacent to all building façades along frontages, except where buildings open to plazas or courtyards.

- a. **Haven Avenue.** Street setback areas for structures shall be a minimum of 25 feet in width, from the back of sidewalk to a building façade. Low shrubs and/or ground cover shall be planted against the façade. A hedge and backdrop tree shall be planted in the landscaped area as shown in Figures 5.1 and 5.2 (Haven Avenue Streetscape Section). Sidewalks along Haven Avenue shall be 5 feet in width and the parkway shall be 6 feet in width.
- b. **Guasti Road.** A minimum 13-foot landscaped setback area shall be provided along this frontage. The principal planting within this setback area shall be the deciduous tree, *Fraxinus veluntia* (Velvet Ash). A screening hedge shall be placed behind the sidewalk in the street-right of way. A typical streetscape is shown in Figure 5.3 (Guasti Road Streetscape). Sidewalks along Guasti Road shall be 5 feet in width and the parkway shall be 6 feet in width.

# ONTARIO GATEWAY Specific Plan

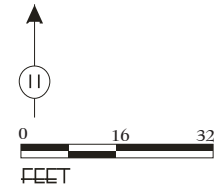


SEE PLANT LIST FOR TREE USE SAMPLES



KEY MAP

NTS

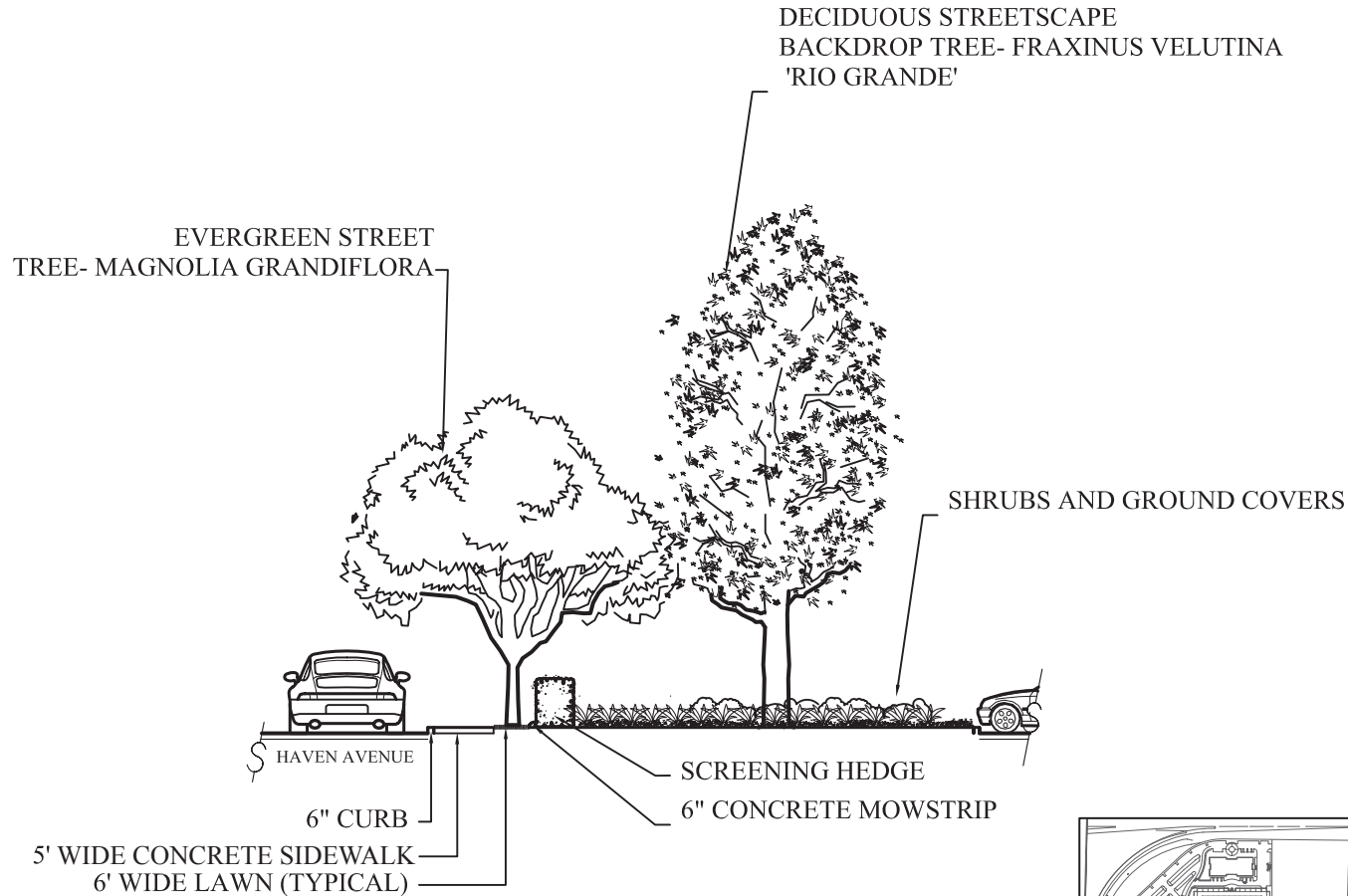


SOURCE: Emerald Landscaping & Design.

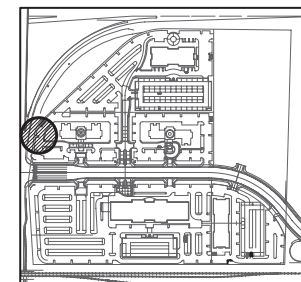
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## Haven Avenue Streetscape Section 5.1

# ONTARIO GATEWAY Specific Plan

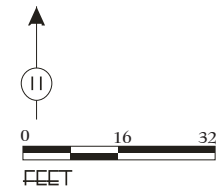


SEE PLANT LIST FOR TREE USE SAMPLES



KEY MAP

NTS



SOURCE: Emerald Landscaping & Design.

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## Haven Avenue Streetscape Section 5.2

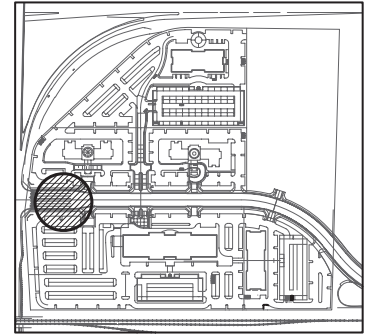
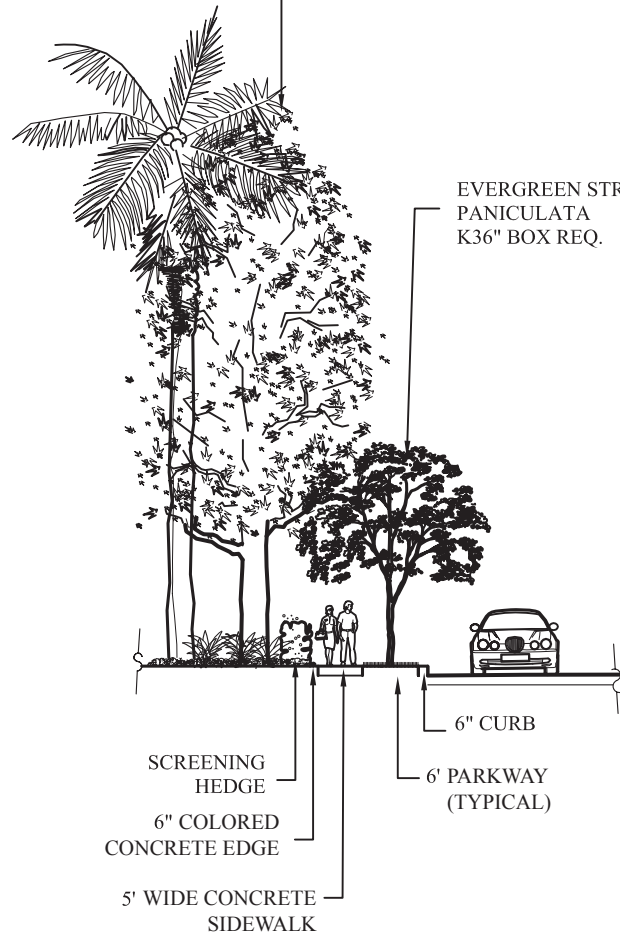
# ONTARIO GATEWAY Specific Plan



DECIDUOUS STREETScape  
BACKDROP TREE- FRAXINUS VELUTINA  
'RIO GRANDE' 24" BOX REQ.

ACCENT PALM-  
WASHINGTONIA ROBUSTA  
30 FT MIN.

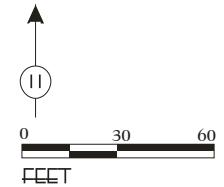
EVERGREEN STREET TREE- KOELREUTERIA  
PANICULATA  
K36" BOX REQ.



KEY MAP

NTS

SEE PLANT LIST FOR TREE USE SAMPLES



SOURCE: Emerald Landscaping & Design.

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Guasti Road Streetscape 5.3

## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



### **D.4 HAVEN AVENUE ENTRYWAY**

The Haven Avenue entryways to the project site shall contain enhanced landscaping around the project entry monument as shown in Figure 5.4 (Primary Entry Statements). These landscaped entry areas shall be maintained by the property owners association.



*Existing view of the Caltrans right-of-way between the Haven Avenue on-ramp to I-10 and the property boundary.*

### **D.5 GUASTI ROAD ENTRYWAYS**

All entryways to buildings from Guasti Road shall have corner landscape plantings. Typical corner entries are shown in Figure 5.5 (Typical Guasti Road Entryways). All entryways shall extend 50 feet before they intersect with a drive aisle. Building identification signs may be placed in the landscaped areas as specified in the sign program for the project.

### **D.6 PERIMETER LANDSCAPING**

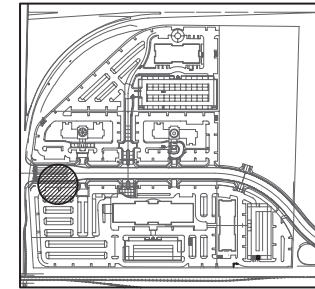
With coordination with Caltrans, the perimeter of the project site adjacent to the Caltrans right-of-way shall be planted with screening shrubs, and California sycamore and evergreen trees as shown in Figure 5.6 (South Perimeter Landscape). Placement of such landscaping shall not obscure billboards or on-premise business identification signs. Plants should be located so that pruning will not be required or kept to a minimum. Trees shall be at least 19.7 feet from any manholes.

### **D.7 EXTENDED ACCESS EASEMENT**

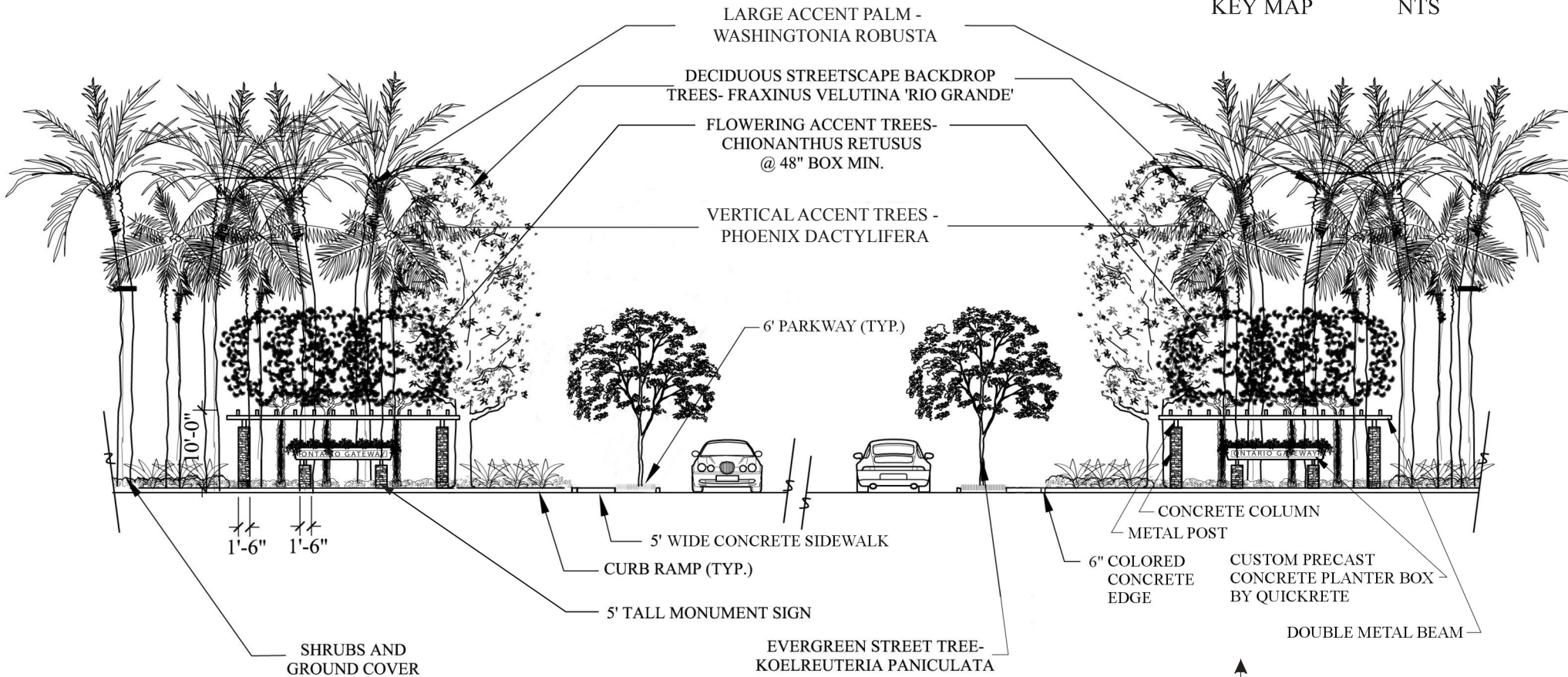
The landscape standards for the extended access easement connecting Guasti Road to Office Planning Area 1 are shown in Figure 5.7 (Extended Access Easement Landscaping). As shown in this figure, a 5-foot sidewalk is located on



# ONTARIO GATEWAY Specific Plan



KEY MAP NTS



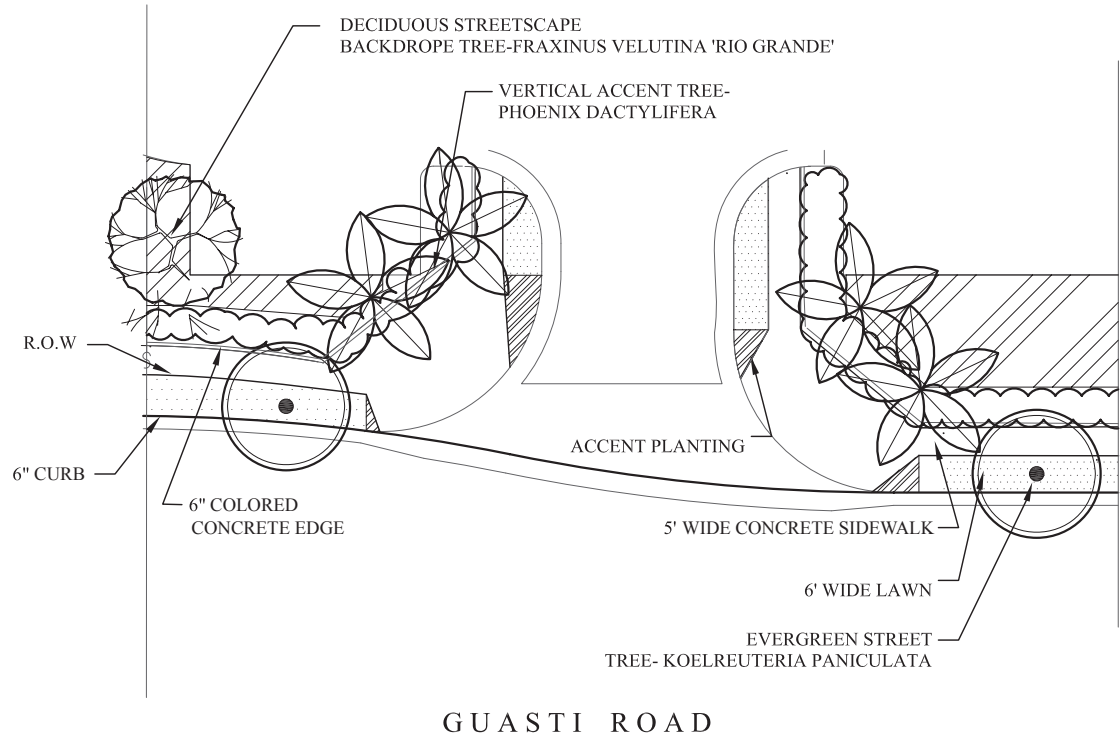
SEE PLANT LIST FOR TREE USE SAMPLES

SOURCE: Emerald Landscaping & Design.

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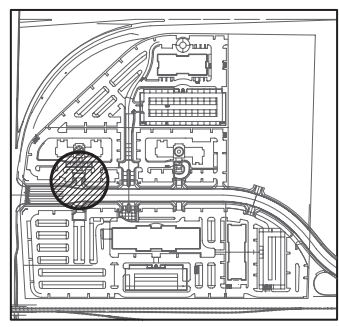
Primary Entry Statements 5.4

# ONTARIO GATEWAY Specific Plan

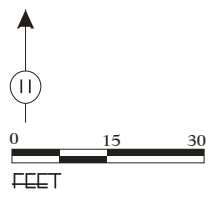


GUASTI ROAD

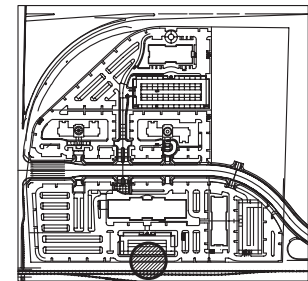
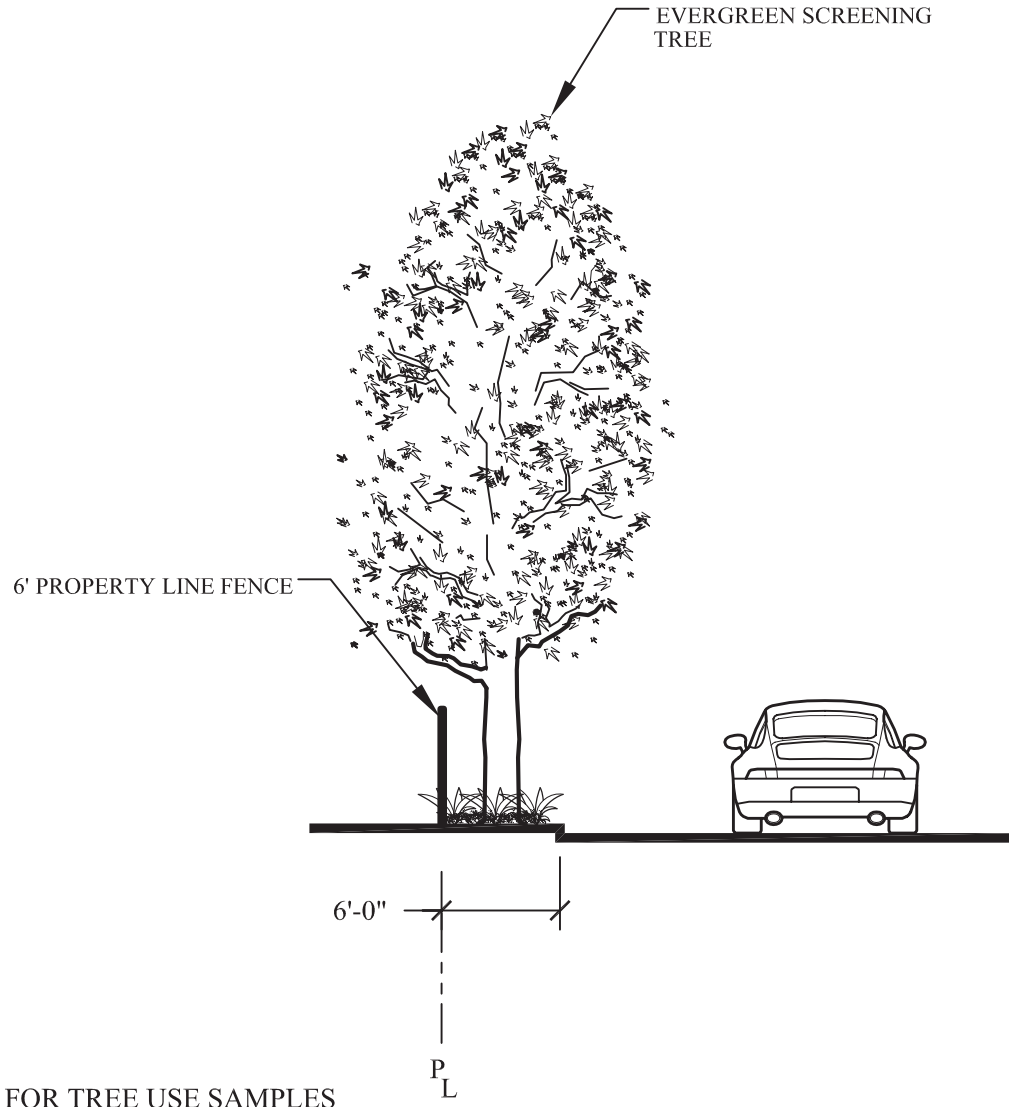
SEE PLANT LIST FOR TREE USE SAMPLES



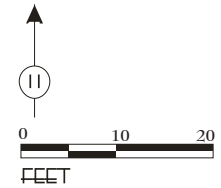
KEY MAP NTS



# ONTARIO GATEWAY Specific Plan



KEY MAP NTS

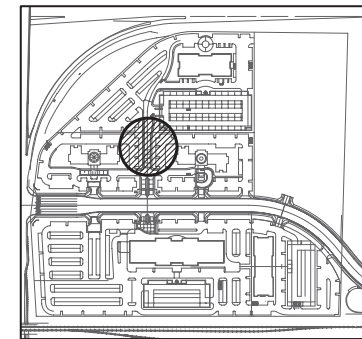
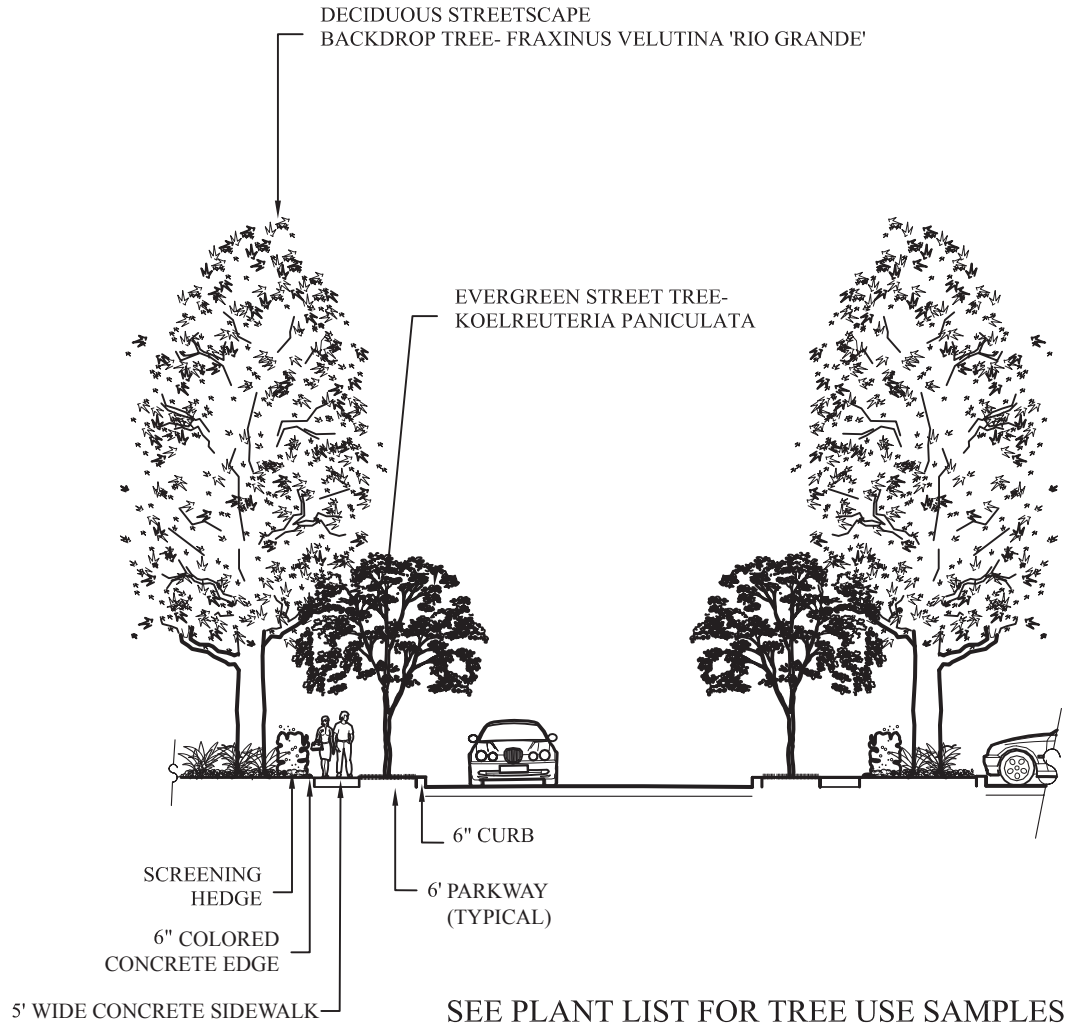


SOURCE: Emerald Landscaping & Design.

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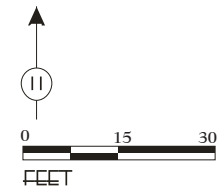
## South Perimeter Landscape 5.6

# ONTARIO GATEWAY Specific Plan



KEY MAP

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SOURCE: Emerald Landscaping & Design.

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Extended Access Easement Landscaping 5.7



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



both sides of the access easement. Deciduous trees and evergreen trees line the perimeter of the access easement with screening hedges located in between the sidewalk and the deciduous backdrop trees.

### **D.8 Parking Lots**

The following standards shall be applied to parking lot landscaping throughout the Specific Plan area:

- a. Trees within the vehicular use areas shall be at a ratio of one tree planter for every 5 cars for double rows of parking stalls and one tree planter for every 6 cars for single row of parking. The trees shall consist of 5 percent 48-inch boxes, 10 percent 36-inch boxes, 25 percent 24-inch boxes, and 55 percent 15-gallon trees. Fifty percent (50%) of the trees are to be shade canopy trees. Tree canopies may not be lower than 7 feet from the ground. Landscaping should not obstruct the ability for police or security personnel to view the site during patrol activities.
- b. Planter areas shall have a minimum inside width of 5 feet and be bounded on the outside by a concrete curb (or its equivalent having a minimum height of 6 inches). The requirement for an outside concrete curb may be waived for landscaped swales intended for NPDES water quality protection purposes.
- c. Parking should be buffered from streets and driveways with a combination of earth berms and landscape or with a 3-foot high landscape hedge.



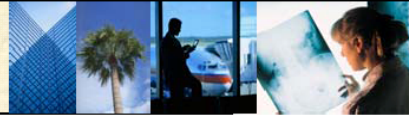
*Example of public parking with landscaped areas and pedestrian walkways.*



*Example of a diamond tree well.*



## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



- d. An end cap planter island should be provided at the ends of all parking rows. End cap shall be a minimum inside width of 5 feet. Planters shall have a minimum length equal to the longest abutting parking stall, inclusive of curbing.
- e. Parking areas should be designed in a manner which links the building to the street-sidewalk system, as an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscape treatments.
- f. Within the vehicle sales/display areas, all double-row parking spaces shall incorporate diamond planters a minimum of every five spaces (10 on both sides). The diamond planters shall be centered on the parking space lines in order to avoid vehicle conflicts with the plantings. Diamond tree wells shall be 5' x 5' with curbing with one tall tree per well. Decomposed granite rock, cobble, or living material may be used as ground covering in these diamond planters.
- g. A 5-foot wide landscape finger shall be provided between each row of six parking spaces or comparable landscaping as approved by the City of Ontario.
- h. All rows of parking shall start and terminate with a 5-foot wide planting area (landscape finger). The 5-foot wide planter shall be the inside dimension, excluding curbs and excluding the 12-foot wide concrete step-out next to the parking spaces.

### **D.9 ACCEPTABLE PLANT MATERIALS**

The planting concept for the Ontario Gateway Specific Plan is to reinforce traditional California architecture through the use of California sub-tropical plant materials. The landscape appearance is to be lush while integrating drought-resistant plants and water conservation principles.

Table 5.C gives reference to possible species used for specific conditions shown on Specific Plan exhibits (e.g., Large Accent Tree).

**Table 5.C: PLANT PALETTE**

Scientific Name	Common Name
<i>Trees</i>	
<i>Albizia julibrissin</i>	Silk tree
<i>Araucaria heterophylla</i>	Norfolk Island pine
<i>Arbutus unedo</i>	Strawberry tree
<i>Arbutus 'Marina' (E)</i>	Marina Strawberry tree
<i>Bauhinia blakeana</i>	Hong Kong orchid tree
<i>Beaucarnea recurvata</i>	Ponytail palm
<i>Brachychiton acerifolius</i>	Flame tree

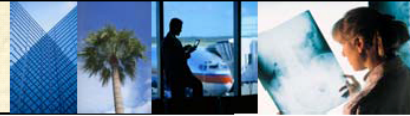
# ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



**Table 5.C: PLANT PALETTE**

Scientific Name	Common Name
<i>Brachychiton populneus</i>	Bottle tree
<i>Brahea armata</i>	Mexican blue palm
<i>Brahea edulis</i>	Guadalupe palm
<i>Calodendrum capense</i>	Cape chestnut
<i>Cedrus atlantica</i>	Atlas cedar
<i>Cercis occidentalis</i>	Western redbud
<i>Chamaerops humilis</i>	Mediterranean fan palm
<i>Chionanthus retusus</i>	Chinese fringe tree
<i>Chitalpa tashkentensis</i>	Pink dawn
<i>Chorisia speciosa</i>	Floss silk tree
<i>Cinnamomum camphora</i>	Camphor tree
<i>Citrus</i> spp.	Citrus
<i>Erythrina</i> spp.	Coral tree
<i>Eucalyptus</i> spp.	Eucalyptus
<i>Feijoa sellowiana</i>	Pineapple guava
<i>Geijera parviflora</i>	Australian willow
<i>Ginkgo biloba</i>	Maidenhair tree
<i>Jacaranda mimosifolia</i>	Jacaranda
<i>Koelreuteria paniculata</i>	Golden rain tree
<i>Lagerstroemia indica</i>	Crape myrtle
<i>Liriodendron tulipifera</i> (D)	Tulip tree
<i>Magnolia grandiflora</i> (E)	Southern magnolia
<i>Melaleuca quinquenervia</i>	Cajeput tree
<i>Olea europaea 'Swan Hill'</i> (M)	Fruitless olive
<i>Pinus eldarica</i>	Mondel Pine
<i>Pistacia chinensis</i>	Chinese pistachio
<i>Phoenix dactylifera</i>	Date palm
<i>Phoenix canariensis</i> (L,T)	Canary Island date palm
<i>Phoenix roebelenii</i>	Pygmy date palm
<i>Podocarpus</i> spp.	Paperbark tree
<i>Prunus caroliniana</i>	Carolina laurel cherry
<i>Punica granatum</i>	Pomegranate
<i>Quercus</i> spp. (E)	Oak
<i>Rhapis excelsa</i>	Lady palm
<i>Syagrus romanzoffianum</i>	Queen palm
<i>Tabebuia impetiginosa</i>	Pink trumpet tree
<i>Washingtonia filifera</i> (L,T)	California fan palm
<i>Washingtonia robusta</i> (L,T)	Mexican fan palm
<b>Shrubs, Vines, and Ground Cover</b>	
<i>Abelia grandiflora 'Edward Goucher'</i>	Glossy abelia

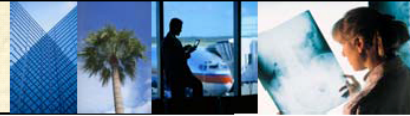
# ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



**Table 5.C: PLANT PALETTE**

Scientific Name	Common Name
<i>Agapanthus orientalis</i>	Lily of the Nile
<i>Agave</i> spp.	Agave
<i>Ajuga reptans</i>	Carpet bugle
<i>Anigozanthus flavida</i>	Kangaroo paw
<i>Bougainvillea</i> spp.	Bougainvillea
<i>Brugmansia versicolor</i>	Angel's trumpet
<i>Buddleia davidii</i>	Butterfly bush
<i>Calliandra</i> spp.	Powder puff bush
<i>Callistemon "Little John"</i>	Little John bottlebrush
<i>Camellia</i> spp.	Camellia
<i>Carissa macrocarpa</i>	Natal plum
<i>Cistus</i> spp.	Rockrose
<i>Clivia miniata</i>	Kaffir lily
<i>Clytostoma callestegioides</i>	Lavender trumpet vine
<i>Coprosma repens 'Marble Queen'</i>	Mirror plant
<i>Cordyline australis</i>	Cabbage tree
<i>Cordyline stricta</i>	Narrow-leaved palm lily
<i>Cyathea cooperi</i>	Australian tree fern
<i>Delphinium elatum</i>	Candle delphinium
<i>Dietes</i> spp.	African iris
<i>Distictis buccinatoria</i>	Blood red trumpet vine
<i>Dodonaea viscosa 'Purpurea'</i>	Hopseed bush
<i>Escallonia laevis</i>	Pink escallonia
<i>Ficus repens</i>	Creeping fig
<i>Fragaria chiloensis</i>	Ornamental strawberry
<i>Gazania 'Mitsua Yellow'</i>	Trailing gazania
<i>Gelsemium sempervirens</i>	Carolina jessamine
<i>Grewia occidentalis</i>	Lavender star flower
<i>Hemerocallis</i> spp.	Daylily
<i>Hesperaloe parvifolia</i>	Red yucca
<i>Impatiens</i> spp.	Touch me not
<i>Kniphofia uvaria</i>	Red hot poker
<i>Lavandula</i> spp.	Lavender
<i>Lavatera thuringiaca</i>	Tree mallow
<i>Ligustrum japonicum 'Texanum'</i>	Texas privet
<i>Liriope muscari</i>	Big blue lily turf
<i>Lonicera japonica 'Halliana'</i>	Hall's honeysuckle
<i>Myoporum parvifolium</i>	Prostrate myoporum
<i>Myrtus communis</i>	Myrtle
<i>Nandina domestica</i>	Heavenly bamboo

# ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



**Table 5.C: PLANT PALETTE**

Scientific Name	Common Name
<i>Ophiopogon japonicus</i>	Mondo grass
<i>Pandorea jasminoides</i>	Bower's vine
<i>Pelargonium</i> spp.	Geranium
<i>Phormium tenax</i>	Flax
<i>Photinia fraseri</i>	Red tipped photinia
<i>Pittosporum tobira</i>	Mock orange
<i>Rhaphiolepis indica</i>	India hawthorn
<i>Rosa</i> spp.	Rose
<i>Rosmarinus officinalis</i>	Rosemary
<i>Strelitzia nicolai</i>	Giant bird of paradise
<i>Strelitzia reginae</i>	Bird of paradise
<i>Tecomaria capensis</i>	Cape honeysuckle
<i>Trachelospermum jasminoides</i>	Star jasmine
<i>Verbena</i> spp.	Verbena
<i>Vigna caracalla</i>	Snail vine
<i>Vinca</i> spp.	Periwinkle
<i>Wisteria chinensis</i>	Chinese wisteria
<i>Xylosma congestum</i>	Xylosma
<i>Yucca</i> spp.	Yucca

**Tree Legend**

- (E) Evergreen Street Tree
  - (M) Median Street Tree
  - (L) Large Accent Tree
  - (T) Tall Vertical Focal Tree
  - (D) Deciduous Streetscape Backdrop Tree
- All other trees are to be for multiple uses within the development.

## E. Sign Guidelines

The sign guidelines for the Ontario Gateway provide project identity, unity, and maintain a high level of attractiveness while allowing for corporate or business identity and individuality. The sign program requirements are presented in nine parts:

1. General Sign Program Guidelines;
2. General Design Requirements;
3. Monument and Freeway Signs;
4. Business Directory and Directional Signs;
5. Wall-Mounted Signs;
6. Center Identification Sign;

## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



7. Temporary Signs;
8. Sign Illumination; and
9. Prohibited Signs.

The sign design guidelines in this section will be applied during the City's design review process or the approval of a discretionary land use permit. The signs will be reviewed for their consistency with the following guidelines or the City's sign code where applicable.

### ***E.1 GENERAL SIGN PROGRAM GUIDELINES***

One Sign Program shall be prepared for the entire project and submitted by to the City of Ontario for review in conjunction with building construction approval. The Sign Plan submittals shall include drawings and details sufficient for review by the City of Ontario, including, as appropriate:

- a. Elevation(s) of the buildings for which signs are being requested, showing design, location, size, and layout of wall signs. Elevations shall be drawn to scale indicating dimensions, attachment devices, and construction details.
- b. Site plan of the site for which signs are being requested showing building and perimeter with location of proposed and existing ground-mounted monuments and elevations showing proposed design and dimensions of signs.
- c. Section through letter and/or sign panel showing the dimensioned projection of the letter face and/or sign panel. The method of illumination shall also be identified.

### ***E.2 GENERAL DESIGN REQUIREMENTS***

- a. All signs shall make a positive contribution to the general appearance of the Ontario Gateway and to the building on which they are located or identifying.
- b. Signs shall be designed so that they are compatible and integrated with the design of the building with respect to size, proportion, color and material with the project or structure they serve.
- c. All permanent signs shall be for the purpose of tenant or center site identification, and giving directions only. Tenant identification shall only include the name of the business and/or logo. No labels or advertising are allowed on permanent signs.
- d. Permanent ground-level signs are limited to center or project identification monument signs, freeway signs, tenant identification



## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



- monument signs, business directory signs, directional signs, and on-site regulatory signs. No other permanent ground-level signs are permitted.
- e. Sign colors shall contribute to legibility and design integrity. A substantial contrast should be provided between the color and material of the background and the letters or symbols for ease of reading both day and night. The sign panel background should be free of distracting details and decoration.
  - f. The lettering should be applied in a manner that avoids shadow distortions.



*Retail building with great window, canopy, and signage design.*



*Signage for parking structure that can be easily seen from a distance.*

- g. Lettering styles shall be limited to no more than three fonts for all signs. Symbols and logos can be used in place of words whenever appropriate.
- h. Logos and symbols may not be located closer than one-half letter height from its related copy to any window, door, column, mullion, or other significant architectural feature. Corner building logos may be allowed with the approval from the City of Ontario if found appropriate.
- i. Sign materials shall be of a durable material. Metal signs may be made of aluminum, brass, bronze, copper, or stainless steel and may be painted.
- j. Anti-graffiti finish shall be provided and maintained on all signs that can possibly be reached by the public. Graffiti shall be removed immediately by the party responsible for sign maintenance.



- k. All owners and/or tenants shall be responsible for the proper maintenance of their signs. The property owner shall routinely inspect the signs on the property to ensure that they are in good repair and retain an attractive appearance at all times. If at any time the City determines that the signs or other elements of the signs are damaged or indicate a noticeably deteriorated appearance, the applicant shall replace or otherwise refurbish the sign to restore it to its original appearance.
- l. The scale and proportion of all signs shall be appropriate for the buildings on which they are placed and the areas in which they are located.
- m. Street address signs shall be displayed for each building, as required by Section 9-3.2746 of the Ontario Municipal Code.
- n. Sign types not covered in this program shall follow the City of Ontario Municipal Code for signs.

### ***E.3 MONUMENT AND FREEWAY SIGNS***

#### **Identification Monument Signs**

- a. Each planning area is allowed one identification monument sign.
- b. The monument sign shall have a height/length ratio not to exceed 1:3 and a maximum height of 60 inches. The maximum sign area is 50 square feet.
- c. All ground-mounted identification signs shall be set back from the property line a minimum of 10 feet, contained within a landscape area, and positioned so as not to create a hazard for either pedestrian or vehicular traffic.
- d. The monument identification sign should relate to the architectural style of the building(s) with the use of similar materials, finishes, and colors. Monument signs shall have a distinctive base.
- e. All monument signs shall be integrated with landscaping and grading.



*Corner monument signs incorporated with landscape elements help draw attention.*



*Monument signs that are elevated off the ground by a foot or two can be seen more easily over parked cars.*

## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



- f. Sign copy shall be limited to the name and/or logo of the site.
- g. Sign material shall be durable and non-weathering, and all framing and hardware shall be of nonferrous materials. Base may be concrete, brick, or stone. Wood is not allowed.

### Freestanding Freeway-Oriented Sign

The Ontario Gateway shall have one freestanding freeway-oriented sign located on the project site. To help draw the public and be aesthetically pleasing, the following guidelines shall be implemented.

- a. One freeway-oriented monument sign shall be permitted. Maximum height of 45 feet and maximum sign area of 175 square feet shall be permitted. This monument sign may contain up to ~~five tenant names~~ located within the Specific Plan. The top portion of the sign must have the name of the project site. Symbols or logos may be substituted for words. Figure 5.8 (Schematic Freeway Sign) shows a contemporary design to complement the distinctive architecture envisioned for all the buildings in the project.
- b. The sign shall be designed to match the architecture of the buildings on the site.

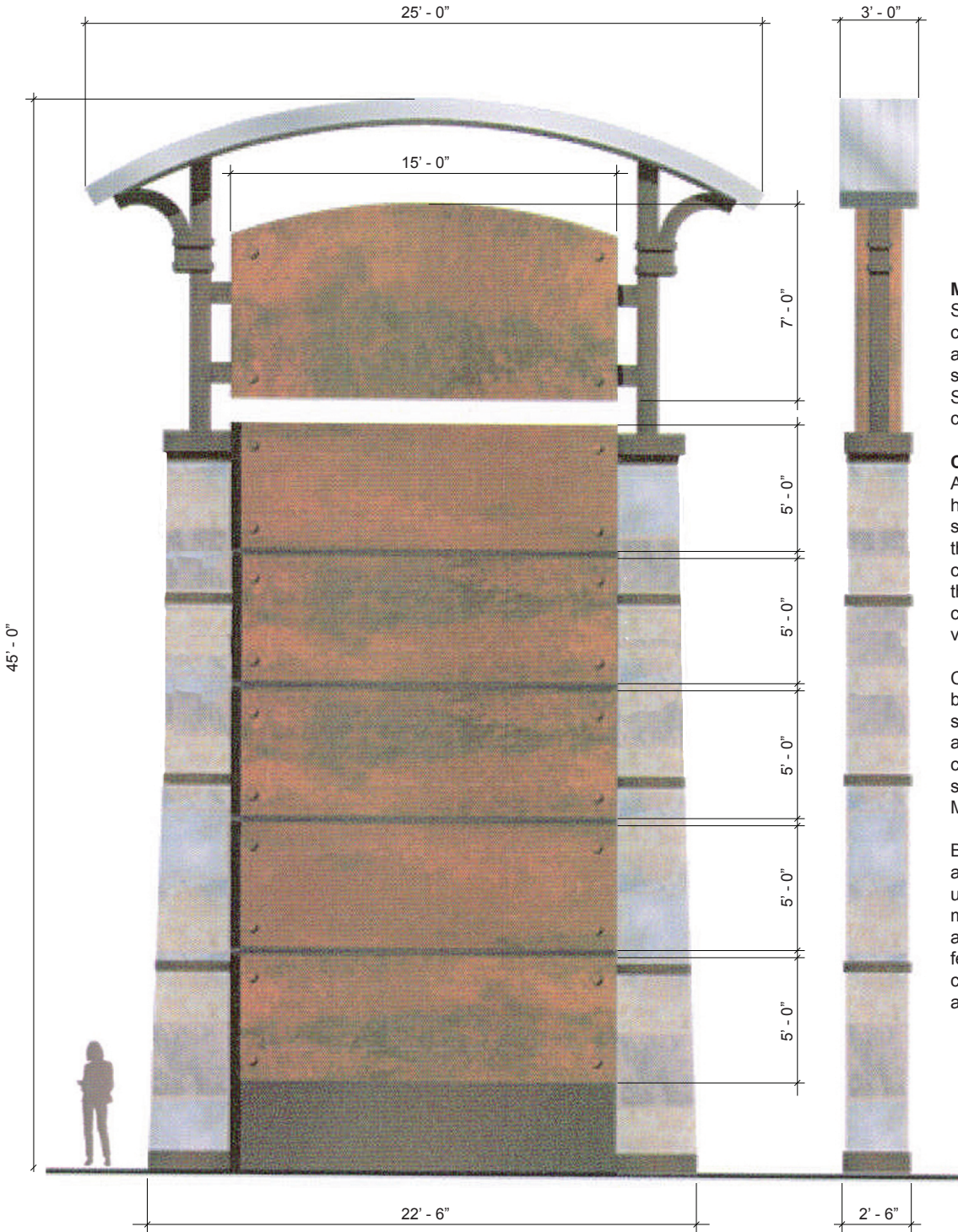
but is not included in the 175 square feet maximum

a number of tenant names at the discretion of the planning department

### E.4 BUSINESS DIRECTORY AND DIRECTIONAL SIGNS

- a. **Business directory signs** are intended to display directions to destinations within the development area and/or inform the public what businesses exist. Placement shall be in plazas or open areas, and not along drive aisles or streets. Maximum height for the sign and maximum sign area shall follow the City of Ontario Municipal Code for signs. Sign copy is limited to business names and address. This sign may be designed with replaceable name panels. Below are two examples of acceptable business directory signs.
- b. **Directional signs** shall be limited to communicating the general location and direction of amenities or facilities, such as parking lots, exits, and delivery and loading areas. Such signs shall be restricted to a height of 4 feet and a maximum sign area of 6 square feet. Placement shall be along drive aisles, behind the street hedge. Other locations may be at building entrances (for addresses at multi-building sites). Sign copy is limited to essential information and may not be used for surrogate tenant identification.
- c. Only one directional sign is permitted per driveway accessing a public street.





**MATERIALS**

Sign materials shall be constructed of painted aluminum; acrylic with printed or color vinyl surfaces. Steel may be used for structural components of the sign.

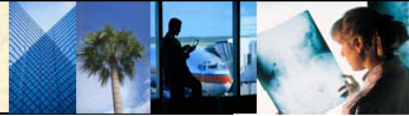
**COLORS/FINISHES:**

All tenants identification shall have a consistent use of color for sign letters/ logo. It is anticipated that a maximum of two thematic colors shall be used to display the tenant's name/logo. The colors shall be generally a light value and earth tones.

Colors used for the Building shall be incorporated into the freeway sign. Visual interest will be accomplished by the use of contrasting textures ranging from smooth satin to rough stucco. Metal may be used for accents

Bright metal, such as brushed aluminum or chrome may be used for accent to compliment metal used on the building architecture. All bright metal features shall incorporate a clear coat of paint to inhibit discoloration.

# ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



- d. Directional and directory sign material shall be durable, non-weathering, mounted on a post or a concrete base.
- e. The size, letter style, material, and color of all directory signs on the same site must match.
- f. Hotel and parking structure directional ground signs shall be internally illuminated.



*This sign can function as a business directory or a directional sign as seen here in the Irvine Spectrum.*



*Business directory sign from downtown Denver, on 16 Street.*



*A pedestrian-scale directional sign that is enhanced with color.*



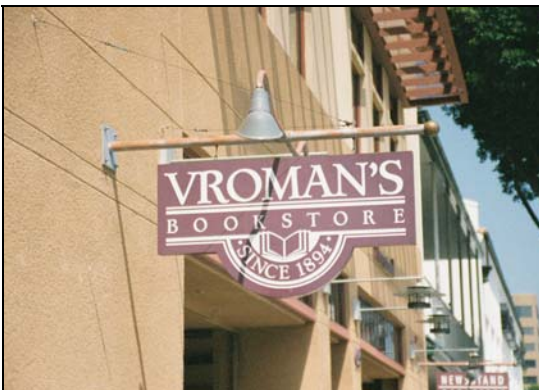
*Directional signs should match the design of the nearby buildings.*





**E.5 Wall-Mounted Signs**

- a. Each commercial/office building is allowed up to ½ square foot of wall sign per linear foot of building, facing most parallel to the street front and/or side or rear elevations facing I-10 or Haven Avenue not to exceed 250 square feet.
- b. Wall signs shall be placed to maintain building façade rhythm, scale, and proportion.
- c. All wall-mounted signs shall be constructed so as not to have exposed wiring, raceways, ballast, conduits, and transformers. All electrical service to sign lights shall be fully concealed.
- d. Wall-mounted signs shall not exceed the height of the building roofline or architecturally integrated parapet wall.
- e. The maximum height of a single-line parapet sign is 34 inches. The maximum height of a double-line parapet sign is 48 inches.
- f. For each multi-tenant building and for multiple building complexes including buildings without frontage on a public street, a customized signage program shall be submitted to and approved by the City to identify the individual tenants at their respective entries.
- g. The bottom of any wall-mounted sign shall not be lower than 8 feet from the ground.
- h. Wall-mounted signs shall not project more than 36 inches (3 feet) if the sign face exceeds 20 square feet. Wall-mounted signs shall project a maximum of 6 feet from the building façade if the sign face is less than 20 square feet, unless otherwise approved by the City of Ontario.
- i. Wall signs (including logos) may be located no closer than one-half tallest letter height to any window, door, columns, corner, mullion, or other significant architectural feature. Corner building logos may be allowed if appropriate and approved by the City of Ontario.



*The design of wall-mounted signs should be aesthetically attractive and relate to the business motif it represents.*

- j. All wall signs shall be channel letter design (minimum of ¾-inch thick).



- k. Business park tenant identification signs shall be calculated at ½-square foot sign area for each linear foot of frontage of the building on one street only. The maximum sign area is 200 square feet.
- l. No signs or supergraphics may be painted directly on building walls.
- m. Sign copy is limited to name of business and/or logo only. Subtitles and other copy are not allowed.

### ***E.6 CENTER IDENTIFICATION SIGN***

The Ontario Gateway is located at one of the gateways to the City of Ontario. To enhance the sense of arrival into the City, center identification signs shall be placed at the southeast and northeast corners of Guasti Road and Haven Avenue as shown in Figure 5.9 (Conceptual Project Identification Sign).

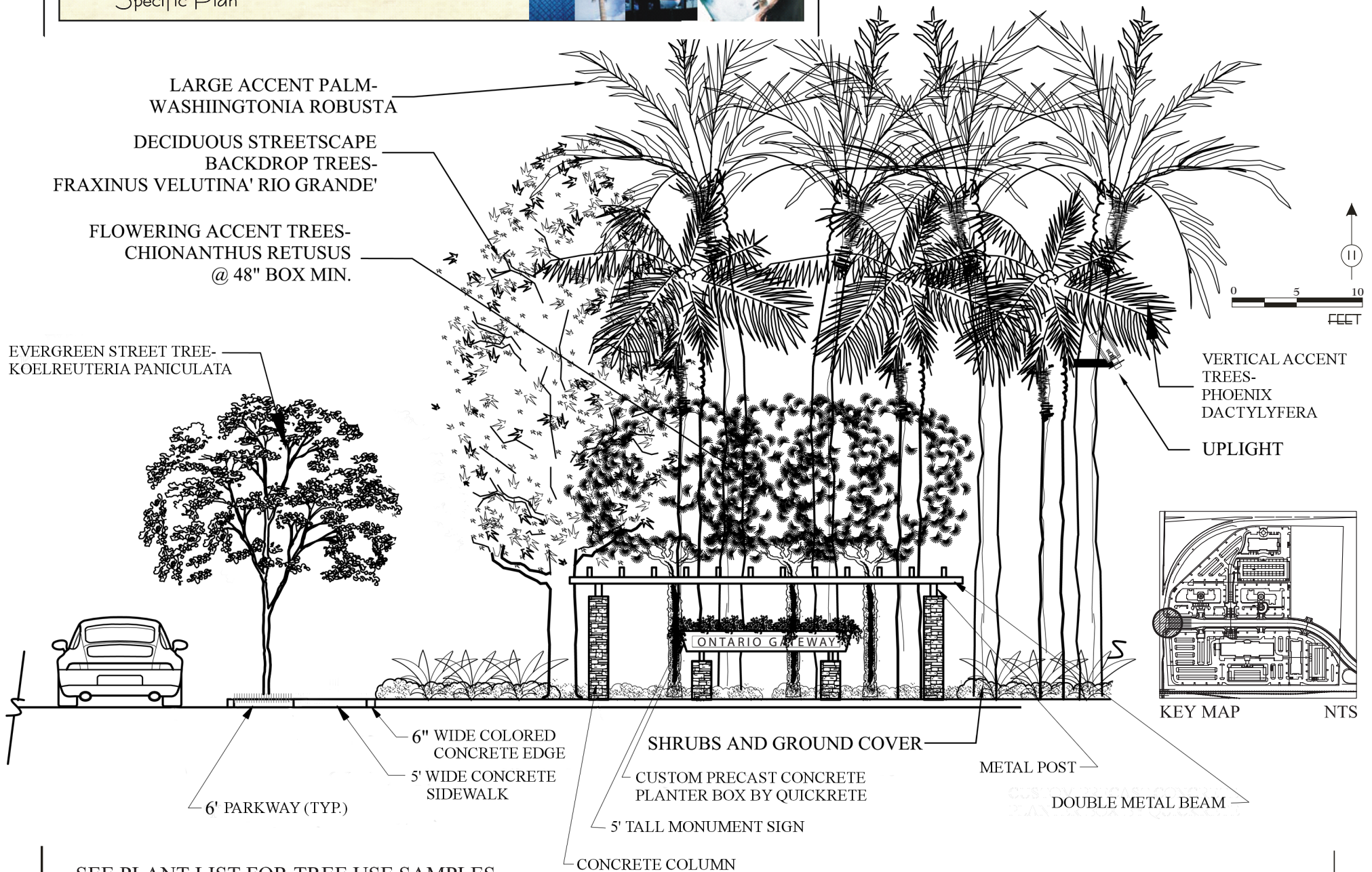
- a. The center identification signs shall be monument signs no taller than 7 feet in height with a maximum length of 20 feet. The total sign face area shall not be less than 60 square feet and no more than 120 square feet.
- b. The center identification sign is to be brick or other natural material with a cast concrete cap and capped end pilasters. The pilasters can extend above the monument sign a maximum of three feet. A metal trellis structure, 10 feet in height, further enhances the 7-foot high planter with signage.
- c. The letters shall be at least 18 inches in height.
- d. External illumination can be used to enhance the monument sign and adjusted so as not to impact areas adjacent to the sign.
- e. The monument sign shall be located at least 15 feet from the street property line, with a 10-foot metal trellis structure positioned over it.
- f. Landscaping shall be used to enhance the monument sign as shown in Figures 5.9 (Conceptual Project Identification Sign) and 5.10 (Primary Entry Statement).

### ***E.7 TEMPORARY SIGNS***

- a. Temporary signs are non-illuminated signs that identify or provide basic information about future facilities, for sale/for lease opportunities and construction activities, or for special events. No other temporary signs are permitted.

# ONTARIO GATEWAY

Specific Plan



SEE PLANT LIST FOR TREE USE SAMPLES

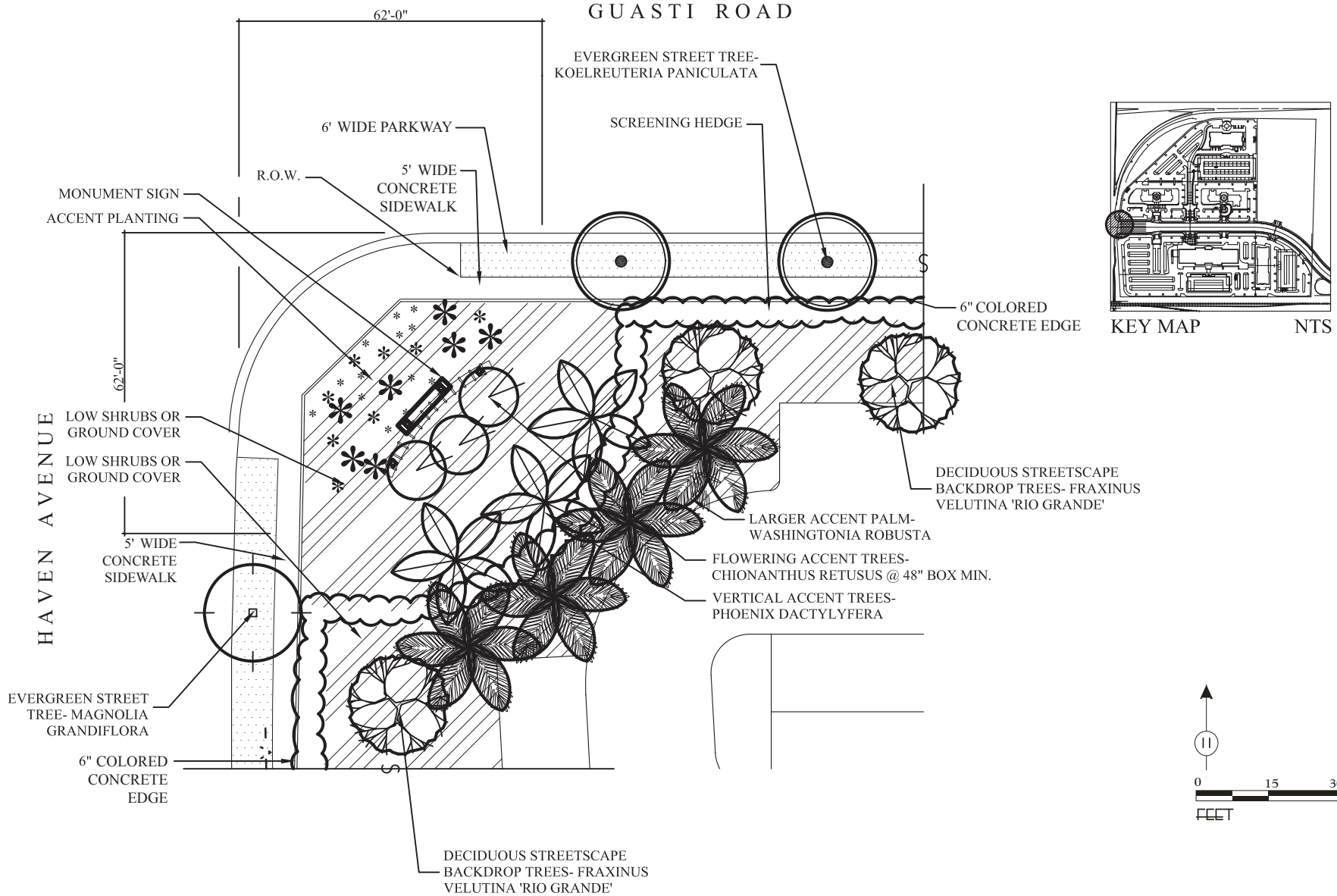
SOURCE: Emerald Landscaping & Design.

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Conceptual Project Identification Sign 5.9



# ONTARIO GATEWAY Specific Plan



SEE PLANT LIST FOR TREE USE SAMPLES

SOURCE: Emerald Landscaping & Design.

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Primary Entry Statement 5.10

## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



- b. No temporary signs, including panels, placards, or banners, are permitted on the exteriors of buildings, roofs, walls, or fences. Small temporary directional signs may be permitted. Small temporary "space available" stickers may be permitted on building entry doors at 5'-0" to center.
- c. Temporary signs are not permitted at intersection corners or within ten feet of the street curb.
- d. Special events shall be a maximum of ten time periods per year for the entire project site, with a separated time from the previous event by at least ten days. Each special event shall not exceed fourteen days. Special event temporary signs shall be limited to banners, and painted window signs.
  - 1. Banners may be installed for special events, limited to one banner per business and must be in good condition.
  - 2. Each tenant is responsible for the removal of all balloons, banners, and other temporary signs by the end of the last day of the event. All helium balloons must be removed by the end of the day in which balloons are put up. No helium balloons shall be cut loose to fly freely; all helium filled balloons as permitted by the sign program shall be discarded in a designated trash bin or receptacle.
  - 3. Window signs shall not exceed 25 percent of the window area or two hundred square feet, whichever is less.
- e. All tenants shall submit and receive approval from the City of Ontario for temporary signs.
- f. Signs providing sales, leasing, and construction information are allowed and shall follow the guidelines from the City of Ontario in Section 9-1.3130.

### **E.8 Sign Illumination**

- a. Illuminated signs shall be lighted only to the minimum level required for nighttime readability.
- b. Signs may be illuminated by a projected light (e.g., spotlight). The spotlight(s) shall be unobtrusive and in scale with the sign and structure.
- c. Individually illuminated letters, either internally illuminated or back-lighted solid letters (reverse channel) letters may be used instead of spotlighting.
- d. Whenever projection lighting is used (fluorescent or incandescent), the light source shall be properly shielded so as not to spill over into any public right-of-way.
- e. Exposed raceways shall not be used.
- f. The use of contrasting colors to attract attention, rather than high levels of illumination is preferred.





- g. Permanent ground signs may be externally illuminated with concealed, external, low-profile, floodlighting, or internally illuminated in a manner that lights only the lettering/copy, not the sign background. No other lighting is acceptable.
- h. No canister-type signs are permitted. Lighting mechanics shall be concealed as feasible so that they do not detract from sign aesthetics.
- i. All signs shall conform to the appropriate building and electrical codes and bear the U.L. label if illuminated. The owner/tenant and contractor shall be responsible for obtaining any and all permits required.

### ***E.9 Prohibited Signs***

The following signs are prohibited:

- a. Painted wall signs. Artistic murals on walls may be allowed with a maximum of one wall mural per building with the approval from the City of Ontario.
- b. Painted window signs may be allowed if appropriate and approved by the City of Ontario.
- c. Flashing, blinking, rotating or moving lights or any other illuminating device which has changing light intensity, brightness, or color, unless used in the following signs: freeway reader board sign, which may show time/temperature, a theater marquee sign, and auto dealer advertising.
- d. Visible three-dimensional moving parts by means of fluttering, rotating, or other movements.
- e. Reflecting devices.
- f. Signs that emit or generate sound, smoke, or similar material.
- g. Billboards.
- h. Roof signs.
- i. Paper signs and placards.
- j. Inflatable signs.
- k. A-frame (portable) signs, banners, balloons, kites, and pennants, unless used with a City-approved temporary sign display for limited-time special events.
- l. Signs which interfere with or conflict with any traffic control device, create a safety hazard by obstructing the clear view of pedestrian or vehicular traffic, project into the public right-of-way or interfere with efficient operations of emergency vehicles.



- m. Signs preventing free access to or from any fire escape, door, window or exit or access to any standpipe.
- n. Advertisements and signage on any streetscape element. Streetscape elements shall include:
  - Trees, rocks or other natural feature;
  - Street furniture (benches, trash receptacles, and lighting);
  - Landscaping and planters;
  - Decorative paving;
  - Sculptures/artwork; and
  - Bus shelters.
- o. The use of internally illuminated cabinet signs, or cabinet signs with translucent or transparent backgrounds.
- p. Off-site signs may be allowed with the approval from the City of Ontario.

## **F. Bus Shelter**

Bus stop design and provision of bus stop amenities that enhance security and comfort play a significant role in the decision to use mass transit. Passenger amenities are provided to improve comfort and the relative attractiveness of transit as an alternative means of transportation. A number of factors are taken into account to determine where to install passenger amenities including the following:

- Average daily boardings;
- Proximity to major trip generators;
- Passenger transfer activity;
- Planned neighborhood improvements;
- Transit corridor marketing efforts;
- Equity among communities in the County;
- Proximity to other nearby sheltered areas; and
- Customer and community requests.

The most common passenger amenity provided at a bus stop is the shelter structure. Shelters are installed primarily to provide weather protection and seating for waiting passengers. As noted previously, bus service would be provided to the project site by Omnitrans; therefore, the design guidelines developed by Omnitrans are used in the development of the shelter guidelines provided herein.

## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



The design factors for bus shelters for the proposed project shall include the following:

- Strength and durability of structure and materials;
- Resistance of materials and paint treatments to weather conditions, graffiti, cutting, fire, and other forms of vandalism;
- Attention to potential greenhouse effect of roof design during hot weather;



*Bus shelter features.*

- Existence of, or provision of external lighting in the area, and provision of internal lighting for the shelter;
- Appropriateness of the design to the neighborhood;
- Required dimensions of the concrete pad to ensure wheelchair accessibility;
- Accommodation of trash can and newspaper boxes within the location design;
- Easy maintenance of the shelter and other amenities;
- Communications conduits for future use;

## ONTARIO GATEWAY SPECIFIC PLAN *V DESIGN GUIDELINES*



- Semi-transparent enclosure that allows a Coach Operator to see inside the shelter; and
- Wheelchair marking/placard that indicates the space underneath the shelter dedicated for wheelchairs.

Further, the following design and placement criteria from Omnitrans' Bus Stop Design Guidelines will assist in the provision of bus shelters:

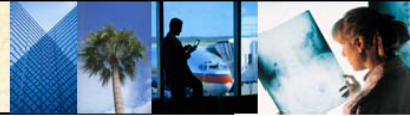
- Shelters should not be placed such that they block sight distance at intersections or driveways. This can normally be accomplished by placing the shelter more than 25 feet from the beginning or end of curb return of an intersection or driveway.
- Minimum overhead canopy of 72 square feet with a minimum width of 6 feet is desired.
- Minimum 7.5 feet clearance between underside of roof and sidewalk surface is desired.
- Minimum two feet clearance between overhead canopy and curb face is required.
- Shelter canopy should be waterproof with provisions for drainage away from waiting passengers and boarding area.
- Shelter should have owner's name and 24-hour telephone number displayed for emergency purposes.
- Seating for at least four people located under the shelter canopy is desired.
- A minimum space of 30 inches by 48 inches of clear floor space for people in wheelchairs is required within the shelter per ADA regulations.
- For passenger comfort and convenience, a lighting level of 2–5 foot-candles is required throughout the shelter.

### **G. Walls and Fences**

#### ***G.1 GENERAL STANDARDS AND GUIDELINES***

- a. Walls and fences shall be constructed of materials, colors, and textures that are similar to and harmonious with the architecture of the buildings. Appropriate materials include brick, stone, rock, tubular steel, architectural concrete, stucco pilasters with caps, and wrought iron.
- b. Fences and garden walls located in the front setbacks shall have a maximum height of 36 inches. Side and rear fences may be up to 6 feet in height, or as required by the Development Advisory Board in response to sightline analysis drawings.

# ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



- c. In such cases where walls are utilized, as part of the building design or otherwise, the horizontal and vertical plan of the wall shall be staggered to provide relief and prevent monotony in design. Pilasters shall be provided at regular intervals. Walls shall have climbing plants or anti-graffiti elements such as anti-graffiti paint to prevent walls from being vandalized. The Development Advisory Board may additionally require the use of architectural elements such as raised planters, trellises, and other devices to relieve long expanses of screen walls. It is the intent of this plan that loading areas be located in side and rear yards of buildings whenever practical, such that the need for such elaborate screening walls may be diminished.
- d. Smooth or texture-formed concrete walls may be painted with colors approved by the Development Advisory Board.
- e. Walls and fences within individual building areas shall be uniform in terms of material, color, and texture.
- f. Temporary chain link fencing may be erected during construction, provided all vertical poles are capped to avoid the mounting of illegal signs.
- g. Each Planning area will construct perimeter fencing at the time of development.

## H. SITE LIGHTING

### H.1 GENERAL STANDARDS AND GUIDELINES

Public lighting refers primarily to streetlights along public streets. Streetlights shall conform, both in type and location, to the Standards of the City of Ontario at the time of installation. Costs for the maintenance of and energy used in the public street lighting will be paid through annexation to the applicable lighting district as approved by the City.

The following section addresses illumination of on-site areas for purposes of safety, security, and nighttime ambience, including lighting for parking areas, pedestrian walkways, architectural and landscape features, shipping and loading areas, and any additional exterior areas. Table 5.D provides a Summary of Lighting Design Criteria.

**TABLE 5.D: SUMMARY OF LIGHTING DESIGN CRITERIA**

Use	Light Levels*	Uniformity Range	Distribution	Light Source
Roadways	0.4	20:1	Full Cutoff	Metal halide, induction
Roundabout	0.5	15:1	Full Cutoff	Metal halide, induction
Pedestrian walkways	0.5	10:1 Primary 15:1 Secondary	Full Cutoff or Cutoff	Metal halide, induction



# ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



**Table 5.D: Summary of Lighting Design Criteria**

Use	Light Levels*	Uniformity Range	Distribution	Light Source
Plazas	0.5	15:1	Full Cutoff or Cutoff	Metal halide, induction
Entries	1.0	15:1	Full Cutoff, cutoff, or semi-cutoff	Metal halide, compact fluorescent, LED, induction
Landscape			Shielded	Metal halide, compact fluorescent

\* Average foot-candles

- a. A comprehensive lighting plan shall be prepared and approved in conjunction with the site plans submitted for approval to the DAB. In addition, all plans shall be reviewed and approved by the Ontario Police Department.
- b. Exterior lighting should be located and designed to minimize direct glare beyond the parking lot, service area, or other intended area to be lighted.
  1. Lighting standards less than 25 feet in height are encouraged throughout the sites, and should illuminate all sidewalks and connecting walkways.
  2. The design of the lighting fixtures shall be consistent throughout individual planning areas, and shall be compatible with the architectural style of the building within each development.
- c. Lighting sources shall be shielded, diffused, or indirect in order to avoid glare to pedestrians and motorists. Lighting fixtures should be selected and located to confine the area of illumination to within the site boundaries.
- d. Pedestrian paths should be lighted by pole, uplighting, or bollard-type fixtures that are in scale with the pedestrian, typically no more than 16 feet for pole lights or 3 feet in height for bollards. All lighting fixtures shall be designed to be vandal-resistant.
- e. Lighting design should place an emphasis on lighting for the users of buildings as well as enhancing the architectural features. This approach shall provide user-friendly interior and exterior schemes with the main consideration being the aesthetic effect of the lighting design.
- f. Landscaped areas may be illuminated by bollard-type fixtures and by ground-mounted up-lights into trees. Uplights on entry accent palms are allowed, as illustrated in Figure 5.8 (Conceptual Project Identification Sign).

## ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES

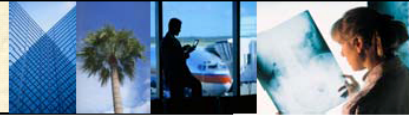


- g. All parking areas should have photocell-operated lighting which maintains one foot candle from sunset to sunrise.
- h. Floodlighting and intense lighting of expansive areas is to be avoided.
- i. Night lighting and security lighting shall be sensitively designed to ensure that no off-site glare is directed to neighboring parcels and that the overall intensity of the site lighting is not excessive. The use of excessive nighttime security lighting is discouraged. Other security measures should instead be considered.
  - 1. Supplied lighting fixtures for automobile display lot lighting shall use vertically lamped lighting fixtures with state-of-the-art reflector systems to place the light exactly where it is needed. All "for sale" display cars shall be illuminated to the point where the customer can read the sticker and determine the color of the car. Floodlights, shoeboxes, and hi-liters are now considered obsolete and are not allowed.
  - 2. Auto dealers may employ high intensity lighting levels for the front row display with a maximum of ten (10) lumens, and then decreasing light levels toward the back of the planning area.
  - 3. Downward-directed building illumination placed below the horizontal building line helps reduce glare and adds an aura of class to the façade.
- j. Lighting provided by wall packs is strictly prohibited.
- k. Searchlights or moving lights directed skyward designed to attract attention are prohibited.

### **H.2 Specific Design Guidelines**

- a. Locate street lights between street trees so that the tree canopy does not interfere with illumination coverage. Average distance of shade trees from streetlights is 40 feet on center and 15 feet on center for smaller ornamental trees.
- b. There should be no sky globe effect or light spillage onto other properties.
- c. Building signs illuminated above or below by spotlights are permitted.
- d. Flashing or blinking lights are not permitted.
- e. Freestanding lighting styles shall be post, column, or double column.

# ONTARIO GATEWAY SPECIFIC PLAN DESIGN GUIDELINES



Examples of lighting that are acceptable for the project site.



More examples of lighting that are acceptable for the project site.

## I. "GREEN" Building STANDARDS

The Haven Airport Specific Plan encourages the use and implementation of cutting-edge environmental standards in the creation of new buildings and other construction within the planning area. The approach is to follow the Leadership in Energy/Environmental Design (LEED) standards. Green standards and LEED standards are approaches to new construction and renovation that emphasize attention to individuals' health while in the buildings, high performance standards for the buildings' HVAC systems, and techniques to use other strategies to add to the appearance of individual buildings and planning areas in general. Concepts to be considered in the planning area include:

# ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



- Uniform lighting;
- Rooftop gardens;
- Use of energy-efficient materials; and
- Recycling of building materials/products.

By adopting LEED standards, building owners/developers can save money on heating and cooling costs and become eligible for various grants and tax credits. In addition, the City of Ontario may provide other incentives for reaching various milestones of LEED standards. The following are a few of the many green standards that are highly encouraged to be used in the planning area.

## ***1.1 Uniform Lighting***

**Intent:** Reduce the need for excessive lighting and electrical usage while still maintaining illumination levels necessary for the safety of the public, employees, and property.

**Goals:** Evaluate planned and existing exterior lighting systems and identify non-critical lighting. Clearly label all switching devices to save time and help employees identify which lights should be shut-off at specific times.

Use only energy-efficient lamp technologies wherever possible. Examples include metal halide, induction lamps, high-pressure sodium, and linear and compact fluorescent sources. Avoid using fluorescent sources that are not suited for low-temperature operation in cold climate zones. Avoid using mercury vapor lighting systems. Incandescent sources should be avoided unless they are integrated with a control mechanism that significantly limits the time that they operate.

Use the Illuminating Engineering Society of North America (IESNA) recommended light level ranges. Use the lower recommended values in order to lower energy usage while staying within recommended values. Abnormally bright lights can create glare and deep shadows, which can make seeing difficult. Illumination ratios between areas should be minimal (e.g., less than 10:1).

Locate outdoor lighting where it is needed. For example, locate outdoor lighting below tree canopies, not above.

## ***1.2 Rooftop Gardens***

**Intent:** Increase access to private outdoor green space within the urban environment.

**Goals:** Support urban food production, improve air quality and reduce CO<sub>2</sub> emissions, delay stormwater runoff, increase habitat for birds, insulate





buildings, and increase the value of buildings for owners and tenants alike.

Create job opportunities in the field of research, design, construction, landscaping/gardening, health, and food production.

### ***1.3 Use of Energy-Efficient Materials (Wood)***

**Intent:** Encourage environmentally responsible forest management.

**Goals:** Specify products certified in accordance with the Forest Stewardship Council's Principles and Criteria for a minimum of 50 percent of the total value of all wood-based materials and products used in the project.

### ***1.4 Recycling of Building Materials/Products***

#### **Storage and Collection of Recyclables**

**Intent:** Reduce solid waste disposal in landfills and incinerators through reduction, reuse, recycling, and composting.

**Goals:** Establish a collection system and controlled areas serving each entire building dedicated to the separation, storage, and collection of materials for recycling including (at a minimum) newsprint, paper, corrugated cardboard, glass, plastics, metals, fluorescent lamps (tube, compact fluorescent and HID), and batteries.

#### **Recycled Content**

**Intent:** Increase demand for building products that use recycled content materials, reducing impacts from extraction and processing of virgin materials.

**Goals:** Specify materials with recycled content such that the sum of post-consumer recycled content plus half the post-industrial recycled content constitutes at least 10 percent of the total monetary value of the materials in the project.

Specify an additional 10 percent (total 20% or greater) of the total monetary value of the materials in the project.

### ***1.5 Environmental Best Practices for Medical Facilities***

Hazardous medical and infectious wastes often constitute only 15 percent of a hospital's total waste generation. The remaining 85 percent of a hospital's waste, which is considered to be non-hazardous solid waste, is similar to a combination of wastes from hotels, restaurants, and other institutions providing lodging, food services, data processing, administration, and facility operations. By implementing effective solid waste reduction and recycling programs, hospitals can significantly reduce their solid waste streams.



## ONTARIO GATEWAY SPECIFIC PLAN V DESIGN GUIDELINES



The following programs are encouraged to be implemented to allow a medical facility to reduce its solid waste stream, including paper material (including cardboard), plastics, and food waste.

- a. **Reusable Totes: Cardboard Pollution Solution.** Cardboard and other paper materials represent almost half of a typical hospital's solid waste stream. A healthcare facility can decrease cardboard and packing material use by implementing reusable totes for internal distribution of supplies. The cost-effectiveness of using reusable totes varies among hospitals and greatly depends on the structure of the healthcare organization. The reusable totes are most cost-effective when they replace a constant cardboard need, such as when a health care system has a central distribution center and uses new cardboard boxes to distribute materials to satellite locations. However, the scale of a reusable tote program can be tailored to meet the needs of the organization; even on a small scale, reusable totes may be a cost-effective alternative for replacing a constant cardboard need.
- b. **Blue Sterile Wrap and Plastic Film Recycling.** Recycling blue sterile wrap and plastic can significantly reduce the amount of plastic disposed of as solid waste. For example, the Nightingale Institute for Health and the Environment estimated that approximately 19 percent of the waste stream generated by surgical services is blue sterile wrap. Blue sterile wrap is not reusable, as the material does not withstand the sterilization process between uses. A few key requirements must be met to make a recycling program practical:
  - Identify a local market for polypropylene or #5 plastics.
  - Establish a low-cost collection and transport system.
  - Generate a significant quantity to warrant vendor cooperation.
  - These requirements are dependent on other factors as well, such as distance to a regional recycler and proximity to other healthcare facilities that are also recycling blue wrap and other plastic films.



## **CHAPTER VI: ADMINISTRATION & INFRASTRUCTURE DEVELOPMENT**

### **A. ADMINISTRATION**

The preceding chapters of the Ontario Gateway Specific Plan have established permitted uses, building intensities, circulation plans, technical master plans for services, and other development standards and guidelines. Subsequent to approval of the Specific Plan, implementation will entail the review of various project-wide plans, as well as individual development projects. To ensure compliance with all applicable development standards contained in the Ontario Gateway Specific Plan; applicable provisions of Title 10 of the City of Ontario Codes; and such applicable standards as may be adopted by the City of Ontario from time to time, all proposed development within the Specific Plan area shall be subject to review and approval by the City of Ontario Planning Department in accordance with the provisions of this Specific Plan and the City of Ontario Zoning Code.

### **B. SUBSTANTIAL CONFORMANCE**

The purpose of the Substantial Conformance provision is to provide an administrative mechanism by which minor modifications to literal application of the Specific Plan or design departures from specific standards herein may be permitted without amendment of the Specific Plan, provided that such departures do not result in significant impacts and are consistent with the intent and basic objectives of the Specific Plan. The ability to permit minor modifications to the Specific Plan via the Substantial Conformance provision allows for reasonable flexibility while maintaining the structure and intent of the Specific Plan, including protection against significant impacts to adjacent property owners. Substantial Conformance may include, but is not limited to, modifications necessary to comply with Final Conditions of Approval or modifications affecting infrastructure, public services and facilities, landscape material, and other issues except those affecting project financing and development regulations. Except as otherwise provided below, Substantial Conformance shall not include significant modifications to the basic design of the project.

#### **B.1 GUIDELINES FOR DETERMINATION OF SUBSTANTIAL CONFORMANCE**

Determination of Substantial Conformance shall be made by the City of Ontario Zoning Administrator (ZA).

- a. **Permitted Planning Area Uses.** Planning area uses not listed as permitted in Chapter 2.0 of this Specific Plan may be permitted, subject to a



- determination of Substantial Conformance, based on the following findings:
1. The proposed use is compatible with the permitted uses of the buildings in the Specific Plan;
  2. The proposed use will not create any significant environmental impacts that were not previously addressed in the environmental document approved for the Ontario Gateway Specific Plan;
  3. The proposed use will not substantially increase the severity of any significant environmental impacts that were previously addressed in the environmental document approved for the Ontario Gateway Specific Plan; and
  4. The proposed use is similar to, and no more objectionable than the permitted uses of the planning areas in the Specific Plan.
- b. **Development Intensity.** The anticipated intensity of development within the Ontario Gateway Specific Plan is identified in Table 2.A (Potential Land Use Concept by Planning Area). The development intensity of any particular planning area may be exceeded under the Substantial Conformance provisions of the Specific Plan provided that the overall development intensity of the Ontario Gateway Specific Plan is not exceeded, and that the exceedance of the development intensity for the particular planning area will not result in impacts greater than those anticipated in the adopted environmental document prepared for the Specific Plan.
- c. **Infrastructure.** Modifications to the alignment of roads, creation of local public and/or private streets, and/or adjustments to individual infrastructure facilities such as drainage, sewer, and water are subject to approval by the City Engineer.
- d. **Landscaping.** Revisions to the Plant Palette provided in Chapter V (Design Guidelines) may be approved by the DAB.
- e. **Building Use Approvals.** Specific provisions of building use approvals, architectural details; building size, height, bulk, and orientation; parking lot layout; and other site plan details may be revised utilizing Substantial Conformance provisions. In making such a determination, the DAB shall be required to find that the revisions requested under Substantial Conformance are consistent with the provisions of the Specific Plan, and do not create impacts which were not recognized and addressed in the original approval.

### **C. Specific Plan Amendment**

An amendment to the Specific Plan will require review by the City of Ontario Development Advisory Board and Planning Commission, and review and



approval by the City Council. Such amendments are governed by the California Government Code, Section 65500, and require an application and fee to be submitted to the City of Ontario Planning Department. It is anticipated that Caltrans will be selling its right-of-way located in the far northwest area of the Specific Plan. The Caltrans right-of-way area is considered not a part of the Specific Plan for any development requirements, although it is included within the boundaries of the Plan. If the Caltrans right-of-way is sold, a Specific Plan amendment would be necessary to include the development standards for this area of land.

#### **D. SITE DEVELOPMENT PLANS, SUBDIVISIONS, AND ENVIRONMENTAL REVIEW**

The Specific Plan shall be implemented through Development Plan Review. The purpose of this review is:

- a. To ensure consistency with the Specific Plan, the General Plan, and implementing ordinances.
- b. To promote high standards of site and building design.
- c. To adapt to specific or special development conditions that may occur from time to time, while continuing to implement the Specific Plan and conform to the General Plan and implementing ordinances.
- d. To facilitate complete documentation of land use entitlements and conditions pertinent thereto.
- e. To adapt to substantial changes that may occur with respect to the circumstances under which the project is undertaken.

Following are the required approvals:

- **Ontario Gateway Specific Plan Submittal Package.** Any proposed development or subdivision of any parcel or the construction of any public improvement within the Ontario Gateway Specific Plan area must be approved by the City and shall be consistent with all City subdivision ordinances and the Subdivisions Map Act.
- **Development Site Plans.** Site development plans shall be subject to review and approval by the City of Ontario DAB and/or Planning Commission.

#### **E. MITIGATION OF POTENTIAL ENVIRONMENTAL IMPACTS**

An Environmental Impact Report (EIR) for the Ontario Gateway Specific Plan is found under separate cover and is on file with the City of Ontario Planning Department. Mitigation measures for the Specific Plan are included in this document, along with the Mitigation Monitoring Program adopted for the project.



## **F. FINANCING AND MAINTENANCE OF IMPROVEMENTS**

Public improvements within and adjacent to the Specific Plan site may be privately and publicly financed through a Development Agreement. Upon completion of the public improvements and acceptance by the City, the maintenance of public improvements (travel lanes, curbs, sidewalks, etc.) will be the responsibility of the City and public utilities will be maintained by the appropriate Public Utility Company. Public infrastructure lines (i.e., water, sanitary sewer, and storm drain lines) within public easements on private property shall also be maintained by the City. The anticipated public improvements related to the Specific Plan are described in the Circulation and Infrastructure chapters of this Plan.

A property owners' association or maintenance district shall be formed, as necessary, for the maintenance of certain common improvements including but not limited to the maintenance of Haven Avenue landscaping, street lighting facilities, master storm drain system, internal project public street landscaping, and project entries. The property owners' association shall follow maintenance standards for the buildings and grounds of the site in a manner that complies with both the Ontario Property Appearance Ordinance and the conditions of approval set forth by all City departments and agencies.

The construction of all utility company facilities on public lands shall be privately financed. Upon the completion of construction and acceptance by the utility company, such facilities shall be maintained by the utility company per applicable licenses and agreements.

Improvements of all private circulation systems, private utility lines, and other development on private lands shall be privately financed. The maintenance of all private improvements shall be the responsibility of the property owner. The financing of the private easement to Office Planning Area 1 will be through a joint agreement between the affected property owners. The easement agreement shall be a condition of the sale of the affected parcels.

## **G. DEVELOPMENT AND INFRASTRUCTURE SEQUENCING**

Ontario Gateway Specific Plan is anticipated to be developed over a five-year time frame. In order to provide the requisite flexibility for successful project development while ensuring ongoing adequacy of project infrastructure, the backbone infrastructure facilities (roadways, water, sewer, drainage, etc.) that will serve the project site will be constructed prior to the completion of any on-site building. Individual building infrastructure connections will be the responsibility of the individual developments.





City of Ontario  
Planning Department  
303 East B Street  
Ontario, California 91764  
Phone: 909.395.2036  
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*Planning Department  
Land Development Division  
Conditions of Approval*

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**Meeting Date:** July 23, 2019

**File No:** PSPA18-010

**Related File:** PDEV18-039

**Project Description:** An Amendment to the Ontario Gateway Specific Plan (File No. PSPA18-010) to: 1) change the land use designation for 3.9 acres of land from Office to Mixed-Use and; 2) reduce the rear parking/landscape setback adjacent to the railroad tracks from 20-feet to 10-feet. The project is located along the southeast corner of Haven Avenue and Guasti Road (APN: 210-212-57); **submitted by Prime A Investments, LLC.**

**Prepared By:** Luis E. Batres, Senior Planner  
Phone: 909.395.2431 (direct)  
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 Specific Plan/Specific Plan Amendment.** The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan Amendment:

(a) Any revisions and or corrections required by any of the other DAB departments shall be incorporated on to the final revised document.

(b) Ten copies of the final Specific Plan document with no redlines;

(c) One complete, unbound copy of the final Specific Plan document with no redlines;

(d) One CD or USB containing a complete Microsoft Word copy of the final Specific Plan document with no redlines, including all required revisions;

(e) Five CDs or USB's, each containing a complete PDF copy of the final Specific Plan document with no redlines, including all required revisions; and

(f) One CD or USB containing a complete electronic website version of the final Specific Plan document with no redlines, including all required revisions.

## **2.2**     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 project is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

**(ii)**    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.

**(iii)**   This site may be part of a Landscape Maintenance District. The owner(s) will be assessed through their property taxes for the continuing maintenance of the district.

## **2.3**     Environmental Review.

**(a)**     The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001. 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. 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. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

## **2.4**     Additional Fees.

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

**(b)**     Project approval and permits being issued are subject to the approval and adoption of the Specific Plan Amendment (File No. PSPA18-010) by the City Council.



**PLANNING COMMISSION  
STAFF REPORT**  
July 23, 2019

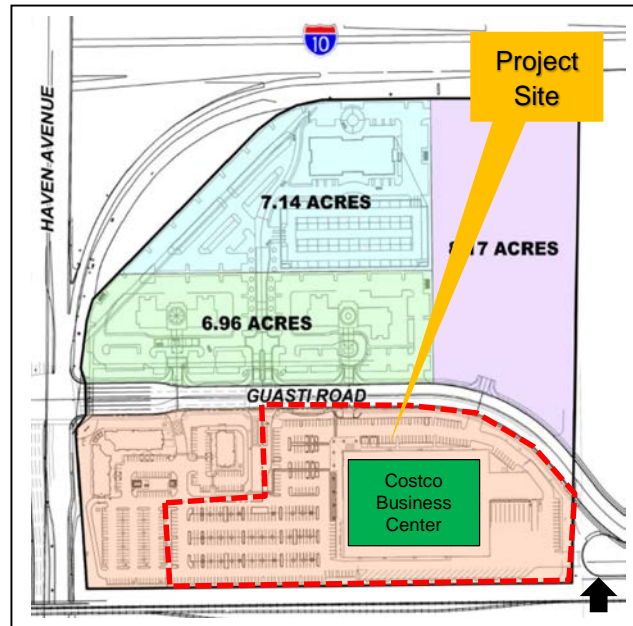
**FILE NO.:** PDEV18-039

**SUBJECT:** A Development Plan (File No. PDEV18-039) to construct a 136,342-square foot, single-story, retail building (Costco Business Center) on 10.9 acres of land located on the south side of Guasti Road; approximately 500 feet east of Haven Avenue, within the Mixed Use land use district of the Ontario Gateway Specific Plan; (APNs: 210-212-56 & 210-212-57) **submitted by Prime A Investments, LLC.**

**PROPERTY OWNER:** Prime A Investments, LLC.

**RECOMMENDED ACTION:** That the Planning Commission consider and approve File No. PDEV18-039, 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 10.9 acres of land located on the south side of Guasti Road, approximately 500 feet east of Haven Avenue, within the Mixed Use land use district of the Ontario Gateway Specific Plan, and is depicted in Figure 1: Project Location, below. The site is relatively flat, with a gentle north to south slope of just over one percent. The properties to the north of the project site are developed with an existing Fletcher Jones Mercedes Benz auto dealer and an Embassy Suites hotel, which are located within the Entertainment and Auto land use districts of the Ontario Gateway Specific Plan. The properties to the south are developed with a Park-N-Fly airport parking lot and an existing industrial warehouse, and are located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is vacant, and is located within the Mixed



**Figure 1: Project Location**

Case Planner:	Luis E. Batres
Planning Director Approval:	
Submittal Date:	12-20-18

Hearing Body	Date	Decision	Action
DAB	7-15-19	Approved	Recommend
PC	7-23-19		Final
CC			

Use land use district of the Ontario Gateway Specific Plan. The property to the east is located within the IL (Light Industrial) zoning district and it is developed with an industrial trucking operation.

**PROJECT ANALYSIS:**

[1] Background — The applicant is requesting approval to construct a 136,342 square foot single story retail building (Costco Business Center) on the above-described project site. Costco Business Centers are unique to the traditional Costco Warehouse and are a growing part of the Costco experience. The services provided at Costco Business Centers are tailored toward corporate and small business needs, as opposed to typical retail customers or general Costco Warehouse members. Costco Business Centers focus on providing large quantity packaging of business goods and food services for small companies and restaurants, whereas the typical Costco Warehouse serves individual members and their families. Departments such as hearing aids, optical, pharmacy and tire service centers are unique to the Costco Warehouse, and are not provided at Costco Business Centers. In addition, Costco Business Centers have a higher average sales amount per transaction in comparison to the traditional Costco Warehouse.

Due to the clientele served, Costco Business Centers provide two services: a walk-in and an on-line or phone order and delivery of the same merchandise. On average, 45 to 50 percent of the sales at a Costco Business Center consist of on-line orders and delivery services. This means that members never travel to the store and, therefore, do not add trips to the surrounding road system. Typically, up to 30 Costco delivery trucks can be stored at a Business Centers to fulfill member orders. Twenty-six trucks will be stored at the proposed Ontario store.

The business hours of the proposed Costco Business Center, as compared to a typical Costco Warehouse, are as follows:

<i>Day of Week</i>	<i>Ontario Business Center Phone Order/Delivery</i>	<i>Ontario Business Center Walk-In</i>	<i>Costco Warehouse Walk-In</i>	<i>Comments</i>
Monday to Friday:	7 am to 6 pm	7 am to 6 pm	10 am to 8:30 pm	Opens and closes later
Saturday:	8 am to 5 pm	7 am to 4 pm	9:30 am to 6 pm	Opens and closes later
Sunday:	Closed	Closed	10 am to 6 pm	Business Center not open

On July 15, 2019, the Development Advisory Board reviewed the subject application and recommended that the Planning Commission approve the proposed project, subject to departmental conditions of approval included with this report.

[2] Site Design/Building Layout —The proposed project has been designed in conformance with the development regulations, standards and design guidelines of the Mixed Use land use district of the Ontario Gateway Specific Plan. The building has been designed with the front entrance oriented northwest, toward the Guasti Road frontage. Additionally, a truck court with 8 loading docks and 26 trailer parking spaces is proposed at the rear of the building, facing the Southern Pacific Railroad right-of-way. The truck court will be secured with a 10-foot tall chain link fence placed along the south property line and an 8-foot tall decorative masonry screen wall along the west side of the trailer parking area and along the Guasti Road street frontage. Vehicular access into the truck court will be secured by decorative metal gates with a view-obscuring metal mesh.

Customer parking is located along the north and west sides of the building. In addition, several shopping cart corrals, which will be designed pursuant to Development Code Requirements (Section 6.11.060), have been incorporated into the site design and are strategically located along the north and west parking lot areas (see Exhibit B: Site Plan & Exhibit C: Floor Plan, attached). To ensure that shopping carts are not removed from the project site, pursuant to Development Code requirements (Section 6.11.020.B), the project is required to provide an electronic barrier system at the perimeter of the business site, which when crossed by a shopping cart, will disable the cart.

[3] Site Access/Circulation —The circulation plan for the Ontario Gateway Specific Plan reinforces the goal of moving vehicles and pedestrians safely and efficiently through and around the project. The project has been designed to provide three points of vehicular access. Two access points will be provided on Guasti Road, and the third will be located at the end of the cul-de-sac located on the east side of the proposed building. Access on to the Guasti Road cul-de-sac will direct truck traffic east, to Milliken Avenue, and keep trucks off Haven Avenue. This access point will be restricted to use only by Costco, for truck ingress and egress. Costco will share the cost of completing all the improvements to the shared driveway located along the northwest portion of the site. The shared driveway will serve as the primary public access point from Guasti Road, as it will be signalized. Pedestrian access from Guasti Road will be provided by a 7-foot wide decorative sidewalk. The proposed development will have reciprocal access and shared parking with a retail commercial development that is planned to be developed immediately to the west, on the adjoining 4.29-acre vacant site. The proposed 19,000-square foot retail commercial development next door will feature two multi-tenant buildings and one stand-alone restaurant with drive-thru (see Exhibit B: Site Plan, attached).

[4] Parking —The Development Code's off-street parking and loading provisions require the project provide 535 parking spaces and 2 loading spaces. The project proposes 402 parking spaces and 26 trailer parking spaces. The Ontario Development Code (Section 6.03.020.B), allows for reduction in the number of parking spaces required, if it can be demonstrated that the proposed land use will not utilize the required number of spaces due to the nature of the specific land use. Therefore, the applicant is requesting the Planning Commission grant a parking reduction for the project, based upon the low parking demand for the proposed use. A Parking Study (Kittelsohn & Associates, Inc.),



comparing the proposed Costco Business Center to other operating Costco Business Centers, was completed. The Parking Study demonstrated that the proposed Costco Business Center operation will have a lesser parking demand due to trip generation, than otherwise required by the Development Code. This was based on the restrictive customer base, specific services offered, and more selective operational hours than the traditional Costco discount club. The Parking Study concluded that the proposed use only requires 3-parking spaces per 1,000 square feet, and not the 4 parking spaces per 1,000 square feet that the Development Code requires, which results in a difference of 133 parking spaces, as shown below:

<b>Parking Summary Table</b>		
	<i>Parking Ratio Required</i>	<i>Parking Spaces Required</i>
Parking Study:	3 spaces per 1,000 SF	402
Code Parking Requirement:	4 spaces per 1,000 SF	535
<b>Parking Difference:</b>		<b>-133</b>

Upon review of the Parking Study, staff is in support of the requested reduction in parking. In the event that it is determined that the building occupant requires additional parking, the trailer parking area at the rear of the building can be modified to provide additional parking.

[5] Architecture —The proposed development exemplifies the type of high quality architecture prescribed by the Ontario Gateway Specific Plan and the Ontario Development Code. Staff worked with the applicant to design a project that will complement the surrounding developments in terms of scale, style, form, and colors (see Figure 1: Entry Perspectives & Figure 2: Northeast Perspective and Exhibit D: Building Elevations).



**Figure 1: Entry Perspective**



**Figure 2: Northeast Perspective**

The contemporary architectural style proposed for the project is in keeping with the City's high standards for new development. The project will feature the following:

- A focal tower element on the buildings front main entry, facing the street and front parking lot area;
- Articulation in building footprint, incorporating a combination of recessed and popped-out wall areas;
- Articulation in the building's parapet/roof line that serves to accentuate and break up large expanses of building walls;
- Variation in materials (perforated metal panels, vertical ribbed metal panels, insulated metal panels, concrete walls, metal, honed stack bonded CMU);
- Incorporation of a Honed Stack Bonded CMU finish along the base of the Costco entry area, as well as within the base of the main tower columns;
- Decorative metal canopies at key locations along the west and north elevations;
- Variation in color; and
- Internally illuminated perforated metal panels

[6] Landscaping —The Ontario Gateway Specific Plan requires the project to provide a minimum 13 percent landscape coverage. The project proposes 13.5 percent landscape coverage, exceeding the minimum requirement. Landscaping will be provided in the form of a 14-foot landscape setback along Guasti Road, a 30-foot landscape setback along the east property line, a 10-foot landscape setback along the south property line, and a 15-foot landscape setback along the west property line. In addition, extensive landscaping in the form of ground cover, shrubs, and trees will be provided along the interior of the development to further enhance the project. Decorative paving has also been

incorporated on all Guasti Road entry driveways and key pedestrian paths, to further enhance the project (see Exhibit: E Landscape Plan, attached).

[7] Signage — The project is not proposing any signage at this time. However, all new signage shall comply with the requirements of the Development Code and Specific Plan, and are required to be reviewed and approved by the Planning Department prior to permit issuance.

[8] Utilities (drainage, sewer) — 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, bio treatment, and evapotranspiration. The PWQMP proposes underground chambers designed to accept runoff from building roofs, parking lots and project roadways. The proposed underground chambers will be located within the rear truck yard area.

**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:

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

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.

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

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.

**Community Economics Element:**

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

▪ 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.

➤ S4-5 Road Design. We design streets and highways to minimize noise impacts.

**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.

➤ 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 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.

- CD2-7 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.

➤ CD3-5 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, 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 environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. 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>	Vacant	OC (Office Commercial)	Ontario Gateway Specific Plan	Mixed-Use
<i>North</i>	Auto Dealership & Hotel	OC (Office Commercial)	Ontario Gateway Specific Plan	Entertainment & Auto
<i>South</i>	Railroad, Parking & Industrial	Industrial	California Commerce Center Specific Plan	Commercial/Food/ Hotel & Rail Industrial
<i>East</i>	Industrial	Business Park	IL (Light Industrial)	N/A
<i>West</i>	Vacant	OC (Office Commercial)	Ontario Gateway Specific Plan	Mixed Use

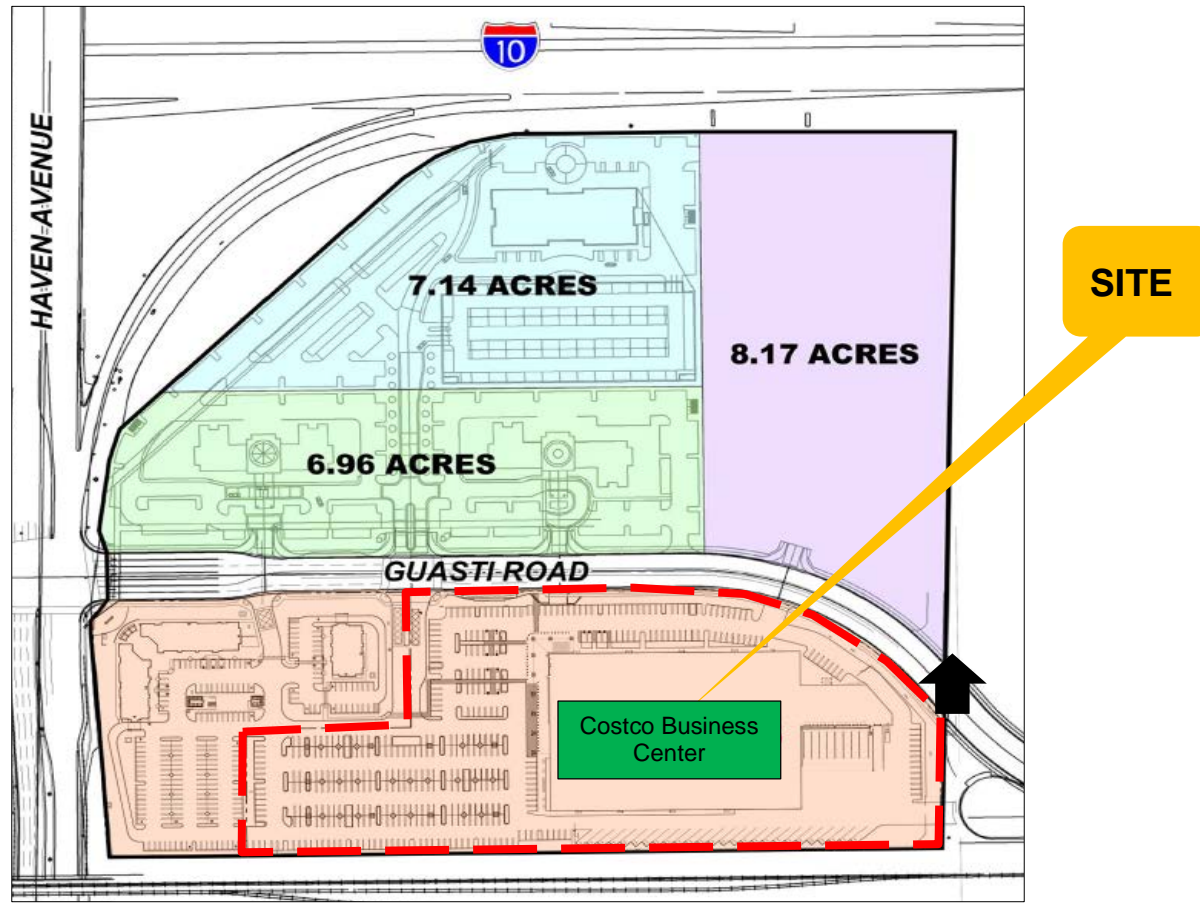
**General Site & Building Statistics**

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Lot/Parcel Size:</i>	10.9 Acres	1 Acre	Y
<i>Building Area:</i>	136,342 sq. ft.	N/A	Y
<i>Floor Area Ratio:</i>	31%	100 % (Max.)	Y
<i>Building Height:</i>	37.6 feet	120 feet (Max.)	Y

**Off-Street Parking:**

<i>Type of Use</i>	<i>Building Area Sq. Ft.</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Costco Business Center</i>	136,342	4 spaces per 1,000 SF; plus 1 trailer space for each 4 doors	535 and 2 trailer spaces	402 and 26 trailer spaces
<i>Per Parking Study (LSA 2019)</i>		3 spaces per 1,000 SF	402 and 26 trailer spaces	402 and 26 trailer spaces
<i>TOTAL</i>	136,342			

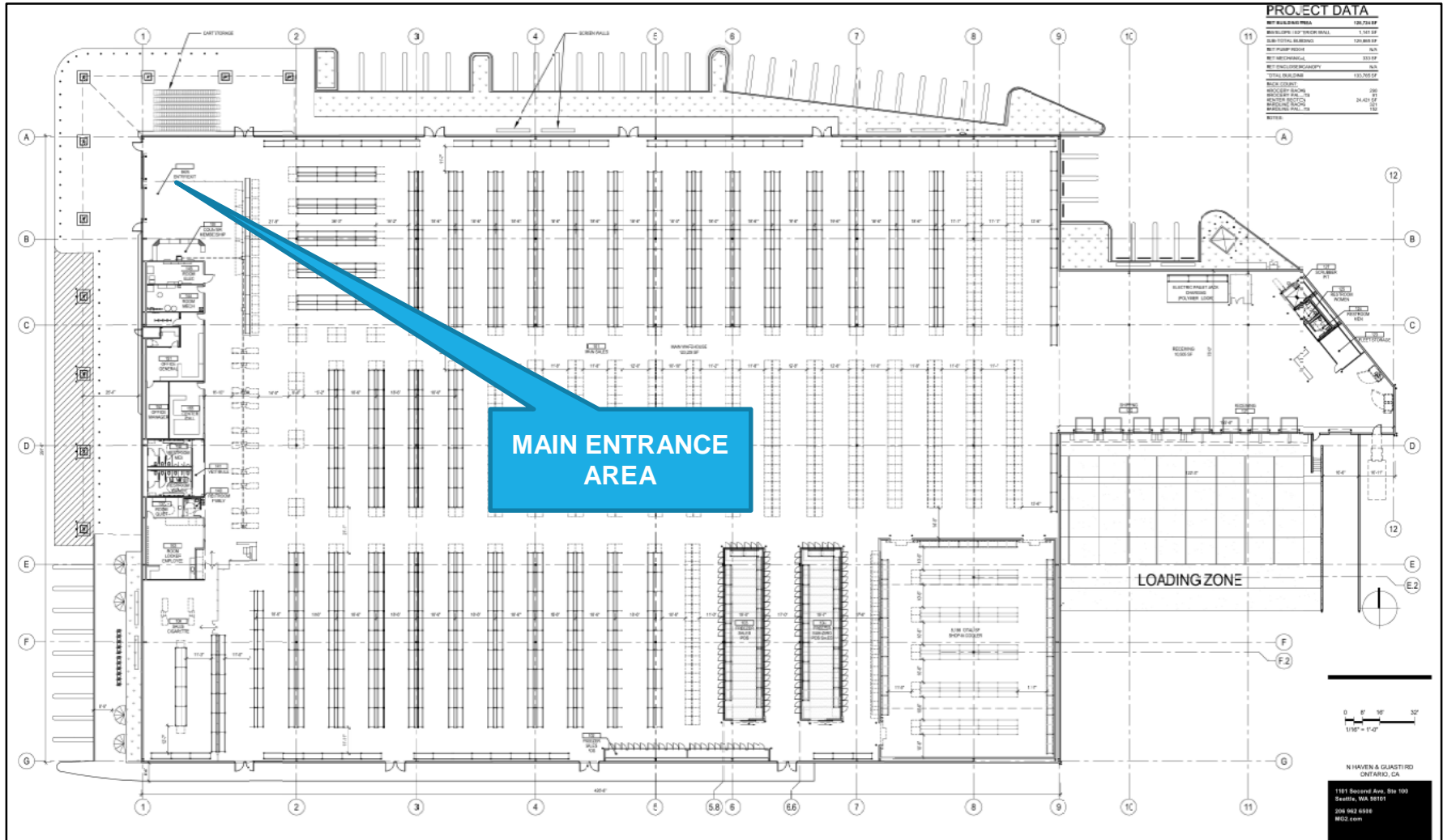
**Exhibit A—PROJECT LOCATION MAP**



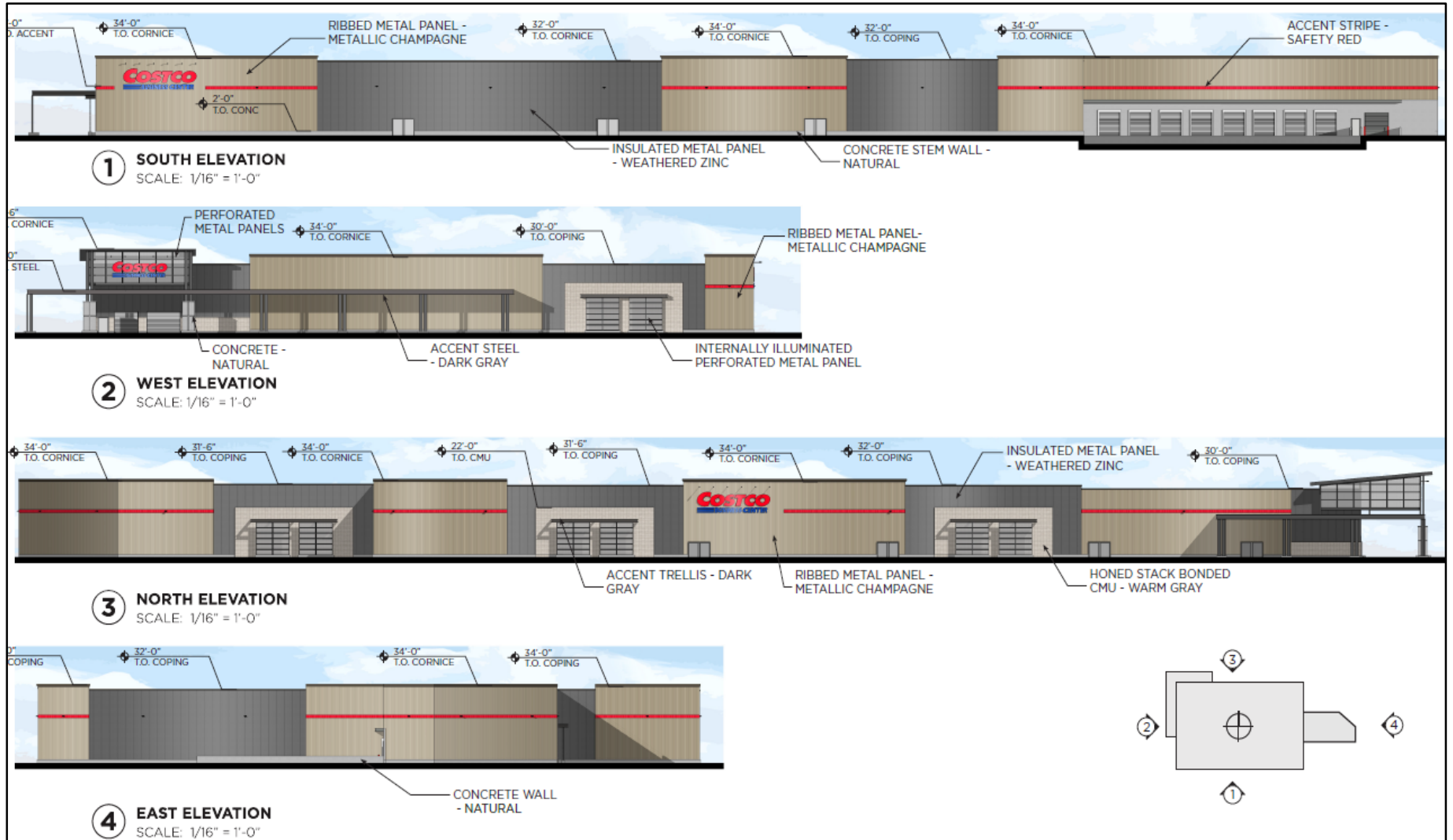




**Exhibit C—FLOOR PLAN**



**Exhibit D—BUILDING ELEVATIONS**



**Exhibit E—LANDSCAPE PLAN**



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-039, A DEVELOPMENT PLAN TO CONSTRUCT A 136,342 SQUARE FOOT RETAIL BUILDING (COSTCO BUSINESS CENTER) ON 10.9 ACRES OF LAND LOCATED ON THE SOUTH SIDE OF GUASTI ROAD; APPROXIMATELY 500 FEET EAST OF HAVEN AVENUE, WITHIN THE MIXED USE LAND USE DISTRICT OF THE ONTARIO GATEWAY SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—  
APNS: 210-212-56 & 210-212-57.

WHEREAS, Prime A Investment, LLC, ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-039, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 10.9 acres of land generally located on the south side of Guasti Road; approximately 500 feet east of Haven Avenue, within the Mixed Use land use district of the Ontario Gateway Specific Plan, and is presently vacant; and

WHEREAS, the properties to the north of the project site are developed with an existing Fletcher Jones Mercedes Benz auto dealer and an Embassy Suites hotel, which are located within the Entertainment and Auto land use designations of the Ontario Gateway Specific Plan. The properties to the south are developed with a Park-N-Fly airport parking lot and an existing industrial warehouse, and are located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is vacant, and is located within the Mixed Use land use district of the Ontario Gateway Specific Plan. The property to the east is located within the IL (Light Industrial) zoning district and it is developed with an industrial trucking operation; and

WHEREAS, in conjunction with the proposed Development Plan, the applicant has also submitted an Amendment to the Ontario Gateway Specific Plan (File No. PSPA18-010) to change the land use designation on 3.9 acres of the project site, from Office to Mixed Use, and reduce the rear parking/landscape setback adjacent to the Southern Pacific Railroad right-of-way, from 20-feet to 10-feet; and

WHEREAS, the building has been designed with the front entrance oriented northwest, towards the Guasti Road frontage. Additionally, a truck court with 8 loading docks and 26 trailer parking spaces is proposed at the rear of the building, facing the Southern Pacific Railroad right-of-way. The truck court will be secured with a 10-foot tall chain link fence along the south property line and an 8-foot tall decorative masonry screen wall along the east side of the trailer parking area and along the Guasti Road street

frontage. Vehicular access into the truck court will be secured by decorative metal gates with a view-obscuring metal mesh; and

WHEREAS, the Development Code's off-street parking and loading provisions require the project provide 535 parking spaces and 2 loading spaces. The project proposes 402 parking spaces and 26 trailer parking spaces. The Ontario Development Code (Section 6.03.020.B), allows for the reduction in the number of parking spaces required, if it can be demonstrated that the proposed land use will not utilize the required number of spaces due to the nature of the specific land use. Therefore, the Applicant is requesting the Planning Commission grant a parking reduction for the project, based upon low parking demand for the proposed use. A Parking Study (LSA 2019), comparing the proposed Costco Business Center to other operating Costco Business Centers was completed. The Parking Study demonstrated that the proposed Costco Business Center operation will have a lesser parking demand due to trip generation, than otherwise required by the Development Code. This was based on the restrictive customer base, specific services offered, and more selective operational hours than the traditional Costco discount club. The Parking Study concluded that the proposed use only requires 3-parking spaces per 1,000 square feet, and not the 4 parking spaces per 1,000 square feet that the Development Code requires, which results in a difference of 133 parking spaces; and

WHEREAS, the proposed development exemplifies the type of high quality architecture prescribed by the Ontario Gateway Specific Plan and the Ontario Development Code. Staff worked with the applicant to design a project that will complement the surrounding developments in terms of scale, style, form, and colors; and

WHEREAS, the Ontario Gateway Specific Plan requires the project to provide a minimum 13 percent landscape coverage. The project proposes a 13.5 percent landscape coverage, exceeding the minimum requirement. Landscaping will be provided in the form of a 14-foot landscape setback along Guasti Road, a 30-foot landscape setback along the east property line, a 10-foot landscape setback along the south property line and a 15-foot landscape setback along the west property line. In addition, extensive landscaping in the form of ground cover, shrubs, and trees will be provided along the interior of the development to further enhance the project. Decorative paving has also been incorporated on all Guasti Road entry driveways and key pedestrian paths, to further enhance the project; and

WHEREAS, project approval and permits being issued are subject to the approval and adoption of the Ontario Gateway Specific Plan Amendment (File No. PSPA18-010) by the City Council; 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 reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, in conjunction with File No. File No. PGPA06-001; and

WHEREAS, the proposed project will introduce no new significant environmental impacts beyond those previously analyzed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, and all mitigation measures previously adopted, are incorporated herein by this reference; 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; and

WHEREAS, on July 15, 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. DAB19-036, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 the information contained in the previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001; and

(2) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001), 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) that will require major revisions to the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) was prepared, that will require major revisions to the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001); or

(b) Significant effects previously examined will be substantially more severe than shown in the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001); 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, 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 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 Office Commercial land use district of the Policy Plan Land Use Map, and the Mixed-Use zoning district of the Ontario Gateway 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 proposed development will provide additional services consistent with TOP Policy LU1-6 (Complete Community). Additionally, the project will be well-landscaped, and will contribute to the overall streetscape along Guasti Road, consistent with TOP Policy CD2-9 (Landscape Design) and CD3-6(Landscaping); and

(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 Mixed-Use land use designation of the Ontario Gateway Specific Plan, including standards relative to the particular land use proposed (big-box retail), 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 to the north by the Embassy Suites Hotel and a Mercedes Benz Dealership, industrial uses to the east, railroad tracks to the south and vacant land to the west. The proposed building will not impose any privacy or view impacts; and

(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 impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Mixed-Use land use designation of the Ontario Gateway 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 Mixed-Use land use designation of the Ontario



Gateway Specific Plan. The proposed project is complementary to the surrounding area in terms of proposed land use and landscape improvements; and

(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 Mixed Use land use district of the Ontario Gateway 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 (big-box retail). 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 Mixed Use land use district of the Ontario Gateway 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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV18-039  
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***

**Meeting Date:** July 15, 2019

**File No:** PDEV18-039

**Related File:** PSPA18-010

**Project Description:** A Development Plan (File No. PDEV18-039) to construct a 136,342 square foot single story retail building (Costco Business Center) on 10.9 acres of land, within the Mixed-Use land use designation of the Ontario Gateway Specific Plan, located on the south side of Guasti Road, approximately 500 east of Haven Avenue. APN: 210-212-56 & 210-212-57; **submitted by Prime A Investments, LLC.**

**Prepared By:** Luis E. Batres, Senior Planner  
Phone: 909.395.2431 (direct)  
Email: Lbatres@ontarioca.gov

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

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

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

**2.1 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) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c) 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.

(d) 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.

(e) 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).

(f) 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).

(g) The project has been approved with a reduction in parking, based on a **Trip Generation Comparison** submitted by LSA, dated June 6, 2019 (see Attachment). The study demonstrated that that the proposed use will have less vehicle trips than the traditional Costco Warehouse. The project shall provide a minimum of 402 standard parking spaces and 2 trailer parking spaces.

### 2.6 Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

## 2.7 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) Wall packs are prohibited from being installed anywhere within public views. All fixtures shall be decorative.

## 2.8 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.

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

**2.10** Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations). Signage will be reviewed separately from this development plan application.

**2.11** 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).

**2.12** Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

**(a)** CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit-occupancy.

**(b)** The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

**(c)** CC&Rs shall ensure reciprocal parking and access between parcels and the adjacent development to the west of you.

**(d)** CC&Rs shall ensure reciprocal parking and access between parcels, the adjacent commercial development to the west, and common maintenance of:

- (i)** Landscaping and irrigation systems within common areas;
- (ii)** Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;
- (iii)** Shared parking facilities and access drives; and
- (iv)** Utility and drainage easements.

**(e)** CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

**(f)** The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

**(g)** A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

**2.13** 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 project is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

(ii) 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.

(iii) This site may be part of a Landscape Maintenance District. The owner(s) will be assessed through their property taxes for the continuing maintenance of the district.

#### **2.14** Environmental Review.

(a) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001. 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. 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. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

(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.

**2.15** 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.

#### **2.16** 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.

#### **2.17** Additional Requirements.



(a) Applicant shall work with staff during the plan check process to add landscape fingers at the start and end of the row of parking immediately located along the southwest portion of the building.

(b) Applicant shall work with staff during the plan check process to provide decorative color paving to the proposed path of travel/sidewalk that will link Costco and the proposed retail buildings to the west.

(c) Project shall provide decorative 8-foot tall gates along the east property line as well as 8-foot tall decorative screen wall. Solid view obscuring mesh shall be provided along the interior of the gate to screen views of the inside of the truck court.

(d) Project shall provide decorative 8-foot tall screen walls along the east and north portion of the truck yard area.

(e) Project shall provide/feature decorative color paving/pavers the entire length of the westerly shared driveway as previously requested. In addition the site plan and the landscape plan need to be coordinated so that they match.

(f) Decorative up lighting or decorative bollards with built-in lights shall be provided along the proposed pedestrian link between Costco and the retail project to the west.

(g) In the event that the use requires additional parking, Costco or the property owner shall modify the proposed 26-trailer parking spaces and 8-loading docks area located within the enclosed truck court, to provide additional parking.

(h) Site plan, grading plan and landscape plan shall be coordinated so that they all match.

(i) Project shall provide a 6' tall black decorative metal/wrought iron fence along the south property line within the area outside of the proposed enclosed truck yard. Fence shall match the design of of the retail project to the west. Fence shall be powder coated to prevent rust.

(j) Project shall incorporate vine pockets all along the south property line so that vines can attach to the proposed 10'-tall chain link fence within the truck yard area.

(k) Applicant shall work with staff during the plan check process to design decorative 8-foot tall screen walls that are being required along the north and east side of the truck yard.

(l) The applicant shall work with staff during the plan check process to also incorporate the proposed "Honed Stack Bonded CMU (Warm Gray)" material along all front entry metal columns (5' tall-minimum), to match the look at the front main entry area.

(m) Project approval and permits being issued are subject to the approval and adoption of the Specific Plan Amendment (File No. PSPA18-010) by the City Council.





CARLSBAD  
FRESNO  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

## MEMORANDUM

**DATE:** June 6, 2019  
**TO:** Sean T. Asmus  
Prime A Investments—Ontario, LLC  
**FROM:** Ken Wilhelm, LSA  
**SUBJECT:** Ontario Gateway—Trip Generation Comparison

LSA is pleased to present this trip generation comparison for the construction of the proposed project (project): 4,750 square feet (sf) of retail use, 14,250 sf of restaurant use, and a 133,765 sf Costco Business Center on the southeast corner of Haven Avenue and Guasti Road in Ontario, California (shown in Figure 1; all figures are provided as Attachment A).

As shown in Figure 2, this project site is included in the previously adopted Ontario Gateway Specific Plan (July 2007), which included a hospital (200 beds) and medical office use (75,000 sf) on site.

The purpose of this memorandum is to provide a comparison of average daily trips (ADT) and peak-hour (a.m. and p.m.) trips between the previously approved Ontario Gateway Specific Plan land uses and the proposed project.

### Trip Generation Comparison

To estimate the number of trips these projects would add to the circulation system, the trip generation of both the Ontario Gateway Specific Plan and the proposed project were calculated from land use-based trip rates of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. In addition, trip reductions from pass-by and diverted trip percentages provided by the ITE *Trip Generation Handbook*, 3rd Edition were used for the proposed project land uses.

It should be noted that, because of the nature of a Costco Business Center (which includes a restrictive customer base, specific services offered, and more selective operational hours than the traditional Costco Wholesaler, or Discount Club), specific peak hour trip rates and pass-by/diverted trip reductions were used and provided by the *Ontario, California Costco Business Center Trip Generation Estimate Memorandum* (May 2019) prepared by Kittelson & Associates (Attachment C). Specific trip rates and reductions were calculated using surveys collected at other Costco Business Center locations.

In addition, further survey data were provided by Kittelson & Associates to show ADT rates and pass-by/diverted trip reduction percentages of a Costco Business Center in Hayward, California. LSA used this daily rate and pass-by/diverted trip reduction to calculate the ADT of the proposed 133,765 sf Costco Business Center.

As shown in Table A (all tables are provided in Attachment B), the previously approved hospital (200 beds) and medical office use (75,000 sf) of the adopted Ontario Gateway Specific Plan were estimated to generate 7,074 ADT, including 577 a.m. peak-hour trips (427 inbound and 150 outbound), and 638 p.m. peak-hour trips (179 inbound and 459 outbound).

As shown in Table B, the proposed project is anticipated to generate 6,690 ADT, including 428 a.m. peak-hour trips (224 inbound and 204 outbound), and 677 p.m. peak-hour trips (334 inbound and 343 outbound). With application of pass-by and diverted trip reductions, the proposed project is anticipated to generate a net total of 5,315 ADT, including 327 a.m. peak-hour trips (172 inbound and 155 outbound), and 382 p.m. peak-hour trips (189 inbound and 193 outbound).

Shown in Table C, if the proposed project of 4,750 sf of retail use, 14,250 sf of restaurant use and a 133,765 sf Costco Business Center were to replace the previously considered land uses of the Ontario Gateway Specific Plan, the project would generate 1,759 fewer ADT, including 250 fewer a.m. peak-trips, and 256 fewer p.m. peak-hour trips.

### Conclusion

LSA generated trips for the previously considered land uses of the Ontario Gateway Specific Plan and the proposed project. As illustrated, the proposed project is expected to generate fewer trips than the previously approved project. Therefore, the implementation of the project will not create an impact to the surrounding circulation system.

Attachments: A – Figure 1: Project Site Plan and Location  
                  Figure 2: Ontario Gateway Specific Plan Site Plan  
B – Trip Generation Comparison Tables A, B, and C  
C – *Ontario Costco Business Center Trip Generation Memo* (May 2019) Kittelson & Associates

## ATTACHMENT A

### FIGURES



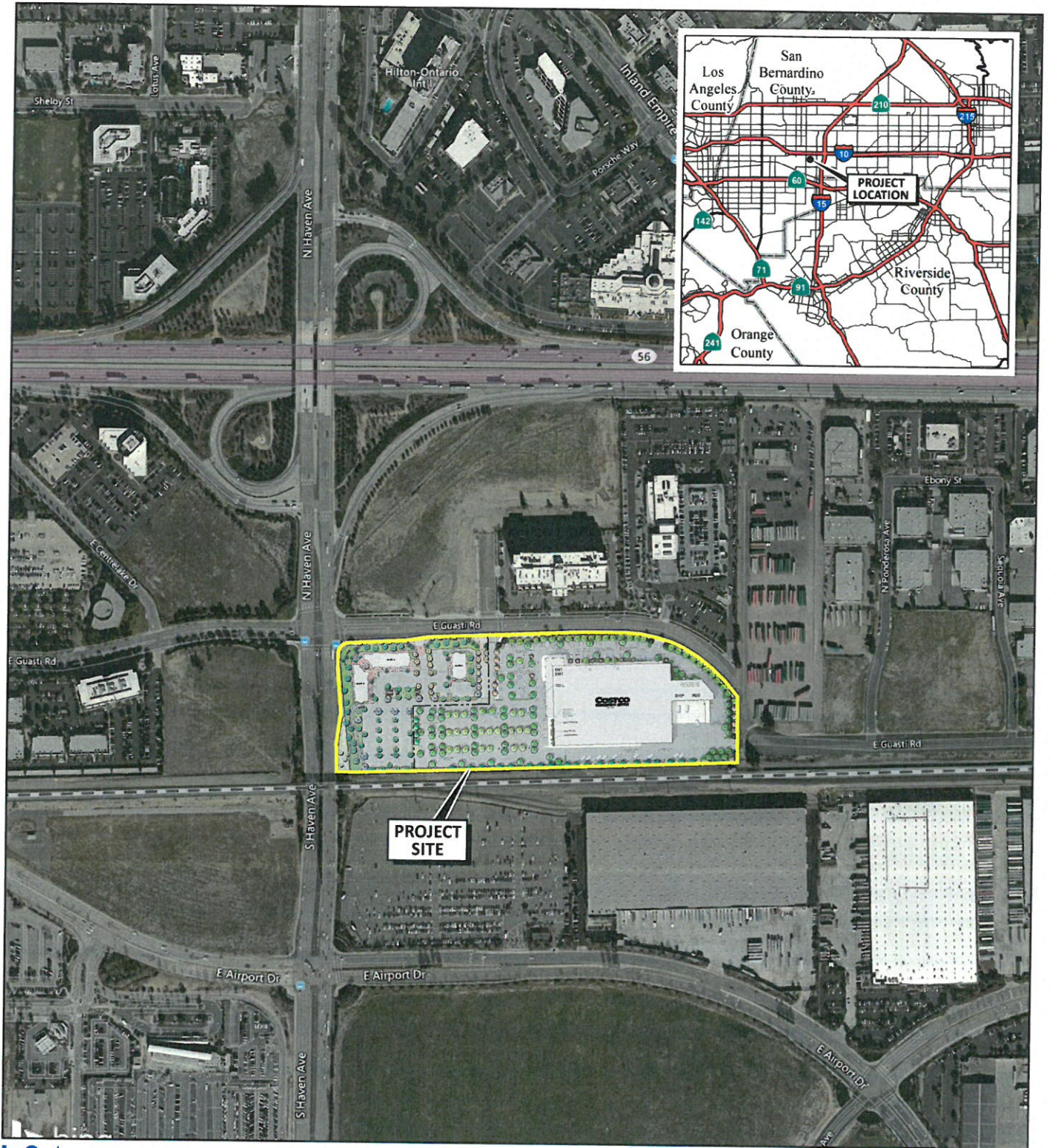
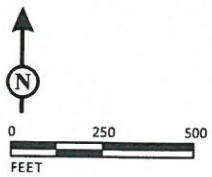


FIGURE 1

LSA



SOURCE: Bing Maps

I:\PA1901\G\Location.cdr (6/5/2019)

Ontario Gateway  
Project Site Plan and Location



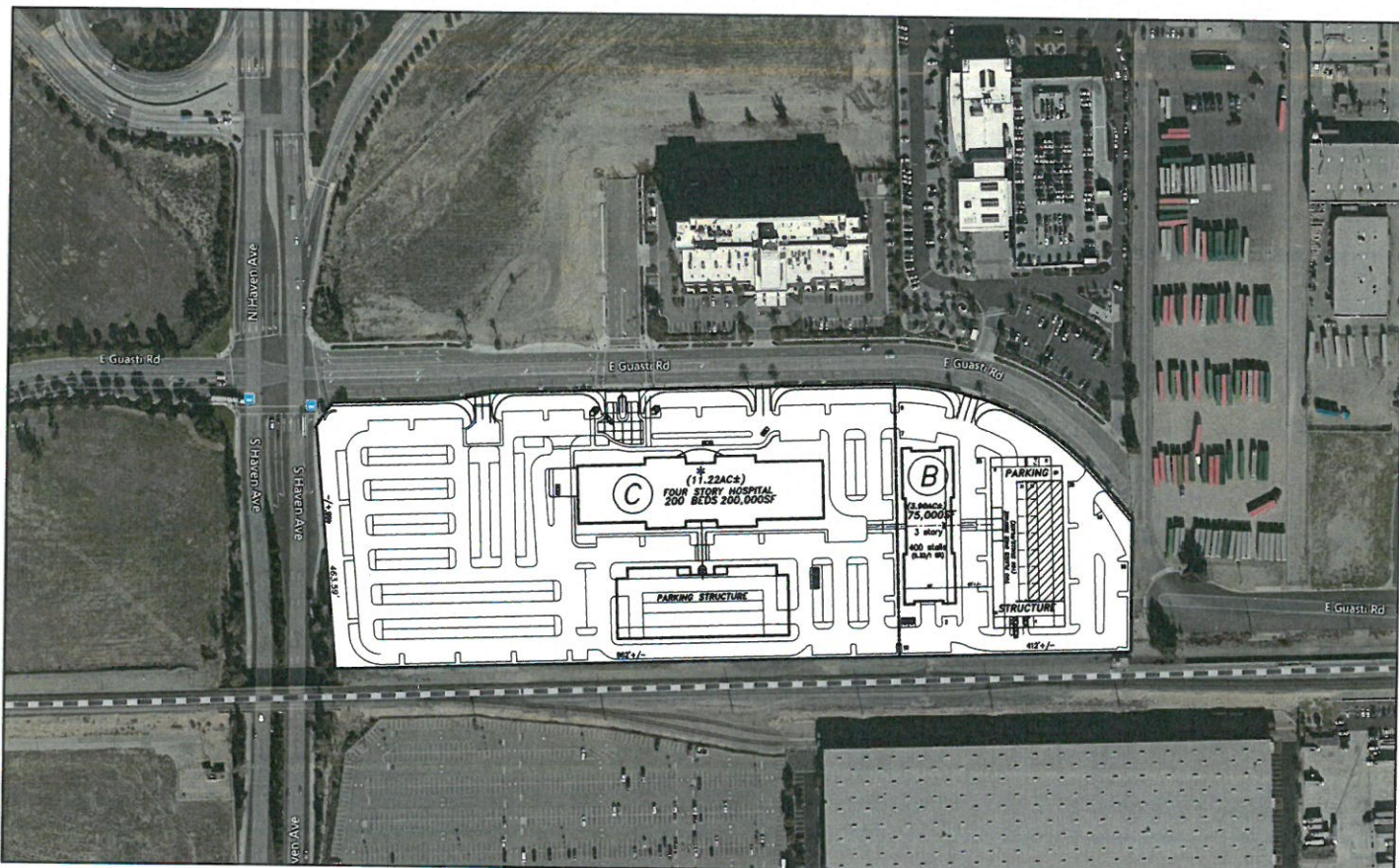


FIGURE 2

LSA



SOURCE: Bing Maps, TGA Development & Engineering, Inc.  
 I:\PA11901\G\SP Site Plan.cdr (6/5/2019)

Ontario Gateway  
 Ontario Gateway Specific Plan Site Plan



## ATTACHMENT B

### TRIP GENERATION COMPARISON TABLES A, B, AND C

Table A: Ontario Gateway Specific Plan Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates<sup>1</sup></b>									
Medical Office (720)		TSF	34.80	2.17	0.61	2.78	0.97	2.49	3.46
Hospital (610)		Bed	22.32	1.32	0.52	1.84	0.53	1.36	1.89
<b>Project Trip Generation</b>									
Medical Office	75,000	TSF	2,610	163	46	209	73	187	260
Hospital	200	Bed	4,464	264	104	368	106	272	378
<b>Total Trip Generation</b>			<b>7,074</b>	<b>427</b>	<b>150</b>	<b>577</b>	<b>179</b>	<b>459</b>	<b>638</b>

<sup>1</sup> Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017).

TSF = thousand square feet

ADT = average daily trips

Table B: Proposed Project Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates</b>									
Shopping Center (820) <sup>1</sup>		TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
High Turn-Over (Sit Down) Restaurant (932) <sup>1</sup>		TSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Costco Business Center <sup>2</sup>		TSF	36.72	1.07	1.03	2.10	1.79	2.10	3.89
<b>Project Trip Generation</b>									
Shopping Center	4,750	TSF	179	3	2	5	9	9	18
High-Turnover (Sit Down) Restaurant	14,250	TSF	1,599	78	64	142	86	53	139
Costco Business Center	133,765	TSF	4,912	143	138	281	239	281	520
<b>Total Project Trips</b>			<b>6,690</b>	<b>224</b>	<b>204</b>	<b>428</b>	<b>334</b>	<b>343</b>	<b>677</b>
<b>Pass-By and Diverted Trips</b>									
Shopping Center <sup>3</sup>			-	-	-	-	(3)	(3)	(6)
High-Turnover (Site Down) Restaurant <sup>3</sup>			-	-	-	-	(37)	(23)	(60)
Costco Business Center <sup>2</sup>			(1,375)	(52)	(49)	(101)	(105)	(124)	(229)
<b>Total Pass-By and Diverted Trips</b>			<b>(1,375)</b>	<b>(52)</b>	<b>(49)</b>	<b>(101)</b>	<b>(145)</b>	<b>(150)</b>	<b>(295)</b>
<b>Net New Trips (Project Trips - Pass-By Trips)</b>			<b>5,315</b>	<b>172</b>	<b>155</b>	<b>327</b>	<b>189</b>	<b>193</b>	<b>382</b>

<sup>1</sup> Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017).

<sup>2</sup> Trip rates, diverted trips and pass-by trips referenced from the *Ontario, California Costco Business Center Trip Generation Estimate Memo* prepared by Kittelson & Associates on May 30, 2019.

<sup>3</sup> Pass-by trip percentages referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition (2017).

TSF = thousand square feet

ADT = average daily trips

Table C: Trip Generation Comparison

Land Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Trip Generation</b>							
Ontario Gateway Specific Plan Trips	7,074	427	150	577	179	459	638
Proposed Project Trips	5,315	172	155	327	189	193	382
<b>Trip Differential (Proposed - Specific Plan)</b>	<b>(1,759)</b>	<b>(255)</b>	<b>5</b>	<b>(250)</b>	<b>10</b>	<b>(266)</b>	<b>(256)</b>

**ATTACHMENT C**

***ONTARIO COSTCO BUSINESS CENTER TRIP GENERATION MEMO (MAY 2019)***  
**KITTELSON & ASSOCIATES**

May 30, 2019

Michael Okuma  
Costco Wholesale  
9 Corporate Park, Suite 230  
Irvine, CA 92606

***RE: Ontario, California Costco Business Center Trip Generation Estimate***

Dear Michael,

Costco Wholesale is proposing to develop a Costco Business Center on property located on Guasti Road and Haven Avenue in Ontario. This letter provides background information related to Costco Business Centers, their trip generation, as well as a trip estimate for the proposed site based on an existing Costco Business Center located in San Diego, California.

## COSTCO BUSINESS CENTER CHARACTERISTICS

Costco Business Centers are a unique and growing part of the Costco experience offered to members. Key differences between a typical Costco Warehouse and a Costco Business Center can be explained through review of services offered, typical customer base, the sales and delivery process, and operating hours. Each of these four topics is discussed further below.

### Services Offered

The services provided at Costco Business Centers are tailored towards corporate and small business needs as opposed to typical retail customers or general Costco members. Costco Business Centers focus on providing large quantity packaging of business goods and food services for small companies and restaurants. A large portion of the merchandise stocked at the Business Centers is office paper, business computers and electronics, office furniture, and restaurant supplies.

Costco Warehouses serve individual members and their families, providing products including but not limited to the following: appliances; auto and tires; baby, kids and toys; clothing and handbags; computers and printers; electronics; furniture; grocery, floral, and pets; home improvement; health and beauty; home, kitchen, bed and bath; jewelry and watches; office products; patio and outdoor; sports and fitness; travel and luggage and other traditional consumer goods. While many Costco Business Centers and Costco Wholesale sites both offer a Food Court (note that a Food Court is not proposed at the Ontario site), entire departments such as Hearing Aids, Optical, Pharmacy, and a Tire Service Center are unique to the Costco Wholesale warehouses and are not typically provided at Costco Business Centers. In part due to the merchandise offered and in part due to the customer type, Costco Business Centers have a higher average sales dollar amount per transaction in comparison to a traditional Costco warehouse.



## Customer Base

Typical Business Center members are businesses including enterprise offices, doctor offices, law offices, real estate offices, convenience store operators, restaurants, coffee cart operators, and janitorial service providers. From a transportation perspective, this differs from a traditional Costco warehouse primarily in regards to the delivery service – many of these customers order on-line and have their purchases delivered direct to the site without visiting the physical Costco Business Center building site (refer to Sales and Delivery process discussion below).

While a typical Costco Warehouse serves small businesses as well, as compared to a Business Center, a Costco Warehouse serves many more everyday individuals, usually purchasing goods and services for their personal use or that of their families at home.

## Sales and Delivery Process

Due to the business clientele served, Costco Business Centers provides two services: a walk-in cash-and-carry product offering and an on-line or phone order and delivery of the same merchandise. From a transportation perspective, this differs from a traditional Costco Warehouse primarily in regards to the delivery service. On average, 45 to 50-percent of the sales at a Costco Business Center are via the order and delivery service, meaning that those members never travel to or from the warehouse and, therefore, do not add trips to the surrounding transportation system or require on-site parking. Typically, up to approximately 30 Costco delivery vehicles are stored at the Business Center site and fulfill member orders (26 delivery vehicles parking spaces are proposed at the Ontario site).

In comparison, Costco Warehouse members can shop at the warehouse or on-line through Costco.com. The on-line Costco.com shopping experience is similar to the web-based retail environment offered by other brick-and-mortar retailers with a web presence – member orders are fulfilled via various shipping methods but, unlike Costco Business Centers, home delivery services using Costco vehicles are not offered for Costco Warehouse members.

## Operating Hours

Costco Warehouses are open seven days a week and offer different hours to serve the general public. Table 1 compares operating hours at a typical Costco Business Center.

**Table 1. Comparison of Operating Hours**

Day of Week	Business Center Phone Order* and Delivery	Costco Business Center Walk-In	Costco Warehouse Walk-in	Comments
Monday to Friday	7:00 AM to 6:00 PM	7:00 AM to 6:00 PM	10:00 AM to 8:30 PM	Warehouse opens and closes later
Saturday	8:00 AM to 5:00 PM	7:00 AM to 4:00 PM	9:30 AM to 6:00 PM	Warehouse opens and closes later
Sunday	Closed	Closed	10:00 AM to 6:00 PM	Business Center not open

\*Costco maintains a Business Center Web page where most members (94-95%) place their orders. The web page is available 24 hours a day; however in order for a request to be delivered, next day service must be placed by 3:00 PM on the day prior to requesting delivery.



As shown in Table 1, Costco Business Centers tend to open and close earlier than Costco Warehouses; further, Business Centers are not open on Sundays. The different hours at the Business Center reflect the needs of the business customers as compared to traditional retail customers. Sunday operations offer the clearest contrast between Business Centers and Warehouses; Warehouses are open Sundays (many private individuals prefer to shop on their weekend day off) while Business Centers are closed (reflecting that most business customers are closed on Sundays and not able to accept deliveries). The combined effect of all of these operational characteristics is that Costco Business Centers exhibit significantly lower trip generation than is found at traditional Costco warehouses<sup>1</sup>.

### COSTCO BUSINESS CENTER TRIP GENERATION DATA

A trip generation estimate was prepared for the proposed Ontario Business Center based on data collected at the existing San Diego, California Costco Business Center. Like the proposed Ontario site, the San Diego site does not offer fuel sales but does have a food court (meaning the trip rates at the San Diego site likely are higher per square foot compared to what will be realized in Ontario).

Data was collected at the San Diego Business Center site in July 2015 on a Thursday between the hours of 7:00 to 10:00 AM and 3:00 to 6:00 PM. In addition, trip data was collected on a Saturday in August 2015 from 11:00 AM to 3:00 PM. Each day, the data collected included the total number of vehicle trips in and out of the Business Center warehouse and member surveys completed within the warehouse to assess trip type. Table 2 summarizes the trip generation characteristics.

**Table 2. Costco Business Center Trip Generation Characteristics**

Trip Characteristic	Weekday Peak Hour Trip Generation		Saturday Peak Hour Trip Generation
	8:00 to 9:00 AM	4:30 to 5:30 PM	1:15 to 2:15 PM
Observed Generator Peak Hour	8:00 to 9:00 AM	4:30 to 5:30 PM	1:15 to 2:15 PM
Total Trip Rate	2.10 trips/1,000 square feet (51% in, 49% out)	3.89 trips/1,000 square feet (46% in, 54% out)	6.02 trips/1,000 square feet (51% in, 49% out)
Pass-by Trip Percentage	11%	34%	15%
Diverted Trip Percentage	25%	10%	30%
Net New Trip Percentage	64%	56%	55%

<sup>1</sup> Note: Costco Gasoline may be available at both Costco Warehouses and Costco Business Centers. No Costco Gasoline is proposed at the Ontario Business Center site.

## ONTARIO SITE TRIP GENERATION ESTIMATE

The trip generation rates outlined in Table 2 were used to estimate site trip generation for the Ontario Costco Business Center shown in Table 3.

**Table 3. Ontario Costco Business Center Trip Generation Estimates**

	Warehouse Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Total Trips	133,765 square feet	281	143	138	520	239	281	805	411	394
Pass-by Trips		(31)	(16)	(15)	(177)	(81)	(96)	(121)	(62)	(59)
Diverted Trips		(70)	(36)	(34)	(52)	(24)	(28)	(242)	(123)	(119)
<b>Net New Trips</b>		<b>180</b>	<b>91</b>	<b>89</b>	<b>291</b>	<b>134</b>	<b>157</b>	<b>442</b>	<b>226</b>	<b>216</b>

Please contact us if you have questions or if you need additional information.

Sincerely,  
 KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE  
 Senior Principal Engineer



## ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> <b>OTHER</b>	<input type="checkbox"/> <b>PARCEL MAP</b> <input type="checkbox"/> <b>TRACT MAP</b> <input type="checkbox"/> <b>FOR CONDOMINIUM PURPOSES</b>
<b>PROJECT FILE NO. <u>PDEV18-039</u></b> <b>RELATED FILE NO(S). <u>PSPA18-010</u></b>	
<input checked="" type="checkbox"/> <b>ORIGINAL</b> <input type="checkbox"/> <b>REVISED: <u>  /  /  </u></b>	

**CITY PROJECT ENGINEER & PHONE NO:** Miguel Sotomayor (909) 395-2108 *MS*

**CITY PROJECT PLANNER & PHONE NO:** Luis Batres (909) 395-2431

**DAB MEETING DATE:** July 15, 2019

**PROJECT NAME / DESCRIPTION:** PDEV18-039, a development plan to construct a 136,342 single story box retail store on 10.9 acres of land within Mixed Use Planning Area of the Ontario Gateway SP.

**LOCATION:** South side of Guasti Road, east of Haven Avenue

**APPLICANT:** Prime A Investment, LLC

**REVIEWED BY:** *[Signature]* 7/1/19  
 Bryan Lirley, P.E.      Date  
 Principal Engineer

**APPROVED BY:** *[Signature]* 7/1/19  
 Raymond Lee, P.E.      Date  
 Assistant City Engineer





**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 IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:   
 \_\_\_\_\_ feet on \_\_\_\_\_  
 Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
 and \_\_\_\_\_
- 1.02 Dedicate to the City of Ontario, the following easement(s): \_\_\_\_\_   
 \_\_\_\_\_
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
- 1.04 Vacate the following street(s) and/or easement(s): \_\_\_\_\_
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) 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&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 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).
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Management Services Department at (909) 395-2124 regarding this requirement.   
 (1) \_\_\_\_\_  
 (2) \_\_\_\_\_
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.





- 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 PM-18094.
- 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 
  - 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:**
    - a. **Non-Interference letter from the easement holders listed on the title report.**
- 2.10 Dedicate to the City of Ontario the right-of-way described below:
- \_\_\_\_\_ feet on \_\_\_\_\_
- Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
 and \_\_\_\_\_
- 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 \$231,162.20, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.
- 2.16 Other conditions: 
  - 1. The applicant/developer shall obtain the following private easements from the neighboring property to the west (APN: 0210-212-57) (notate on plans):
    - a) Reciprocal Access Easement and Maintenance Agreement for pavement
    - b) Drainage (surface and subsurface) Easement and Maintenance Agreement
    - c) Private Sewer Easement
  - 2. The applicant/developer shall grant the following private easements to the neighboring property to the west (APN: 0210-212-57):
    - a) Reciprocal Access Easement and Maintenance Agreement for pavement
    - b) Drainage (surface and subsurface) Easement and Maintenance Agreement





**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	Guasti Road	Haven Avenue	Street 3	Street 4
Curb and Gutter	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace along drive approaches being abandoned	<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	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<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
PCC Pavement (Truck Route Only)	<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
Drive Approach	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Remove drive approaches not being used	<input 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
Sidewalk	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
ADA Access Ramp	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Parkway	<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)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
Raised Landscaped Median	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
Fire Hydrant	<input checked="" type="checkbox"/> New / Upgrade on cul-de-sac <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





<b>Sewer</b> (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<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
<b>Water</b> (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
<b>Recycled Water</b> (see Sec. 2.E)	<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
<b>Traffic Signal System</b> (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
<b>Traffic Signing and Striping</b> (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
<b>Street Light</b> (see Sec. 2.F)	<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
<b>Bus Stop Pad or Turn-out</b> (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
<b>Storm Drain</b> (see Sec. 2.G)	<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
<b>Fiber Optics</b> (see Sec. 2.K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
<b>Overhead Utilities</b>	<input 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
<b>Removal of Improvements</b>	_____	_____	_____	_____
<b>Other Improvements</b>	_____	_____	_____	_____

Specific notes for improvements listed in item no. 2.17, above: \_\_\_\_\_

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). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: 
  - a. Final Utility Systems Map (USM): The Development Plan shall follow the Utility Systems Map submitted on 06/13/2019 with the entitlement package and revised into a Final USM. Any deviation from this plan shall require the USM to be updated and resubmitted to OMUC for review and approval. A Final USM shall be submitted for review and approval with the Precise Grading Plan.

**C. SEWER**

- 2.23 A 21 and 8 Inch sewer mains are available for connection by this project in Haven Avenue and Guasti Road respectively.   
 (Ref: Sewer plan bar code: S11039 and S11665)
- 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. Wastewater Discharge: Each Occupant of the building, or units, 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  
 Phone: (909) 395-2687; Email:  
 omucenvironmental@ontarioca.gov

**D. WATER**

- 2.27 A 12 inch water main is available for connection by this project in Guasti Road.   
 (Ref: Water plan bar code: W15028)
- 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 submit an application for a fire flow test to the City's Fire Department.
- b. The applicant/developer shall relocate the existing water appurtenances (airvac, blow off, etc.) within the existing eastern Guasti Avenue cul-de-sac to avoid conflicting with the proposed driveway. The relocation shall meet all City standards and applicant shall submit to the City for review and approval of the delta revisions to the approved water improvement plans.

**E. RECYCLED WATER**

- 2.30 A 8 inch recycled water main is available for connection by this project in Guasti Road. (Ref: Recycled Water plan bar code:P11026)
  - 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 applicant/developer shall install a new street light along the Guasti Road cul-de-sac.
  - b. The applicant/developer shall be responsible to replace existing streetlight fixtures with City approved LED equivalent fixtures along project frontage of Guasti Road. Please refer to the Traffic and Transportation Design Guidelines Section 1.4 Street Light Plans for LED fixture requirements.
  - c. The applicant/developer shall be responsible to design and construct driveways in accordance with City Standard No. 1204 and satisfaction of the City Engineer. With





geometry such that the design vehicle can enter and exit the site without conflict.

- d. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard No. 1309.

**G. DRAINAGE / HYDROLOGY**

- 2.38 A 48 inch storm drain main is available to accept flows from this project along the easterly property line. (Ref: Storm Drain plan bar code:D13030)
- 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: 
  - a. The applicant/developer shall submit a hydrology study and drainage analysis for the proposed run-off due to the proposed v-ditch along the southerly property line. Run-off shall be directed into an on-site inlet.

**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.sbcounty.gov/dpw/land/npdes.asp>.
- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen, vertical support bars, and removable component to facilitate maintenance and cleaning.





2.47 Other conditions:

- a. The applicant/developer shall submit an infiltration study to demonstrate the proposed BMP's will adequately draw down the design storm event volume.

**J. SPECIAL DISTRICTS**

- 2.48 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.

2.49 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.
- 2.51 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**

- 2.52 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>

2.53 Other conditions:

- a. **Integrated Waste and Commercial & Organics Recycling:** This site shall comply with the requirements of State Assembly Bill AB 1826 and AB 341, the Integrated Waste Department, and the Refuse & Recycling Planning Manual which can be found at <https://www.ontarioca.gov/omuc/integrated-waste>. The City of Ontario is dedicated to meeting its diversion goals, please contact the Integrated Waste Department at (909) 395-2050 to start.
- b. **City Refuse Collection:** All Refuse Waste shall be collected by the City of Ontario Integrated Waste Department only. No private third party haulers may collect refuse. Please contact the Integrated Waste Division Manager at (909) 395-2671 if there are any questions.
- c. **Final Solid Waste Handling Plan (SWHP):** The PDEV18-039 Solid Waste Handling Plan, dated 06/19/2019, shall be updated to meet all conditions and revised into a Final SWHP. A Final SWHP shall be submitted for review and approval with the Precise Grading Plan. The SWHP shall demonstrate compliance with the "Solid Waste Handling Plan Requirements".
- d. **Integrated Waste Management Report:** The applicant shall submit an Integrated Waste Management Report for review and approval with the Precise Grading Plan. This report



**shall address the management of all integrated waste (Refuse, Recycling, Organics, etc.) including, but is not limited to, the following:**

- a. Expected Types of Waste**
- b. Waste Generation Rates and Sizing of Receptacles (Bins, Compactors, etc.)**
- c. Waste Diversion Plan if using a Private Hauler**
- d. Staging Area for Private Waste Collection**
- e. Final Solid Waste Handling Plan**





**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 18-039**

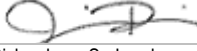
**The following items are required to be included with the first plan check submittal:**

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. **Lot Line Adjustment including all applicable plan check fees.**

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

<b>PRELIMINARY PLAN CORRECTIONS</b>	
Sign Off	
	06/17/2019
Jamie Richardson, Sr. Landscape Planner	Date

Reviewer's Name: <b>Jamie Richardson, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2615</b>
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D.A.B. File No.: PDEV18-039 Rev 1	Case Planner: Luis Batres
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Project Name and Location: Box Retail Store- Costco Business Center SEC Guasti and Haven Ave
--

Applicant/Representative: Prime A Investments LLC – Scott Von Kaenel Architecture Collaborative 23231 South Pointe Dr Laguna Hills CA 92653
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<input checked="" type="checkbox"/>	<b>A Preliminary Landscape Plan (dated 06/13/209) 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 4/29/19) 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. Show transformers located in planter areas, set back 5' from paving all sides. ~~Remove bollards~~ All placement of bollards will be subject to Planning Department review and approval.
2. Show backflow devices located in planters, set back 4' from paving all sides on level grade
3. Locate utilities including light standards, fire hydrants, water, drain and sewer lines to not conflict with required tree locations. Coordinate with landscape plans.
4. Revise site plan to show 13% of the site with landscaping not including right of way or paving.

**Landscape Plans**

5. 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. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed heritage trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
6. Show appropriate parking lot shade trees with min 30' canopy at maturity.
7. Provide a planting list of proposed water efficient plants. Avoid invasive, high water using, short lived, high maintenance or poor performing plants
8. Show 8' diameter of mulch only at new trees. Detail irrigation dripline outside of mulched root zone.
9. Provide an appropriate hydroseed plant mix for water quality basins and swales. See City standard on the Landscape Planning website.
10. Show outline of basin top of slopes and keep trees out of basins and on level grades.
11. Provide agronomical soil testing and include report on landscape construction plans. For phased projects, a new report is required for each phase.
12. Call out all fences and walls, materials proposed and heights.

- 13. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis etc.) in appropriate locations.
- 14. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
- 15. Provide phasing map for multi-phase projects.
- 16. 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
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)



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-039  
 Address: SEC Haven Ave & Guasti Rd.  
 APN: 0210-212-56 & 57  
 Existing Land Use: Vacant  
 Proposed Land Use: Construct a 136,342 SF retail store  
 Site Acreage: 10.9 Proposed Structure Height: 32 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: 2/1/18  
 CD No.: 2018-078  
 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 checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="radio"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> 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: 120 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:** Luis Batres, Senior Planner  
Planning Department

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

**DATE:** January 10, 2019

**SUBJECT:** PDEV18-039 - A Development Plan to construct 136,342 single story box retail store on 10.9 acres of land within the Mixed Use Planning Area of the Ontario Gateway Specific Plan located on the south side of Guasti Road, just east of Haven Avenue. APN: 210-212-56 and 57.

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

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

- A. 2016 CBC Type of Construction: Type II B
- B. Type of Roof Materials: Panelized
- C. Ground Floor Area(s): 126,342 Sq. Ft.
- D. Number of Stories: 1
- E. Total Square Footage: 126,342 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): M

## **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 3750 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.
- 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### 4.0 FIRE PROTECTION SYSTEMS

- 4.1 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.
- 4.3 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.
- 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

- ☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.
- ☒ 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. 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.

## **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.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.
- ☒ 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.
- ☒ 6.2 Any High Piled Storage, or storage of combustible materials greater than twelve (12') feet in height for ordinary (Class I-IV) commodities or storage greater than six feet (6') in height of high hazard (Group A plastics, rubber tires, flammable liquids, etc.) shall be approved by the Fire Department, and adequate fire protection features shall be required. If High Piled Storage is proposed, a Fire Department High Piled Storage Worksheet shall be completed and detailed racking plans or floor plans submitted prior to occupancy of the building.
- ☒ 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.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** January 29, 2019

**SUBJECT:** PDEV18-039 – A DEVELOPMENT PLAN TO CONSTRUCT A BOX  
RETAIL STORE ON GUASTI EAST OF HAVEN AVENUE

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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 below.

- Required lighting for walkways, driveways, doorways, parking lots, and other areas used by the public shall be provided. Lights shall operate via photosensor. Photometrics shall be provided to the Police Department and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.

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



# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Luis Batres  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** January 7, 2019  
**SUBJECT:** PDEV18-039

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

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### Conditions of Approval

1. Standard Conditions of Approval apply.
2. The site address will be 3680 E Guasti Rd

KS:lm



## MEMORANDUM

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**Date:** May 19, 2015 Project #: 18959  
**To:** Michael Okuma, Costco Wholesale  
**From:** Chris Brehmer & Sonia Daleiden  
**Project:** Costco Business Center Characteristics  
**Subject:** Parking Demand Assessment

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Costco Wholesale operates several Costco Business Center sites and is planning to develop additional sites in the future. Kittelson & Associates, Inc. (KAI) collected parking supply and demand data at five Costco Business Center sites in the spring of 2015 to assess typical parking demand on mid-week days and Saturdays to help Costco assess parking needs at their facilities. This memorandum provides a brief overview of Costco Business Center characteristics, presents the parking data that was collected and outlines a methodology for projecting future parking demand at other Costco Business Centers.

### COSTCO BUSINESS CENTER CHARACTERISTICS

Costco Business Centers have unique attributes (compared to typical “big box” retailers and also compared to traditional Costco warehouses) that impact site parking demand as described below.

- The Costco Business Center operates as a members-only distributor for small to medium size businesses. The Business Center warehouse provides two services: a walk-in cash-and-carry product offering and an on-line or phone order and delivery of the same merchandise. Typical Business Center members include enterprise offices, doctor offices, law offices, real estate offices, convenience store operators, restaurants, coffee cart operators, and janitorial service providers. From a transportation perspective, the Business Center differs from a traditional Costco warehouse primarily in regards to the delivery service. On average, 45 to 50-percent of the sales at a Costco Business Center are via the order and delivery service, meaning that those members don’t directly travel to or from the warehouse and, therefore, do not add trips to the surrounding transportation system or require on-site parking.
- Typical operating hours for a Costco Business Center differ from those of traditional Costco warehouses:
  - Business Center Walk-In
    - Monday to Friday – 7:00 AM (or 8:00 AM) to 6:00 PM
    - Saturday – 7:00 AM to 4:00 PM
    - Sunday – Closed

- Business Center On-Line/Phone Order and Delivery
  - Orders – Monday to Friday – 8:00 AM to 3:00 PM
  - Delivery – Monday to Friday – 8:00 AM to 5:00 PM
- Costco Gasoline
  - Monday to Friday – 5:00 AM to 10:00 PM
  - Saturday – 5:00 AM to 8:00 PM
  - Sunday – Closed
- The services provided at Costco Business Centers are tailored towards corporate and small business center needs as opposed to typical retail customers or general Costco members. Costco Business Centers focus on providing large quantity packaging of business goods and food services for small companies and restaurants. A large portion of the merchandise stocked at the Business Centers is office paper, business computers and electronics, office furniture, and restaurant supplies.

The combined effect of all of these operational characteristics is that Costco Business Centers exhibit significantly lower trip generation and parking demand than is found at traditional Costco warehouses.

## COSTCO BUSINESS CENTER PARKING DEMAND STUDY

Parking demand data was collected at five Costco Business Center sites to assess existing parking supply and demand. Background information on the study sites, study methodology, and study findings is presented below.

### ***Study Sites***

Four of the Business Center sites selected for evaluation are located in California and one is in Washington. At the time of data collection, each site had been open for several years and was deemed by Costco to be located in a mature market. Table 1 summarizes the five study sites.

**Table 1 Costco Business Center Study Sites**

Location	Costco Number	Street Address	Building Size (Square Feet)	Year of Opening	Site Parking Stand-alone or Shared with Other Retail?	Co-located with Costco Fuel?	Weekday Operating Hours	Saturday Operating Hours
Commerce, CA 90040	569	6333 Telegraph Rd.	129,972	2009	Shared, limited overlap	Yes, separate pad	7AM - 6PM	7AM - 4PM
Hawthorne, CA 90250	564	12530 Prairie Ave.	124,140	2009	Stand-alone	No	7AM - 6PM	7AM - 4PM
Hayward, CA 94541	823	22330 Hathaway Ave.	123,093	1997	Stand-alone	No	8 AM - 6PM	7AM - 4PM
San Diego, CA 92111	578	7803 Othello Ave.	108,394	2010	Shared, parking overlaps	No	7AM - 6PM	7AM - 4PM
Fife, WA 98424	767	3900 20 <sup>th</sup> St E	112,532	2003	Stand-alone	No	7AM - 6PM	7AM - 4PM

**Study Methodology**

Parking data was collected at each site during the course of a typical operating day on a mid-week day and on a Saturday. The data was collected at 30-minute intervals between 7:30 AM and 6:00 PM on weekdays and 7:30 AM and 4:00 PM on Saturdays. The parking surveys recorded the total number of available parking spaces by type (ADA designated parking, customer/employee parking, and Costco delivery vehicle parking, herein designated as “fleet”) as well as the number of occupied parking spaces by type throughout the data collection period.

The parking data was correlated with transaction data for each Business Center site to assess if any form of seasonal adjustment might be required. Review of the transaction data determined that the Costco Business Center sales tend to be relatively stable and are not subject to large holiday or seasonal based variations compared to other commercial retail businesses such as Costco Wholesale. Application of an 85% full standard was found to reasonably address parking fluctuations and no further seasonal adjustments were made to the parking demand data.

**Parking Supply**

Table 2 summarizes key aspects of the parking supply at each of the five study sites.

**Table 2 Costco Business Center Parking Supply**

Location	Parking Supply (spaces)				Customer + Employee Parking Supply Ratio Excluding Fleet (spaces)	Dates of Parking Demand Surveys
	Total	ADA	Regular	Fleet		
Commerce, CA	478	17	451	10	3.6 spaces/1,000 square feet	April 28 & May 2, 2015
Hawthorne, CA	345	8	328	9	2.71 spaces/1,000 square feet	April 23 & 25, 2015
Hayward, CA	430	15	340	75	2.88 spaces/1,000 square feet	April 23 & 25, 2015
San Diego, CA	647	18	620	9	5.89 spaces/1,000 square feet	April 23 & 25, 2015
Fife, WA	323	6	309	8	2.80 spaces/1,000 square feet	April 21 & 25, 2015

Costco Business Center staff report that their sites typically have approximately 30 delivery vehicles stored and dispatched on-site. Field observations noted the San Diego Costco Delivery Fleet included a total of 19 vehicles on-site, some of which parked in undesignated areas of the site parking fields when not in use (some delivery vehicles were parked in a way in which each vehicle occupied two parking spaces due to the lack of spaces designated and sized to accommodate delivery fleet vehicles). The Hayward site had 69 delivery vehicles observed on-site, reflecting the unique geographic peninsula area that the Hayward Business Center currently serves.

**Parking Demand Study Findings**

Table 3 shows the measured parking demand at each of the sites surveyed.

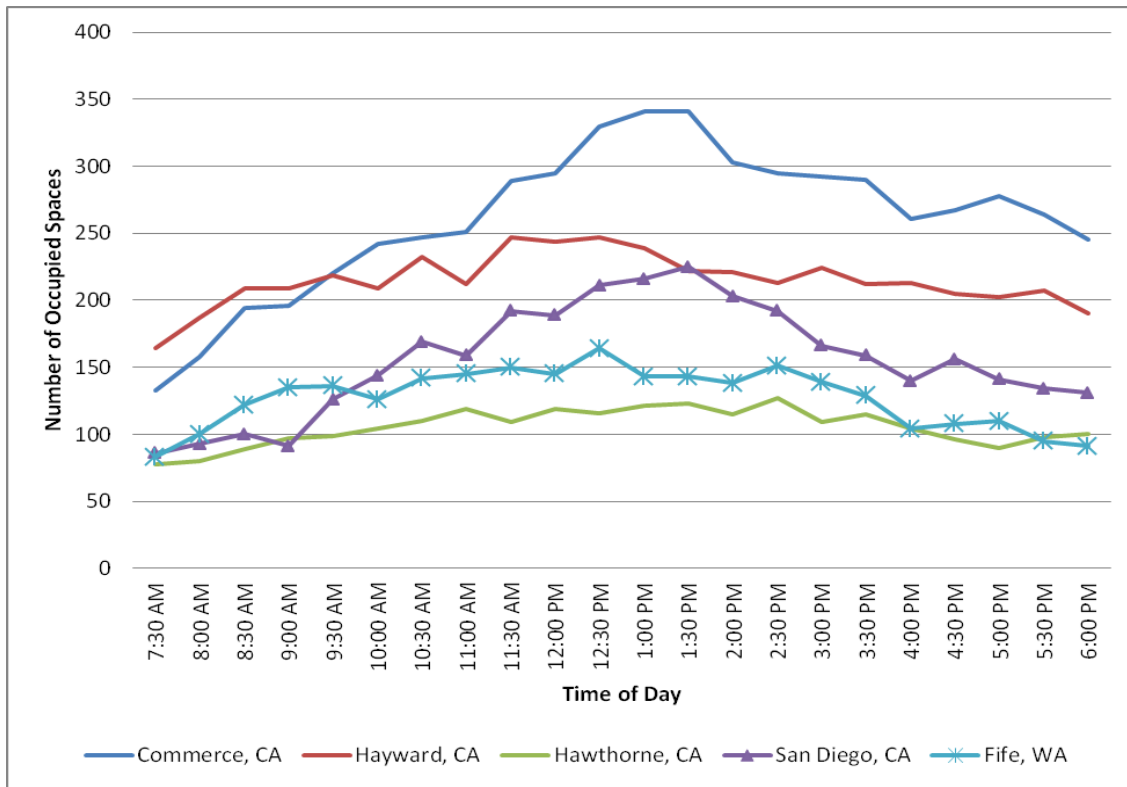
**Table 3 Parking Demand Results (Spaces per Unit)**

Location	Building Size (Square Feet)	Average Weekday Demand (Spaces)	Weekday Peak Demand (spaces)	Weekday Peak Demand Ratio (spaces/1,000 square feet)	Average Saturday Demand (Spaces)	Saturday Peak Demand (spaces)	Saturday Peak Demand Ratio (spaces/1,000 square feet)
Commerce, CA	129,972	262	341	2.62	282	360	2.77
Hawthorne, CA	123,093	105	127	1.02	107	134	1.08
Hayward, CA	124,140	215	247	2.01	225	272	2.21
San Diego, CA	108,394	156	225	2.08	170	221	2.04
Fife, WA	112,532	127	164	1.46	137	165	1.47
5-site Average		173	221	1.84	184	230	1.91
4-site California Average		185	235	1.93	196	247	2.02

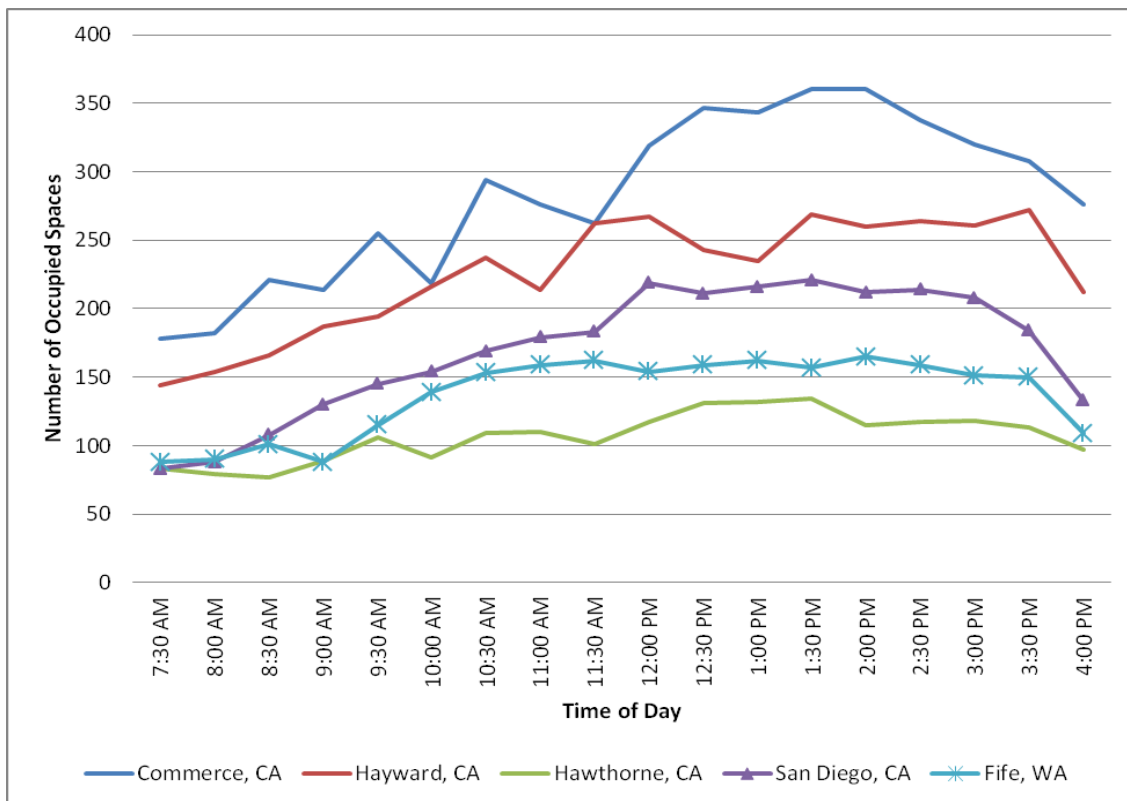
Figures 1 and 2 illustrate how the parking demand ratio (spaces utilized per 1,000 square feet) varied over the course of a weekday and a Saturday, respectively. As shown in the figures, the locations studied generally exhibit similar parking demand profiles with peak demand generally occurring on Saturday.



**Figure 1. Weekday Parking Demand Profile**



**Figure 2 Saturday Parking Demand Profile**



## PROJECTING FUTURE PARKING DEMAND

The parking demand observed at the five mature sites offers a basis for projecting parking demand at future Costco Business Centers. As shown in Table 3, average peak parking demand was generally observed on Saturdays and peak demand varied from market to market.

We recommend applying an 85 percent full standard to the observed peak parking demand results to allow for occasional fluctuations in customer parking demand to help ensure that members do not need to circulate excessively waiting for a parking space to become available.

Using this approach, and focusing on the four-site California-based data, one could project future California Business Center parking demand by applying the 85 percent full standard to the average Saturday peak parking demand ratio of 2.02 spaces/1,000 square feet. This California-based approach results in a recommended minimum parking ratio of 2.4 spaces per 1,000 square feet. We further recommend an upper parking demand ratio be set at 2.7 spaces per 1,000 square feet for a typical California Costco Business Center location based on the observed data.

The field studies presented in this report suggest that between 10 and 30 of the resultant parking spaces calculated should be designated for Costco Business Center Delivery Fleet parking.

## SUMMARY

Parking needs at future Costco Business Center sites should be projected based on anticipated sales performance, market area, and Costco Business Center Delivery Fleet considerations. This memorandum provides insights into parking demand at five representative Costco Business Center sites. This data can be used to assess comparable values at future Costco Business Center sites and to identify an appropriate number of parking spaces. The following general insights are offered:

- Parking supply should reflect the unique attributes of the Costco Business Center model and how they related to parking demand associated with the site.
  - On average, 45 to 50-percent of the sales at a Costco Business Center are via order and delivery service, meaning that those members never travel to or from the warehouse and are therefore not trips on the surrounding transportation system.
  - The services provided at Costco Business Centers are tailored towards corporate and small business center needs as opposed to typical retail customers or general Costco members. Costco Business Centers focus on providing large quantity packaging of business goods and food services for small companies and restaurants.
  - The combined effect of all of these operational characteristics is that Costco Business Centers exhibit significantly lower parking demand than is found at traditional Costco warehouses.
- Field observations suggest that between 10 and 30 spaces should be designated for Costco Business Center Delivery Fleet parking, pending anticipated site-specific market needs. While most of the delivery fleet tends to be off-site serving members on weekdays, the fleet tends to be largely stored on-site during the day on weekends.

- Parking needs at future Costco Business Center sites could be projected based on application of an 85% full standard to the peak parking demand ratios observed in this study. This ratio would comfortably accommodate member, employee, and Costco Business Center Delivery Fleet vehicles on-site at sites similar to those studied to date.
- Costco may choose to collect additional supplemental parking data at other sites to further evaluate parking demand in other regions/markets.

Please call us at 503-228-5230 if you have any questions or require any additional information.

## MEMORANDUM

**DATE:** June 6, 2019

**To:** Sean T. Asmus  
 Prime A Investments–Ontario, LLC

**FROM:** Ken Wilhelm, LSA

**SUBJECT:** Ontario Gateway—Trip Generation Comparison

LSA is pleased to present this trip generation comparison for the construction of the proposed project (project): 4,750 square feet (sf) of retail use, 14,250 sf of restaurant use, and a 133,765 sf Costco Business Center on the southeast corner of Haven Avenue and Guasti Road in Ontario, California (shown in Figure 1; all figures are provided as Attachment A).

As shown in Figure 2, this project site is included in the previously adopted Ontario Gateway Specific Plan (July 2007), which included a hospital (200 beds) and medical office use (75,000 sf) on site.

The purpose of this memorandum is to provide a comparison of average daily trips (ADT) and peak-hour (a.m. and p.m.) trips between the previously approved Ontario Gateway Specific Plan land uses and the proposed project.

### Trip Generation Comparison

To estimate the number of trips these projects would add to the circulation system, the trip generation of both the Ontario Gateway Specific Plan and the proposed project were calculated from land use-based trip rates of the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 10th Edition. In addition, trip reductions from pass-by and diverted trip percentages provided by the ITE *Trip Generation Handbook*, 3rd Edition were used for the proposed project land uses.

It should be noted that, because of the nature of a Costco Business Center (which includes a restrictive customer base, specific services offered, and more selective operational hours than the traditional Costco Wholesaler, or Discount Club), specific peak hour trip rates and pass-by/diverted trip reductions were used and provided by the *Ontario, California Costco Business Center Trip Generation Estimate* Memorandum (May 2019) prepared by Kittelson & Associates (Attachment C). Specific trip rates and reductions were calculated using surveys collected at other Costco Business Center locations.

In addition, further survey data were provided by Kittelson & Associates to show ADT rates and pass-by/diverted trip reduction percentages of a Costco Business Center in Hayward, California. LSA used this daily rate and pass-by/diverted trip reduction to calculate the ADT of the proposed 133,765 sf Costco Business Center.

As shown in Table A (all tables are provided in Attachment B), the previously approved hospital (200 beds) and medical office use (75,000 sf) of the adopted Ontario Gateway Specific Plan were estimated to generate 7,074 ADT, including 577 a.m. peak-hour trips (427 inbound and 150 outbound), and 638 p.m. peak-hour trips (179 inbound and 459 outbound).

As shown in Table B, the proposed project is anticipated to generate 6,690 ADT, including 428 a.m. peak-hour trips (224 inbound and 204 outbound), and 677 p.m. peak-hour trips (334 inbound and 343 outbound). With application of pass-by and diverted trip reductions, the proposed project is anticipated to generate a net total of 5,315 ADT, including 327 a.m. peak-hour trips (172 inbound and 155 outbound), and 382 p.m. peak-hour trips (189 inbound and 193 outbound).

Shown in Table C, if the proposed project of 4,750 sf of retail use, 14,250 sf of restaurant use and a 133,765 sf Costco Business Center were to replace the previously considered land uses of the Ontario Gateway Specific Plan, the project would generate 1,759 fewer ADT, including 250 fewer a.m. peak-trips, and 256 fewer p.m. peak-hour trips.

### Conclusion

LSA generated trips for the previously considered land uses of the Ontario Gateway Specific Plan and the proposed project. As illustrated, the proposed project is expected to generate fewer trips than the previously approved project. Therefore, the implementation of the project will not create an impact to the surrounding circulation system.

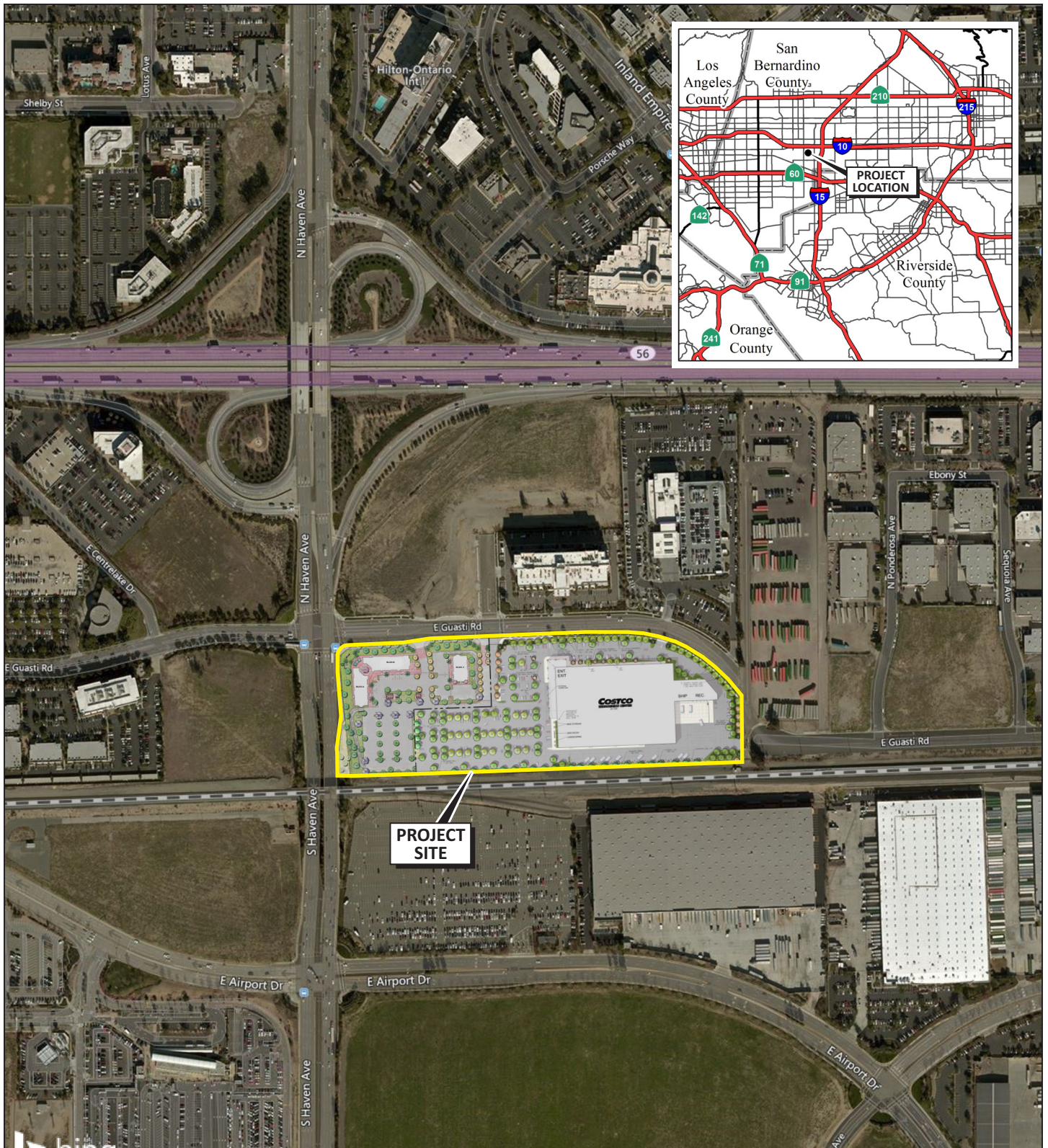
Attachments: A – Figure 1: Project Site Plan and Location  
                  Figure 2: Ontario Gateway Specific Plan Site Plan  
                  B – Trip Generation Comparison Tables A, B, and C  
                  C – *Ontario Costco Business Center Trip Generation Memo* (May 2019) Kittelson & Associates



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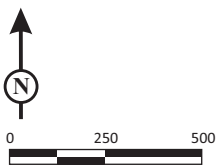
## ATTACHMENT A

### FIGURES



LSA

FIGURE 1



SOURCE: Bing Maps

I:\PA1901\G\Location.cdr (6/5/2019)

Ontario Gateway  
Project Site Plan and Location



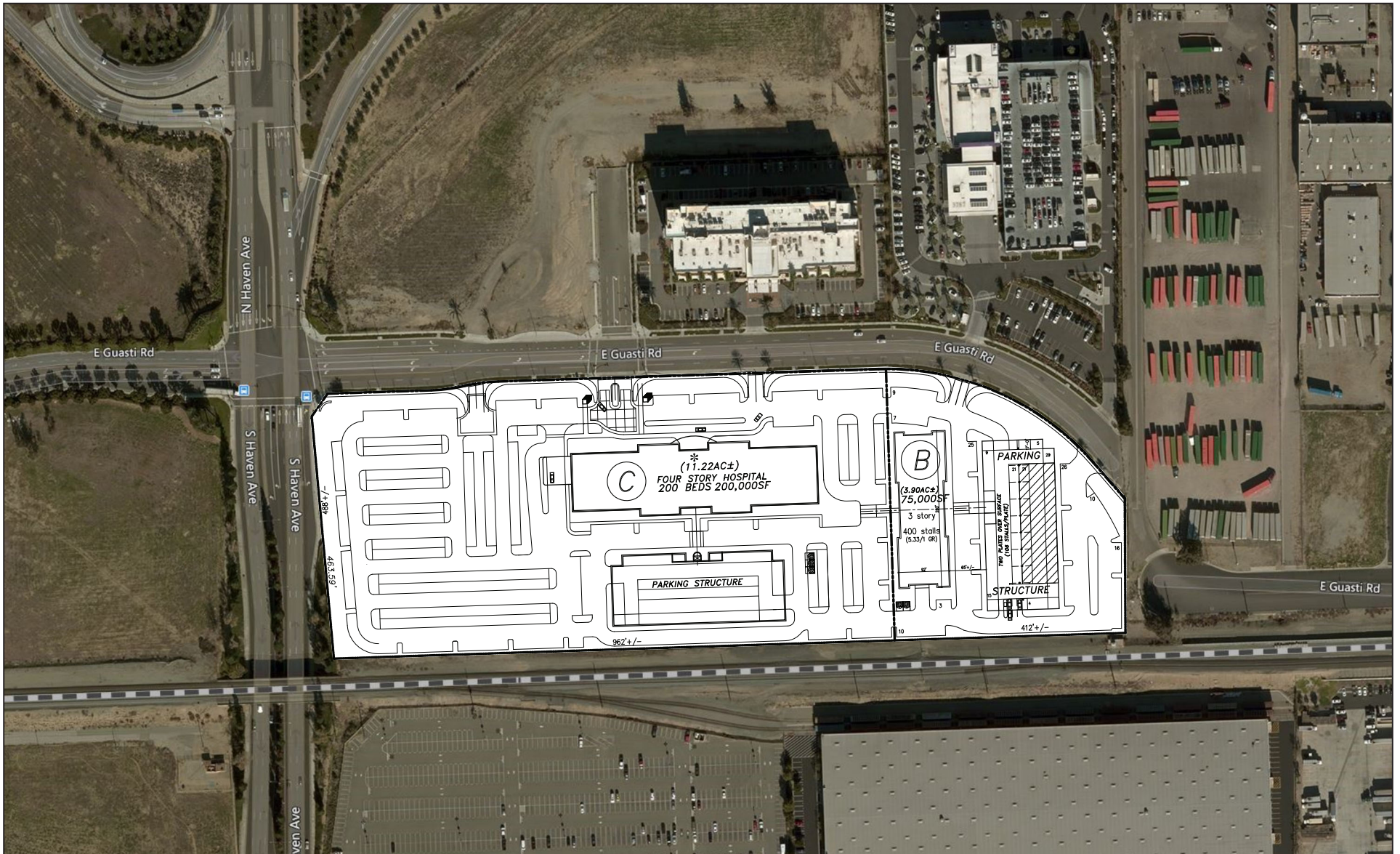


FIGURE 2

LSA



SOURCE: Bing Maps, TGA Development & Engineering, Inc.

I:\PAI1901\G\SP Site Plan.cdr (6/5/2019)

Ontario Gateway

Ontario Gateway Specific Plan Site Plan

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## ATTACHMENT B

### TRIP GENERATION COMPARISON TABLES A, B, AND C

**Table A: Ontario Gateway Specific Plan Trip Generation**

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates<sup>1</sup></b>									
Medical Office (720)		TSF	34.80	2.17	0.61	2.78	0.97	2.49	3.46
Hospital (610)		Bed	22.32	1.32	0.52	1.84	0.53	1.36	1.89
<b>Project Trip Generation</b>									
Medical Office	75,000	TSF	2,610	163	46	209	73	187	260
Hospital	200	Bed	4,464	264	104	368	106	272	378
<b>Total Trip Generation</b>			<b>7,074</b>	<b>427</b>	<b>150</b>	<b>577</b>	<b>179</b>	<b>459</b>	<b>638</b>

<sup>1</sup> Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017).

TSF = thousand square feet

ADT = average daily trips

**Table B: Proposed Project Trip Generation**

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates</b>									
Shopping Center (820) <sup>1</sup>		TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
High Turn-Over (Sit Down) Restaurant (932) <sup>1</sup>		TSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Costco Business Center <sup>2</sup>		TSF	36.72	1.07	1.03	2.10	1.79	2.10	3.89
<b>Project Trip Generation</b>									
Shopping Center	4,750	TSF	179	3	2	5	9	9	18
High-Turnover (Sit Down) Restaurant	14,250	TSF	1,599	78	64	142	86	53	139
Costco Business Center	133,765	TSF	4,912	143	138	281	239	281	520
<b>Total Project Trips</b>			<b>6,690</b>	<b>224</b>	<b>204</b>	<b>428</b>	<b>334</b>	<b>343</b>	<b>677</b>
<b>Pass-By and Diverted Trips</b>									
Shopping Center <sup>3</sup>			-	-	-	-	(3)	(3)	(6)
High-Turnover (Site Down) Restaurant <sup>3</sup>			-	-	-	-	(37)	(23)	(60)
Costco Business Center <sup>2</sup>			(1,375)	(52)	(49)	(101)	(105)	(124)	(229)
<b>Total Pass-By and Diverted Trips</b>			<b>(1,375)</b>	<b>(52)</b>	<b>(49)</b>	<b>(101)</b>	<b>(145)</b>	<b>(150)</b>	<b>(295)</b>
<b>Net New Trips (Project Trips - Pass-By Trips)</b>			<b>5,315</b>	<b>172</b>	<b>155</b>	<b>327</b>	<b>189</b>	<b>193</b>	<b>382</b>

<sup>1</sup> Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 10th Edition (2017).

<sup>2</sup> Trip rates, diverted trips and pass-by trips referenced from the *Ontario, California Costco Business Center Trip Generation Estimate Memo* prepared by Kittelson & Associates on May 30, 2019.

<sup>3</sup> Pass-by trip percentages referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition (2017).

TSF = thousand square feet

ADT = average daily trips

**Table C: Trip Generation Comparison**

Land Use	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Trip Generation</b>							
Ontario Gateway Specific Plan Trips	7,074	427	150	577	179	459	638
Proposed Project Trips	5,315	172	155	327	189	193	382
<b>Trip Differential (Proposed - Specific Plan)</b>	<b>(1,759)</b>	<b>(255)</b>	<b>5</b>	<b>(250)</b>	<b>10</b>	<b>(266)</b>	<b>(256)</b>



**ATTACHMENT C**

***ONTARIO COSTCO BUSINESS CENTER TRIP GENERATION MEMO (MAY 2019)***  
**KITTELSON & ASSOCIATES**

May 30, 2019

Michael Okuma  
Costco Wholesale  
9 Corporate Park, Suite 230  
Irvine, CA 92606

***RE: Ontario, California Costco Business Center Trip Generation Estimate***

Dear Michael,

Costco Wholesale is proposing to develop a Costco Business Center on property located on Guasti Road and Haven Avenue in Ontario. This letter provides background information related to Costco Business Centers, their trip generation, as well as a trip estimate for the proposed site based on an existing Costco Business Center located in San Diego, California.

## COSTCO BUSINESS CENTER CHARACTERISTICS

Costco Business Centers are a unique and growing part of the Costco experience offered to members. Key differences between a typical Costco Warehouse and a Costco Business Center can be explained through review of services offered, typical customer base, the sales and delivery process, and operating hours. Each of these four topics is discussed further below.

### Services Offered

The services provided at Costco Business Centers are tailored towards corporate and small business needs as opposed to typical retail customers or general Costco members. Costco Business Centers focus on providing large quantity packaging of business goods and food services for small companies and restaurants. A large portion of the merchandise stocked at the Business Centers is office paper, business computers and electronics, office furniture, and restaurant supplies.

Costco Warehouses serve individual members and their families, providing products including but not limited to the following: appliances; auto and tires; baby, kids and toys; clothing and handbags; computers and printers; electronics; furniture; grocery, floral, and pets; home improvement; health and beauty; home, kitchen, bed and bath; jewelry and watches; office products; patio and outdoor; sports and fitness; travel and luggage and other traditional consumer goods. While many Costco Business Centers and Costco Wholesale sites both offer a Food Court (note that a Food Court is not proposed at the Ontario site), entire departments such as Hearing Aids, Optical, Pharmacy, and a Tire Service Center are unique to the Costco Wholesale warehouses and are not typically provided at Costco Business Centers. In part due to the merchandise offered and in part due to the customer type, Costco Business Centers have a higher average sales dollar amount per transaction in comparison to a traditional Costco warehouse.

## Customer Base

Typical Business Center members are businesses including enterprise offices, doctor offices, law offices, real estate offices, convenience store operators, restaurants, coffee cart operators, and janitorial service providers. From a transportation perspective, this differs from a traditional Costco warehouse primarily in regards to the delivery service – many of these customers order on-line and have their purchases delivered direct to the site without visiting the physical Costco Business Center building site (refer to Sales and Delivery process discussion below).

While a typical Costco Warehouse serves small businesses as well, as compared to a Business Center, a Costco Warehouse serves many more everyday individuals, usually purchasing goods and services for their personal use or that of their families at home.

## Sales and Delivery Process

Due to the business clientele served, Costco Business Centers provides two services: a walk-in cash-and-carry product offering and an on-line or phone order and delivery of the same merchandise. From a transportation perspective, this differs from a traditional Costco Warehouse primarily in regards to the delivery service. On average, 45 to 50-percent of the sales at a Costco Business Center are via the order and delivery service, meaning that those members never travel to or from the warehouse and, therefore, do not add trips to the surrounding transportation system or require on-site parking. Typically, up to approximately 30 Costco delivery vehicles are stored at the Business Center site and fulfill member orders (26 delivery vehicles parking spaces are proposed at the Ontario site).

In comparison, Costco Warehouse members can shop at the warehouse or on-line through Costco.com. The on-line Costco.com shopping experience is similar to the web-based retail environment offered by other brick-and-mortar retailers with a web presence – member orders are fulfilled via various shipping methods but, unlike Costco Business Centers, home delivery services using Costco vehicles are not offered for Costco Warehouse members.

## Operating Hours

Costco Warehouses are open seven days a week and offer different hours to serve the general public. Table 1 compares operating hours at a typical Costco Business Center.

**Table 1. Comparison of Operating Hours**

Day of Week	Business Center Phone Order* and Delivery	Costco Business Center Walk-In	Costco Warehouse Walk-in	Comments
Monday to Friday	7:00 AM to 6:00 PM	7:00 AM to 6:00 PM	10:00 AM to 8:30 PM	Warehouse opens and closes later
Saturday	8:00 AM to 5:00 PM	7:00 AM to 4:00 PM	9:30 AM to 6:00 PM	Warehouse opens and closes later
Sunday	Closed	Closed	10:00 AM to 6:00 PM	Business Center not open

\*Costco maintains a Business Center Web page where most members (94-95%) place their orders. The web page is available 24 hours a day; however in order for a request to be delivered, next day service must be placed by 3:00 PM on the day prior to requesting delivery.

As shown in Table 1, Costco Business Centers tend to open and close earlier than Costco Warehouses; further, Business Centers are not open on Sundays. The different hours at the Business Center reflect the needs of the business customers as compared to traditional retail customers. Sunday operations offer the clearest contrast between Business Centers and Warehouses; Warehouses are open Sundays (many private individuals prefer to shop on their weekend day off) while Business Centers are closed (reflecting that most business customers are closed on Sundays and not able to accept deliveries). The combined effect of all of these operational characteristics is that Costco Business Centers exhibit significantly lower trip generation than is found at traditional Costco warehouses<sup>1</sup>.

## COSTCO BUSINESS CENTER TRIP GENERATION DATA

A trip generation estimate was prepared for the proposed Ontario Business Center based on data collected at the existing San Diego, California Costco Business Center. Like the proposed Ontario site, the San Diego site does not offer fuel sales but does have a food court (meaning the trip rates at the San Diego site likely are higher per square foot compared to what will be realized in Ontario).

Data was collected at the San Diego Business Center site in July 2015 on a Thursday between the hours of 7:00 to 10:00 AM and 3:00 to 6:00 PM. In addition, trip data was collected on a Saturday in August 2015 from 11:00 AM to 3:00 PM. Each day, the data collected included the total number of vehicle trips in and out of the Business Center warehouse and member surveys completed within the warehouse to assess trip type. Table 2 summarizes the trip generation characteristics.

**Table 2. Costco Business Center Trip Generation Characteristics**

Trip Characteristic	Weekday Peak Hour Trip Generation		Saturday Peak Hour Trip Generation
	8:00 to 9:00 AM	4:30 to 5:30 PM	1:15 to 2:15 PM
Observed Generator Peak Hour	8:00 to 9:00 AM	4:30 to 5:30 PM	1:15 to 2:15 PM
Total Trip Rate	2.10 trips/1,000 square feet (51% in, 49% out)	3.89 trips/1,000 square feet (46% in, 54% out)	6.02 trips/1,000 square feet (51% in, 49% out)
Pass-by Trip Percentage	11%	34%	15%
Diverted Trip Percentage	25%	10%	30%
Net New Trip Percentage	64%	56%	55%

<sup>1</sup> Note: Costco Gasoline may be available at both Costco Warehouses and Costco Business Centers. No Costco Gasoline is proposed at the Ontario Business Center site.

## ONTARIO SITE TRIP GENERATION ESTIMATE

The trip generation rates outlined in Table 2 were used to estimate site trip generation for the Ontario Costco Business Center shown in Table 3.

**Table 3. Ontario Costco Business Center Trip Generation Estimates**

	Warehouse Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Total Trips	133,765 square feet	281	143	138	520	239	281	805	411	394
Pass-by Trips		(31)	(16)	(15)	(177)	(81)	(96)	(121)	(62)	(59)
Diverted Trips		(70)	(36)	(34)	(52)	(24)	(28)	(242)	(123)	(119)
<b>Net New Trips</b>		<b>180</b>	<b>91</b>	<b>89</b>	<b>291</b>	<b>134</b>	<b>157</b>	<b>442</b>	<b>226</b>	<b>216</b>

Please contact us if you have questions or if you need additional information.

Sincerely,  
 KITTELSON & ASSOCIATES, INC.

Chris Brehmer, PE  
 Senior Principal Engineer





**PLANNING COMMISSION  
STAFF REPORT**  
July 23, 2019

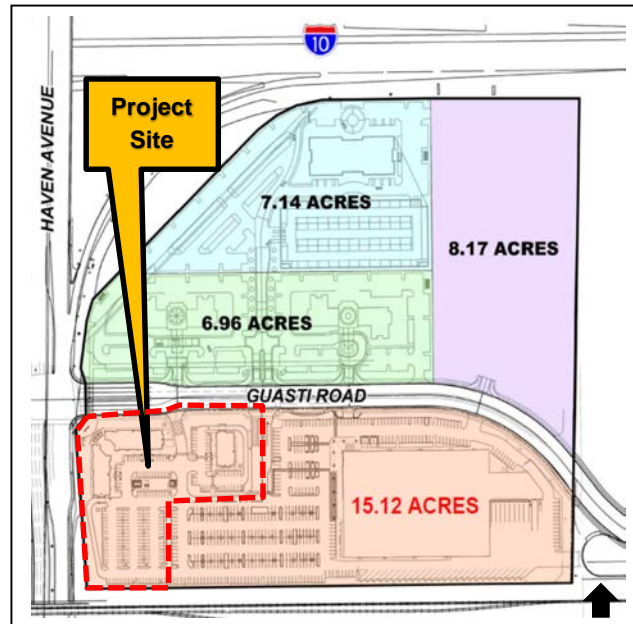
**FILE NOS.:** PDEV18-040 & PCUP18-041

**SUBJECT:** A Development Plan (File No. PDEV18-040) to construct three retail buildings totaling 19,000 square feet, in conjunction with a Conditional Use Permit (File No. PCUP18-041) to establish drive-thru facilities on two buildings (Building A & C), on 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road within the Mixed-Use land use district of the Ontario Gateway Specific Plan; (APN: 210-212-57); **submitted by Prime A Investments, LLC.**

**PROPERTY OWNER:** Prime A Investments, LLC.

**RECOMMENDED ACTION:** That the Planning Commission consider and approve File Nos. PDEV18-040 & PCUP18-041, 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 departmental reports.

**PROJECT SETTING:** The project site is comprised of 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed Use land use district of the Ontario Gateway Specific Plan, and is depicted in Figure 1: Project Location, below. The site is relatively flat, with a gentle north to south slope of just over one percent. The property to the north of the project site is developed with an existing Springhill Suites hotel, located within the Entertainment land use district of the Ontario Gateway Specific Plan. The property to the south is developed with a Park-N-Fly airport parking lot, and is located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is developed with an office building, and



**Figure 1: Project Location**

Case Planner:	Luis E. Batres
Planning Director Approval:	
Submittal Date:	12-20-18

Hearing Body	Date	Decision	Action
DAB	7-15-19	Approved	Recommend
PC	7-23-19		Final
CC			

is located within the Office land use district of the Centrelake Specific Plan. The property to the east is located within the Mixed Use land use district of the Ontario Gateway Specific Plan and is currently vacant.

## **PROJECT ANALYSIS:**

### [1] Development Plan (File No. PDVE18-040)

[a] Background. The applicant is requesting approval of a Development Plan (File No. PDEV18-040) to construct three retail buildings totaling 19,000 square feet, in conjunction with a Conditional Use Permit (File No. PCUP18-041) to establish drive-thru facilities for two of the two buildings (Buildings “A” & “C”), located on 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road.

Staff has worked with the applicant to design a project that meets the goals and requirements of the Mixed Use land use designation of the Ontario Gateway Specific Plan and the goals and policies of The Ontario Plan (TOP). The proposed retail center will provide an attractive entrance to the City for its residents and travelers to the Ontario International Airport (ONT). In addition, the retail center will provide much needed services (restaurants) to travelers along interstate 10 and to ONT.

On July 15, 2019, the Development Advisory Board reviewed the subject application and recommended that the Planning Commission approve the proposed project, subject to departmental conditions of approval included with this report.

[b] Site Design/Building Layout. The project consists of three buildings, including Buildings A and B located at the northwest corner of the project site, with associated parking areas directly south and southeast of the buildings. Building C is located at the northeast corner of project site, with associated parking areas directly to the south and west sides of the building.

Building A, proposed along the project’s Haven Avenue frontage, is 6,200 square feet in size and will have the potential to be subdivide into three retail suites. The building is oriented with the front facing east and the rear of the facing west, toward Haven Avenue. To accommodate a future fast food restaurant tenant, a drive-up window is proposed on at the rear of the building (south elevation), with the drive-thru lane accessed at the southwest corner of the project site.

Building B, proposed along the project’s Guasti Road street frontage, is 8,000 square feet in size and will have the potential to be subdivided into four retail suites. The building is oriented with the front facing south and the rear facing north, toward Guasti Road.

Both Buildings A and B have been designed with a common outdoor plaza that is located between the buildings, at the northwest corner of the project. The plaza area will feature decorative paving, enhanced landscaping, outdoor decorative furniture (chairs, tables

and umbrellas), decorative potted plants, enhanced lighting and a decorative shade structure (see Exhibit F—Landscape Plan, Exhibit G—Landscape Plan Enlargement Areas, Exhibit H—Site Furnishings).

Building C, proposed along the project’s Guasti Road frontage, is 4,800 square feet in size and will have the potential for three retail suites. The building is oriented with the front of the building facing west and the rear facing east. To accommodate a future fast food restaurant tenant, the building will feature a 12-foot wide drive-thru lane along the north and west sides of the building, with the pickup window located on the north side of the building, facing Guasti Road. A decorative three-foot high wall will be provided along the outside edge of the drive-thru lane to screen views of the lane from Guasti Road and the primary shopping center entrance to the west.

[c] Site Access/Circulation. The project has been designed in conformance with the development regulations, standards, and design guidelines of the Mixed-Use land use designation of the Ontario Gateway Specific Plan, with the objective to create a safe and attractive design. The circulation plan for the Ontario Gateway Specific Plan reinforces the goal of moving vehicles and pedestrians safely and efficiently through and around the project.

The project has been designed to provide two points of vehicular access, including a right-in/right-out access on Guasti Road, between Buildings B and C, and a signalized full access located on the east side of Building C, which is shared with a proposed future Costco Business Center. The shared driveway will feature a 10-foot wide raised landscape median, with two vehicle lanes in each direction. In addition, the retail development will have shared vehicular access with the future Costco development along the south and eastern portions of the parking lot. Both developments will share the cost of completing the improvements for the signalized shared driveway. Pedestrian access into the project site from Guasti Road is provided by a 7-foot wide sidewalk (see Exhibit B—Site Plan).

[d] Parking. As demonstrated in the parking table below, the project is required to provide 211 parking spaces, pursuant to the “Retail” and “Restaurant” parking standards of the Ontario Development Code (*Section 6.03.015: Required Number of Off-Street Parking Spaces*). A total of 215 parking spaces will be provided for the development, exceeding the minimum requirement.

<b>Parking Summary Table</b>				
<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Building A</i>	6,200	1,550 sq. ft. Retail (25%) @ 4/1,000 4,650 sq. ft. Restaurant (75%) @ 13.3/1.00	70	70
<i>Building B</i>	8,000	1,550 sq. ft. Retail (25%) @ 4/1,000	88	88

<b>Parking Summary Table</b>				
<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
		4,650 sq. ft. Restaurant (75%) @ 13.3/1.00		
<i>Building C</i>	4,800	1,550 sq. ft. Retail (25%) @ 4/1,000 4,650 sq. ft. Restaurant (75%) @ 13.3/1.00	53	57
<b>TOTAL</b>	<b>19,000</b>		<b>211</b>	<b>215</b>

[e] Architecture. The proposed development exemplifies the type of high quality architecture prescribed by the Ontario Gateway Specific Plan and the Ontario Development Code. Staff worked with the applicant to design a project that will the surrounding existing and proposed developments in terms of scale, style, form, materials and colors (see Figure 1: Haven Avenue and Guasti Road Perspective, Figure 2: Building C Perspective, and Exhibits C to E: Building Elevations). The contemporary modern architecture style proposed for the project is in keeping with the City’s high standards for new development. The project will feature the following:

- Focal tower elements facing all building sides
- Articulation in the building’s roof lines
- Extensive use of glazing, but in particular along the front elevations
- Articulation in building footprint, incorporating a combination of recessed and popped-out wall areas
- Variation in building materials (wood tile, stone tile, metal panels)
- Decorative metal canopies at key locations and along the storefronts
- Variation in colors
- Aluminum storefront framing to accentuate storefronts
- Incorporation of reveal patterns; and
- Incorporation of decorative sconce lighting fixtures at key locations



**Figure 1: Haven Avenue and Guasti Road Perspective**



**Figure 2: Building C Perspective**

[f] Landscaping. The Ontario Gateway Specific Plan requires that the project provide a minimum 13 percent landscape coverage. The project proposes 28 percent landscape coverage, exceeding the minimum requirement. Landscaping will be provided in the form of a 25-foot landscape setback along project's Guasti Road frontage, a 27-foot (average) landscape setback along the Haven Avenue frontage, a 17-foot (average) landscape setback along the south property line (adjacent to the Southern Pacific Railroad right-of-way), and a 13-foot (average) landscape setback along the east property line (adjacent to the future Costco Business Center project).



In addition, extensive landscaping in the form of ground cover, shrubs, and trees will be provided along the interior of the development to further enhance the project. Decorative paving has also been incorporated on all Guasti Road entry driveways and exterior plaza areas around the buildings, to further enhance the project (see Exhibit F—Landscape Plan & Exhibit G—Landscape Plan Enlargement Areas).

[g] Signage. The project is not proposing any signage at this time; however, a Sign Program will be required for the project. All new signage shall comply with the requirements of the Development Code and Specific Plan and are required to be reviewed and approved by the Planning Department prior to permit issuance.

[h] Utilities (drainage, sewer). 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, bio treatment, and evapotranspiration. The PWQMP proposes the use of large underground infiltration chambers located within the southeast portion of the parking lot area.

[2] Conditional Use Permit Review (File No. PCUP18-041) — The intent of Conditional Use Permit (CUP) review is to ensure that the proposed use will be established and 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, to uses, properties or improvements in the vicinity. As previously described, the project site is located within the Mixed-Use land use district of the Ontario Gateway Specific Plan. Within the Mixed-Use land use district, drive-thru facilities are permitted subject to the approval of a Conditional Use Permit.

The Applicant is requesting approval of a Conditional Use Permit to establish drive-thru facilities on two buildings (Building A & Building C) in conjunction with the proposed Development Plan application. The project has been designed in conformance with the development regulations, standards and design guidelines of the Mixed-Use land use designation of the Ontario Gateway Specific Plan, with the objective to create a safe and attractive design.

Careful consideration has been given to ensure that the proposed development and proposed drive-thru facilities do not have the potential to create adverse impacts on the neighboring properties. In addition, the proposed drive-thru facilities have been designed to lessen and mitigate any negative impacts on adjacent and surrounding land uses.

**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.

- CD2-7 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 environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, in conjunction with File No. File No. PGPA06-001. 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>	Vacant	OC (Office Commercial)	Ontario Gateway Specific Plan	Mixed-Use
<i>North</i>	Hotel	OC (Office Commercial)	Ontario Gateway Specific Plan	Entertainment
<i>South</i>	Railroad, Airport Parking	Industrial	California Commerce Center Specific Plan	Commercial/Food/ Hotel & Rail Industrial
<i>East</i>	Vacant	OC (Office Commercial)	Ontario Gateway Specific Plan	Mixed Use
<i>West</i>	Office	OC (Office Commercial)	Centrelake Specific Plan	Office

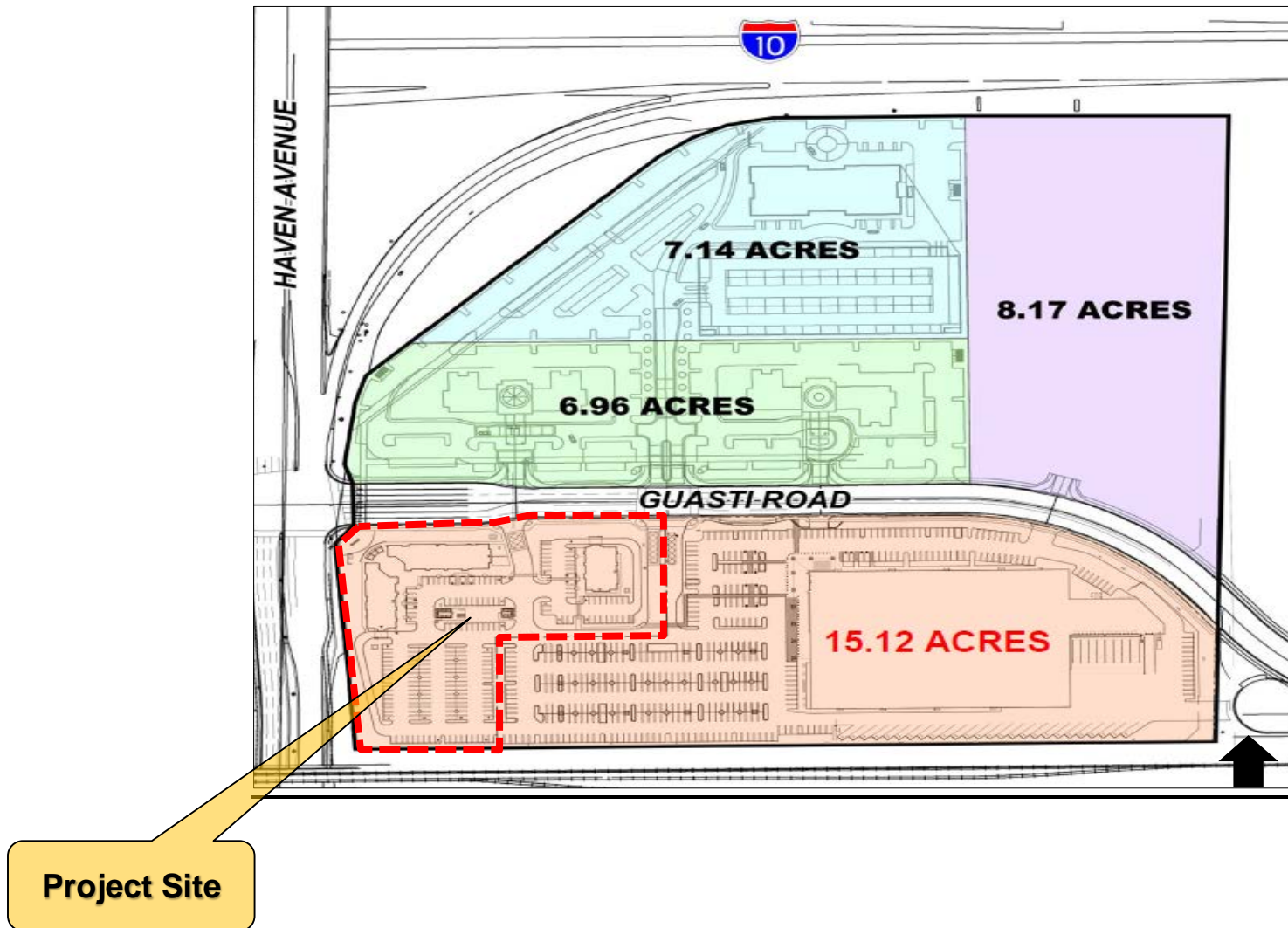
**General Site & Building Statistics**

<i>Item</i>	<i>Proposed</i>	<i>Min./Max. Standard</i>	<i>Meets Y/N</i>
<i>Lot/Parcel Size:</i>	4.3 Acres	1 Acre	Y
<i>Building Area:</i>	Building A: 6,200 sq. ft. Building B: 8,000 sq. ft. Building C: 4,800 sq. ft.	N/A	Y
<i>Floor Area Ratio:</i>	10.2%	100 % (Max.)	Y
<i>Building Height:</i>	31 feet	120 feet (Max.)	Y

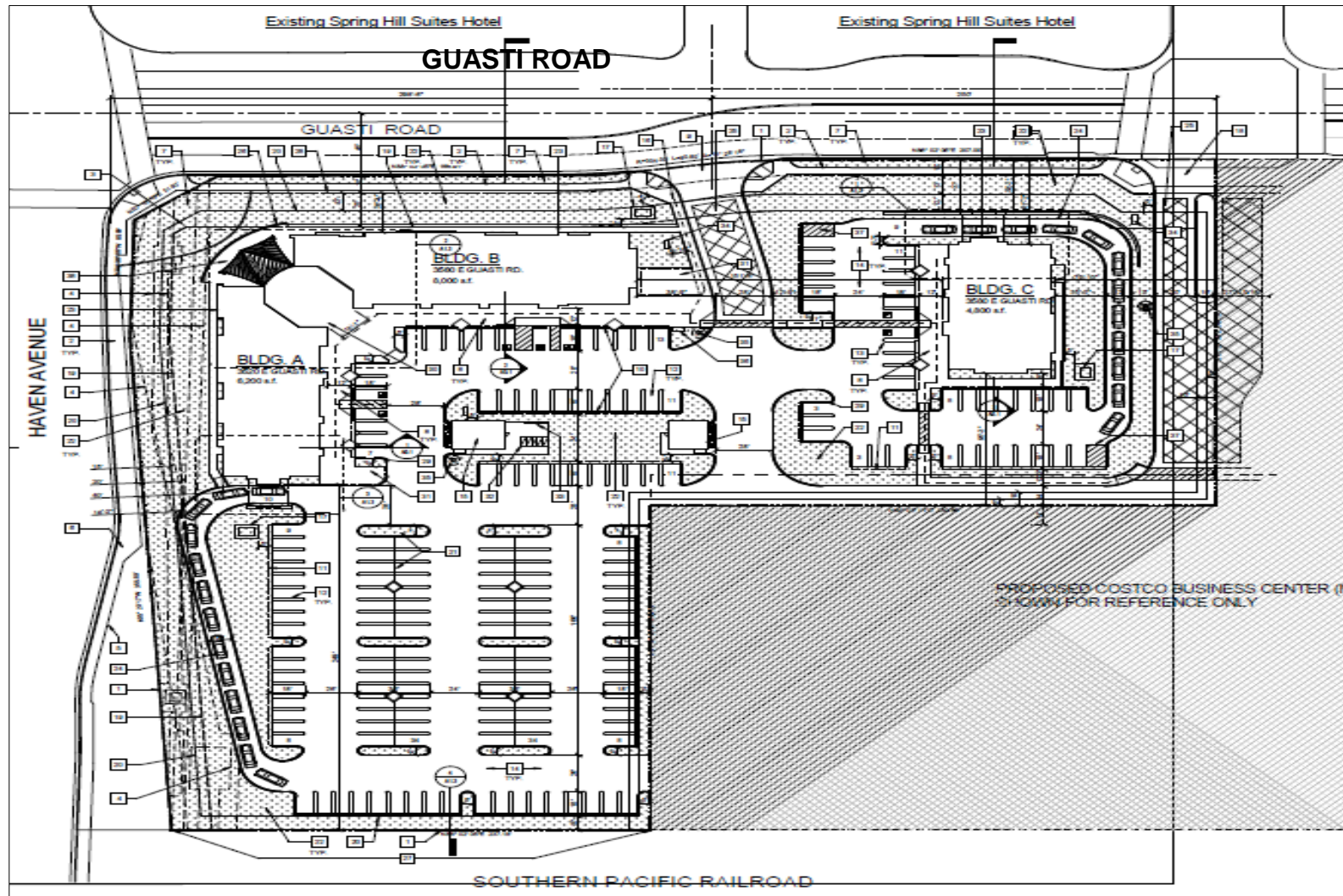
**Off-Street Parking:**

<b>Parking Summary Table</b>				
<i>Type of Use</i>	<i>Building Area</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
<i>Building A</i>	6,200	1,550 sq. ft. Retail (25%) @ 4/1,000 4,650 sq. ft. Restaurant (75%) @ 13.3/1.00	70	
<i>Building B</i>	8,000	1,550 sq. ft. Retail (25%) @ 4/1,000 4,650 sq. ft. Restaurant (75%) @ 13.3/1.00	88	
<i>Building C</i>	4,800	1,550 sq. ft. Retail (25%) @ 4/1,000 4,650 sq. ft. Restaurant (75%) @ 13.3/1.00	53	
<b>TOTAL</b>	<b>19,000</b>		<b>211</b>	<b>215</b>

**Exhibit A—PROJECT LOCATION MAP**



**Exhibit B—SITE PLAN**



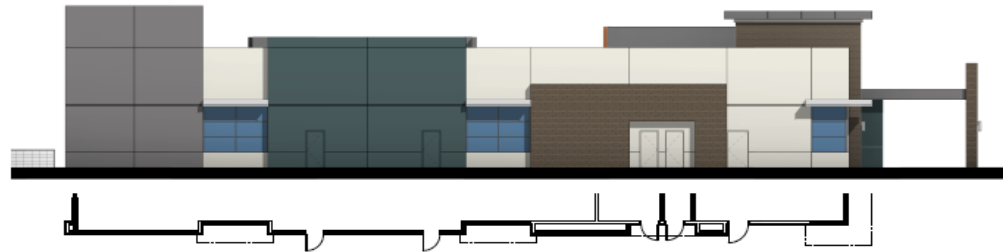
**Exhibit C—BUILDING A ELEVATIONS**

FINISH LEGEND				
SYMBOL	MATERIAL	COLOR/DESCRIPTION	REF.	COMMENTS
001	PAINT	CRISP OFF WHITE	N/A	SHERWIN WILLIAMS
002	PAINT	DEEP WAXEN BROWN	N/A	SHERWIN WILLIAMS
003	PAINT	CLEAR ACQUACRY RESINANCE	N/A	CLARKE ROBINSON
004	PAINT	200 TRUSMIL BRN/BLACK	N/A	GRUPO
005	PAINT	METAL GLOSS/FLK CLEAR ANTI-CORROSION	N/A	MATCH AT/NEARBY/NOT ALLOWED
006	STONE TILE	CANTON BRN	17704T	DAUTER
007	METAL PANEL	CLEAR ALUMINUM	N/A	EMERALD ALUMINUM PANELS
008	WOOD TILE	HARDWOOD	PT20P	SHARON
009	SPRINKLER SLAB	BLACK WOOD GRAIN GYPSUM CORE	N/A	
010	GLAZING	CLEAR	WILLIAMS	STAMPAHUB (GL)
011	REINFORCED CONCRETE	CRACK BLOCK	10700P	MARSH WILSON SUBSTRATE
012	SPRINKLER CONCRETE	NATURAL GRAY	N/A	
013	SPRINKLER CONCRETE	NATURAL GRAY	N/A	

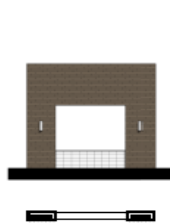
PROPOSED TRAVEL SIGNAGE LOCATION



5 BLDG A EAST ELEVATION  
1/8" = 1'-0"



4 BLDG A WEST ELEVATION  
1/8" = 1'-0"



3 BLDG A SOUTH DRIVE THRU  
1/8" = 1'-0"



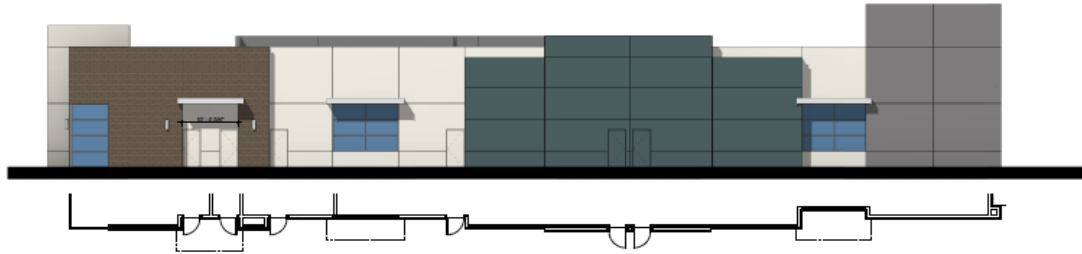
2 BLDG A SOUTH ELEVATION  
1/8" = 1'-0"



1 BLDG A NORTH ELEVATION  
1/8" = 1'-0"



**Exhibit D—BUILDING B ELEVATIONS**



④ BLDG B NORTH ELEVATION  
1/8" = 1'-0"



③ BLDG B SOUTH ELEVATION  
1/8" = 1'-0"



② BLDG B WEST ELEVATION  
1/8" = 1'-0"



① BLDG B EAST ELEVATION  
1/8" = 1'-0"

**Exhibit E—BUILDING C ELEVATIONS**

FINISH LEGEND				
SYMBOL	MATERIAL	COLOR/FINISH	NOTES	COMMENTS
001	PAINT	DEPTH OF WOOD	NA	SHIMMER WILLOW
002	PAINT	ETL WATER	NA	SHIMMER WILLOW
003	PAINT	CELESTIAL	NA	CELESTIAL
004	PAINT	CELESTIAL	NA	CELESTIAL
005	PAINT	CELESTIAL	NA	CELESTIAL
006	PAINT	CELESTIAL	NA	CELESTIAL
007	STONE TILE	CANTON BRUSH	17502F	CANTON BRUSH
008	METAL PANEL	CLEAR ALUMINUM	NA	EXTERIOR ALUMINUM PANEL
009	WOOD TILE	KINGSWOOD	17502F	MARAZZI
010	SPANDREL GLASS	ROCK WHITE	17502F	ROCK WHITE
011	GLAZING	CLEAR	NA	EXTERIOR GLAZING
012	ALUMINUM CLAD	CELESTIAL	17502F	EXTERIOR ALUMINUM CLAD
013	SPANDREL GLASS	ROCK WHITE	17502F	ROCK WHITE
014	SPANDREL GLASS	ROCK WHITE	17502F	ROCK WHITE

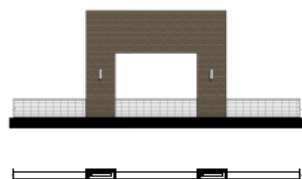
PROPOSED TRAVEL SIGNAGE LOCATION



5 BLDG C EAST ELEVATION  
1/8" = 1'-0"



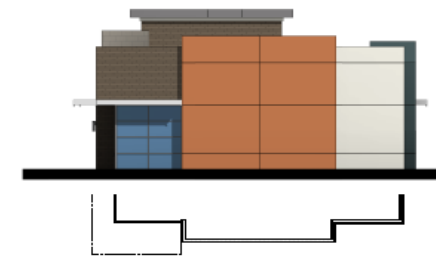
4 BLDG C WEST ELEVATION  
1/8" = 1'-0"



3 BLDG C NORTH ELEVATION  
1/8" = 1'-0"



2 BLDG C NORTH DRIVE THRU ELEVATION  
1/8" = 1'-0"

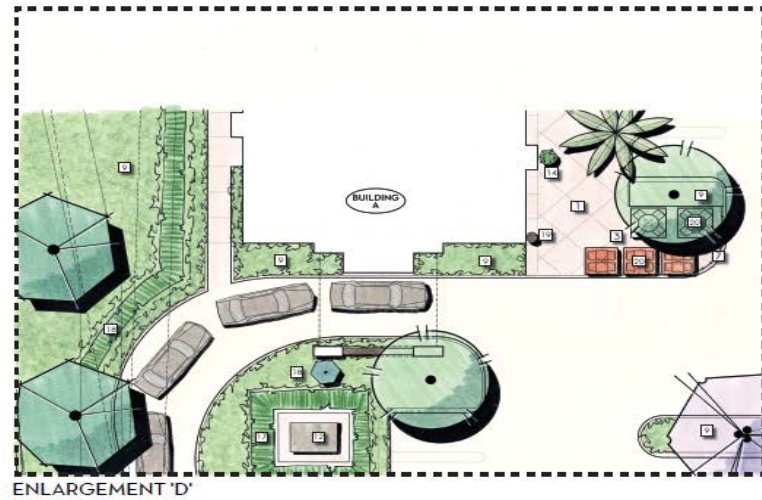
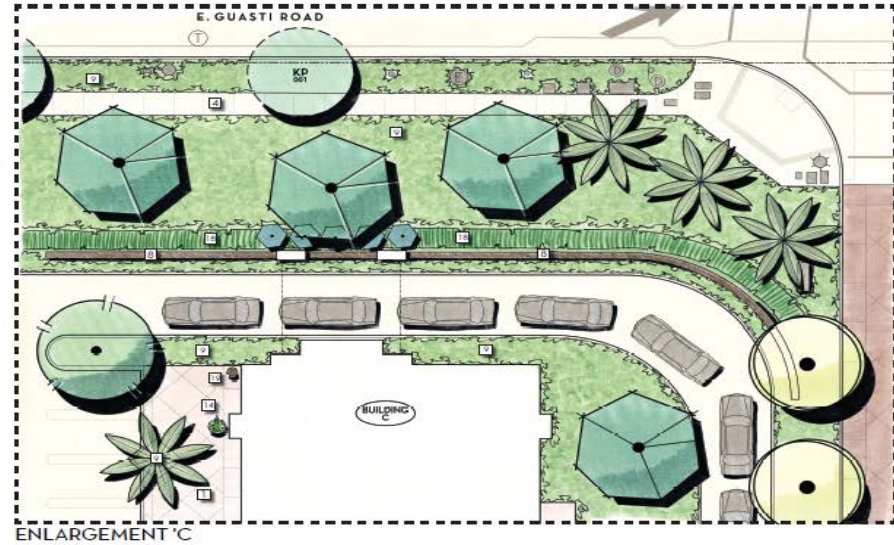
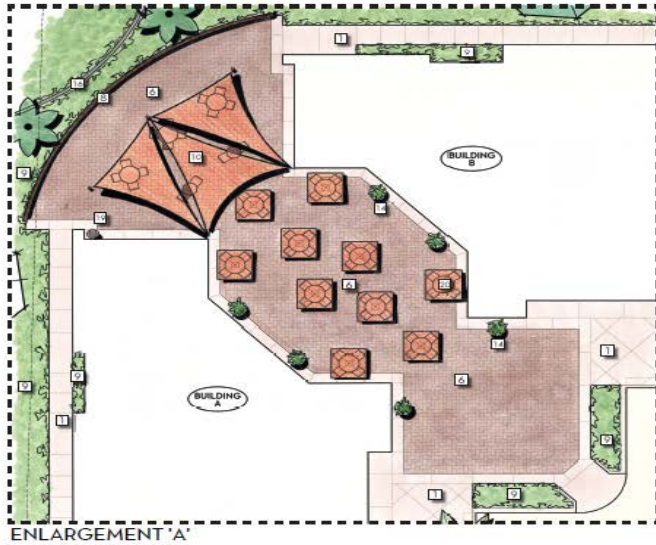


1 BLDG C SOUTH ELEVATION  
1/8" = 1'-0"





**Exhibit G—LANDSCAPE PLAN ENLARGEMENT AREAS**



- CONCEPT LEGEND**
- 1. INTERIOR COLOR CODES
  - 2. INTERIOR COLOR CODES
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  - 100. INTERIOR COLOR CODES

**Exhibit H—SITE FURNISHINGS**



**DINING TABLES WITH CHAIRS**  
 LANDSCAPE FORMS - 'Chipman' Collection  
 2 Dining Chairs with small square Dining Table  
 4 Dining Chairs with Round Dining Table  
 (Such As)



**RECTANGULAR BAR HEIGHT TABLE WITH STOOLS**  
 LANDSCAPE FORMS - 'Morisson' Collection  
 6 Bar Height Stools + Bar Height Table  
 (Such As)



**UMBRELLA**  
 TROPITONE 'Trace' Collection  
 Square Umbrella with Pulley  
 Rectangle Umbrella with Pulley  
 (Such As)



**TRASH + RECYCLE RECEPTACLE**  
 FORMS + SURFACES - 'Dispatch' Trash + Recycle Receptacle  
 (Such As)



**PRE-CAST CONCRETE PLANTER**  
 OCP - 'Cascade - Round' approximate size 30x30  
 (Such As)



**CONCRETE PAVERS**  
 BELGARD - 'Melville Plank'  
 8" x 20" Paver in a Herringbone Pattern, Color to be 'Bella'



(Such As)



Adobe 61078



Dabblo 641

**INTEGRAL COLOR CONCRETE**  
 ENTRY DRIVE: Davis 'Adobe' 61078  
 Top Cast No. 15 Finish

**PATIOS + SIDEWALKS:** Davis 'Dabblo' w/ a Top Cast No. 3 Finish.

- NOTE:
1. Final Site furnishings selection + finishes will occur during construction document phase.
  2. Final finish colors, and umbrella fabric color will complement the building colors and shade sail by ADC.
  3. See Sheet L-3, Enlargements A, B, and D for conceptual furniture layout.



**Exhibit I—OVERALL SITE PLAN  
(GATEWAY SQUARE & COSTCO BUSINESS CENTER)**

**Project Site**



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PCUP18-041, A CONDITIONAL USE PERMIT TO ESTABLISH DRIVE-THRU FACILITIES ON TWO BUILDINGS (BUILDING A & BUILDING C), FOR A PROPOSED 19,000 SQUARE FOOT COMMERCIAL RETAIL DEVELOPMENT, ON 4.3 ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF HAVEN AVENUE AND GUASTI ROAD, WITHIN THE MIXED USE LAND USE DISTRICT OF THE ONTARIO GATEWAY SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 210-212-57.

WHEREAS, Prime A Investment, LLC. ("Applicant") has filed an Application for the approval of a Conditional Use Permit, File No. PCUP18-041, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed Use land use district of the Ontario Gateway Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the project site is developed with a Springhill Suites hotel and is located within the Entertainment land use district of the Ontario Gateway Specific Plan. The property to the south is developed with a Park-N-Fly airport parking lot and is located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is developed with an office and is located within the Office land use district of the Centrelake Specific Plan. The property to the east is located within the Mixed Use land use district of the Ontario Gateway Specific Plan and is currently vacant; and

WHEREAS, in conjunction with the proposed Conditional Use Permit, the applicant has also submitted a Development Plan (File No. PDEV18-040) to construct three retail buildings totaling 19,000 square feet on the project site; and

WHEREAS, the intent of Conditional Use Permit (CUP) review is to ensure that the proposed use will be established and 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. The subject property is located within the Mixed Use land use district of the Ontario Gateway Specific Plan. Within the Mixed Use land use district, drive-thru facilities are permitted subject to the approval of a Conditional Use Permit; and

WHEREAS, careful consideration has been given to ensure that the proposed development does not have the potential to create adverse impacts on the surrounding area. The proposed drive-thru facilities have been designed to lessen and mitigate any negative impacts on the adjacent and surrounding land uses; and

WHEREAS, staff has worked with the applicant to design a project that meets the goals and requirement of the Mixed Use land use designation of the Ontario Gateway Specific Plan and the goals and policies of The Ontario Plan (TOP). The proposed retail center will provide an attractive entrance to the City for its residents and travelers to the Ontario International Airport (ONT). In addition, the retail center will provide much needed services (restaurants) to travelers along interstate 10 and to ONT; and

WHEREAS, the project site consists of three buildings (Buildings "A", "B" & "C"). Buildings A and B are located at the northwest corner of the site, with the associated parking areas located directly to the south and southeast of the buildings. Building C is located at the northeast corner of site, with the associated parking areas located on the south and west sides of the building; and

WHEREAS, the proposed development exemplifies the type of high quality architecture prescribed by the Ontario Gateway Specific Plan and the Ontario Development Code. Staff worked with the applicant to design a project that will complement the surrounding developments in terms of scale, style, form, and colors; and

WHEREAS, the project is required to provide 211 parking spaces, pursuant to the "Retail" and "Restaurant" parking standards of the Ontario Development Code (*Section 6.03.015: Required Number of Off-Street Parking Spaces*), and 215 parking spaces have been provided for the development; and

WHEREAS, project approval and permits being issued are subject to the approval and adoption of the Ontario Gateway Specific Plan Amendment (File No. PSPA18-010) by the City Council; 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 reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, in conjunction with File No. File No. PGPA06-001; and

WHEREAS, the proposed project will introduce no new significant environmental impacts beyond those previously analyzed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, and all mitigation measures previously adopted, are incorporated herein by this reference; 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; and

WHEREAS, on July 15, 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. DAB19-037, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 the information contained in the previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001; and

(2) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001), 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140)



certified by City Council on January 27, 2010 for File No. PGPA06-001) that will require major revisions to the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) was prepared, that will require major revisions to the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001); or

(b) Significant effects previously examined will be substantially more severe than shown in the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001); 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, 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 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 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 and the Mixed-Use zoning district of the Ontario Gateway Specific Plan, 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 two drive-thru facilities will be established and operated consistent with the objectives and purposes, and development standards and guidelines, of the Mixed Use land use district of the Ontario Gateway Specific Plan. The scale and intensity of the proposed drive-thru facilities is consistent with other permitted land uses located within the Mixed Use land use district of the Ontario Gateway Specific Plan. This

type of land use district is intended to provide commercial sales and retail facilities which support business operations within the 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 drive-thru facilities will be located within the Mixed Use land use district of the Policy Plan Land Use Map, and the Mixed-Use land use district of the Ontario Gateway Specific Plan. The development standards, and the conditions of approval under which the proposed land uses 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 application are for the development of three retail buildings totaling 19,000 square feet and to establish drive-thru facilities on two buildings (Building A & Building C), on 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road. 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 drive-thru facilities are located within the Mixed Use land use district of the Ontario Gateway Specific Plan, and have been reviewed and conditioned to ensure the establishments, operation and maintenance of the proposed land uses are 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 develop three retail buildings totaling 19,000 square feet on the 4.3-acre project site. The proposed project has been designed to facilitate the business activities on-site. The project will incorporate extensive landscaping throughout the site, which will enhance the Haven Avenue and Guasti Road streetscape, and the uses will provide an added convenience to the area. The Project is consistent with the requirements of the City of Ontario Development Code and the Mixed-Use land use district of the Ontario Gateway Specific Plan, including standards relative to the particular land use proposed (three multi-tenant retail buildings with two drive-thru facilities), 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 proposed uses are 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 Mixed-Use land use district of the Ontario Gateway 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; 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 Mixed-Use land use district of the Ontario Gateway Specific Plan, for which a drive-thru facility 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 plans and locations of the drive-thru facilities have been carefully designed in efforts to screen vehicles and isolate significant noise-generating elements away from the adjacent uses.

**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 23rd day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission



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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 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. PCUP18-041  
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***

**Meeting Date:** July 23, 2019

**File No:** PCUP18-041

**Related File:** PDEV18-040

**Project Description:** A Conditional Use Permit (File No. PCUP18-041) request to establish drive-thru facilities on two buildings (Building A & Building C), for a proposed 19,000 square foot commercial retail development, on 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use designation of the Ontario Gateway Specific Plan (APN: 210-212-57); **submitted by Prime A Investments, LLC. Planning Commission action is required.**

**Prepared By:** Luis E. Batres, Senior Planner   
Phone: 909.395.2431 (direct)  
Email: Lbatres@ontarioca.gov

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

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

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

**2.1 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** 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.

**2.4** Parking, Circulation and Access.

(a) Project shall provide a minimum of 211 standard parking spaces.

**2.5** 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.

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

**2.7** 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).

**2.8** Additional Requirements.

(a) The proposed low profile drive-thru wall shall be extended to the end of Building C, along the east elevation to screen vehicles waiting in line.

(b) Project approval and permits being issued are subject to the approval and adoption of (File No. PSPA18-010-Ontario Gateway Specific Plan Amendment) by City Council.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** January 29, 2019

**SUBJECT:** PDEV18-040 & PCUP18-041 – A DEVELOPMENT PLAN AND  
CONDITIONAL USE PERMIT TO CONSTRUCT THREE RETAIL  
BUILDINGS WITH A DRIVE THRU AT GUASTI ROAD EAST OF  
HAVEN AVENUE

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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. 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 addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.

In addition, the Ontario Police Department places the following conditions on the project:

- The drive thru location shall install a video surveillance system on the site. Cameras shall cover at a minimum all entry doors, all cash registers, and at least one camera shall capture any vehicle utilizing the drive-thru. Cameras shall be positioned so as to maximize the coverage of patrons and vehicles in these areas. Cameras shall record at least 15 frames per second and at a minimum of 640x480 lines of resolution. Recordings shall be stored for a minimum of 30 days and made available upon request to any member of the Ontario Police Department.
- The applicant will be responsible for keeping the grounds of the business clean from debris and litter.



- Graffiti abatement 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 call Douglas Sorel at (909) 408-1873 regarding any questions or concerns.

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-040, A DEVELOPMENT PLAN TO CONSTRUCT THREE RETAIL BUILDINGS TOTALING 19,000 SQUARE FEET ON 4.3 ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF HAVEN AVENUE AND GUASTI ROAD, WITHIN THE MIXED USE LAND USE DISTRICT OF THE ONTARIO GATEWAY SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 210-212-57.

WHEREAS, Prime A Investment, LLC, ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-040, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed Use land use district of the Ontario Gateway Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the project site is developed with a Springhill Suites hotel and is located within the Entertainment land use district of the Ontario Gateway Specific Plan. The property to the south is developed with a Park-N-Fly airport parking lot and is located within the Commercial/Food/Hotel land use district of the California Commerce Center Specific Plan. The property to the west is developed with an office and is located within the Office land use district of the Centrelake Specific Plan. The property to the east is located within the Mixed Use land use district of the Ontario Gateway Specific Plan and is currently vacant; and

WHEREAS, in conjunction with the proposed Development Plan, the applicant has also submitted a Conditional Use Permit (File No. PCUP18-041) to establish drive-thru facilities for two buildings (Building A & C); and

WHEREAS, staff has worked with the applicant to design a project that meets the goals and requirement of the Mixed Use land use designation of the Ontario Gateway Specific Plan and the goals and policies of The Ontario Plan (TOP). The proposed retail center will provide an attractive entrance to the City for its residents and travelers to the Ontario International Airport (ONT). In addition, the retail center will provide much needed services (restaurants) to travelers along interstate 10 and to ONT; and

WHEREAS, the project site consists of three retail buildings (Buildings "A", "B" & "C"). Buildings A and B are located at the northwest corner of the project site, with associated parking areas situated to the south and southeast of the buildings. Building C is located at the northeast corner of project site, with associated parking areas situated to the south and west sides of the building; and

WHEREAS, the proposed development exemplifies the type of high quality architecture prescribed by the Ontario Gateway Specific Plan and the Ontario Development Code. Staff worked with the applicant to design a project that will complement the surrounding developments in terms of scale, style, form, and colors; and

WHEREAS, the project is required to provide 211 parking spaces, pursuant to the "Retail" and "Restaurant" parking standards of the Ontario Development Code (*Section 6.03.015: Required Number of Off-Street Parking Spaces*), and 215 parking spaces have been provided, exceeding the minimum off-street parking requirement for the proposed development; and

WHEREAS, project approval and permits being issued are subject to the approval and adoption of the Ontario Gateway Specific Plan Amendment (File No. PSPA18-010) by the City Council; 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 reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, in conjunction with File No. File No. PGPA06-001; and

WHEREAS, the proposed project will introduce no new significant environmental impacts beyond those previously analyzed in The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010, and all mitigation measures previously adopted, are incorporated herein by this reference; 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; and

WHEREAS, on July 15, 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. DAB19-038, recommending the Planning Commission approve the Application; and

WHEREAS, on July 23, 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 the information contained in the previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001; and

(2) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001 contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001), 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) that will require major revisions to the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) was prepared, that will require major revisions to the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File



No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001) 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 (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001); or

(b) Significant effects previously examined will be substantially more severe than shown in the Certified EIR (Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001); 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, 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 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 Office Commercial land use district of the Policy Plan Land Use Map, and the Mixed-Use zoning district of the Ontario Gateway 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 proposed development will provide additional services and convenience, consistent with TOP Policy LU1-6 (Complete Community). Additionally, the project will be well-landscaped, and will contribute to the overall streetscape along Guasti Road and Haven Avenue, consistent with TOP Policy CD2-9 (Landscape Design) and CD3-6 (Landscaping); and

(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 Mixed Use land use designation of the Ontario Gateway Specific Plan, including standards relative to the particular land use proposed (retail), 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 to the north by Springhill Suites Hotel, vacant land to the east, office to the west and railroad

to the south. The proposed retail buildings will not impose any privacy or view impacts as they will be a one-story structures; and

(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 impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Mixed-Use land use designation of the Ontario Gateway 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 Mixed-Use land use designation of the Ontario Gateway Specific Plan. The proposed project is complementary to the surrounding area in terms of land use, architectural quality and landscape improvements; and

(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 Mixed-Use land use designation of the Ontario Gateway 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, architectural 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 (retail). 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 Mixed-Use land use designation of the Ontario Gateway 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.

-----

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 23rd day of July 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 Chairman

ATTEST:

---

Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. \_\_\_\_ was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 23, 2019, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore



**ATTACHMENT A:**

**File No. PDEV18-040  
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***

**Meeting Date:** July 15, 2019

**File No:** PDEV18-040

**Related File:** PCUP18-041

**Project Description:** A Development Plan (File No. PDEV18-040) to construct three retail buildings totaling 19,000 square feet, on 4.3 acres of land located at the southeast corner of Haven Avenue and Guasti Road, within the Mixed-Use land use designation of the Ontario Gateway Specific Plan (APN: 210-212-57); **submitted by Prime A Investments, LLC.**

**Prepared By:** Luis E. Batres, Senior Planner  
Phone: 909.395.2431 (direct)  
Email: Lbatres@ontarioca.gov

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

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

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

**2.1 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) All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space. Applicant shall work with staff during the plan check process to finalize the details, colors and materials to be used. A colors and material board with a full legend shall be submitted to Planning for review and approval during the plan check process.

(c) 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.

(d) 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.

(e) 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).

(f) 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).

(g) Project shall provide a minimum of 211 standard parking spaces.

**2.6** Outdoor Loading and Storage Areas.

(a) Loading facilities shall be designed and constructed pursuant to Development Code Division 6.03 (Off-Street Parking and Loading).

(b) Areas designated for off-street parking, loading, and vehicular circulation and maneuvering, shall not be used for the outdoor storage of materials or equipment.

(c) Outdoor loading and storage areas, and loading doors, shall be screened from public view pursuant to the requirements of Development Code Paragraph 6.02.025.A.2 (Screening of Outdoor Loading and Storage Areas, and Loading Doors) Et Seq.

(d) Outdoor loading and storage areas shall be provided with gates that are view-obstructing by one of the following methods:

(i) Construct gates with a perforated metal sheet affixed to the inside of the gate surface (50 percent screen); or

(ii) Construct gates with minimum one-inch square tube steel pickets spaced at maximum 2-inches apart.

(e) The minimum gate height for screen wall openings shall be established based upon the corresponding wall height, as follows:

<b>Screen Wall Height</b>	<b>Minimum Gate Height</b>
14 feet:	10 feet
12 feet:	9 feet
10 feet:	8 feet
8 feet:	8 feet
6 feet:	6 feet

## **2.7** 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) Wall packs are prohibited from being installed anywhere within public views. All fixtures shall be decorative.

## **2.8** 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.

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

**2.10** Signs. All Project signage shall comply with the requirements of Ontario Development Code Division 8.1 (Sign Regulations). Signage will be reviewed separately from this development plan application.

**2.11** 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).

**2.12** Covenants, Conditions and Restrictions (CC&Rs)/Mutual Access and Maintenance Agreements.

**(a)** CC&Rs shall be prepared for the Project and shall be recorded prior to the issuance of a building permit the issuance of building occupancy.

**(b)** The CC&Rs shall be in a form and contain provisions satisfactory to the City. The articles of incorporation for the property owners association and the CC&Rs shall be reviewed and approved by the City.

**(c)** CC&Rs shall ensure reciprocal parking and access between parcels and the adjacent development to the west of you.

**(d)** CC&Rs shall ensure reciprocal parking and access between parcels, the adjacent commercial development to the west, and common maintenance of:

- (i)** Landscaping and irrigation systems within common areas;
- (ii)** Landscaping and irrigation systems within parkways adjacent to the project site, including that portion of any public highway right-of-way between the property line or right-of-way boundary line and the curb line and also the area enclosed within the curb lines of a median divider (Ontario Municipal Code Section 7-3.03), pursuant to Ontario Municipal Code Section 5-22-02;
- (iii)** Shared parking facilities and access drives; and
- (iv)** Utility and drainage easements.

**(e)** CC&Rs shall include authorization for the City's local law enforcement officers to enforce City and State traffic and penal codes within the project area.

**(f)** The CC&Rs shall grant the City of Ontario the right of enforcement of the CC&R provisions.

**(g)** A specific methodology/procedure shall be established within the CC&Rs for enforcement of its provisions by the City of Ontario, if adequate maintenance of the development does not occur, such as, but not limited to, provisions that would grant the City the right of access to correct maintenance issues and assess the property owners association for all costs incurred.

**2.13** 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 project is subject to noise from the Ontario International Airport and may be more severely impacted in the future.

**(ii)** 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.

**(iii)** This site may be part of a Landscape Maintenance District. The owner(s) will be assessed through their property taxes for the continuing maintenance of the district.

#### **2.14** Environmental Review.

**(a)** The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) certified by City Council on January 27, 2010 for File No. PGPA06-001. 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. 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. All previously adopted mitigation measures shall be a condition of project approval, as they are applicable, and are incorporated herein by this reference.

**(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.

**2.15** 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.

#### **2.16** 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.

#### **2.17** Additional Requirements.

**(a)** Applicant shall work with staff during the plan check process to add landscape fingers at the start and end of the row of parking immediately located along the southwest portion of the building.

**(b)** Applicant shall work with staff during the plan check process to provide decorative color paving to the proposed path of travel/sidewalk that will link Costco and the proposed retail buildings to the west.

**(c)** Project shall provide decorative 8-foot tall gates along the east property line as well as 8-foot tall decorative screen wall. Solid view obscuring mesh shall be provided along the interior of the gate to screen views of the inside of the truck court.

**(d)** Project shall provide decorative 8-foot tall screen walls along the east and north portion of the truck yard area.

**(e)** Project shall provide/feature decorative color paving/pavers the entire length of the westerly shared driveway as previously requested. In addition the site plan and the landscape plan need to be coordinated so that they match.

**(f)** Decorative up lighting or decorative bollards with built-in lights shall be provided along the proposed pedestrian link between Costco and the retail project to the west.

**(g)** In the event that the use requires additional parking, Costco or the property owner shall modify the proposed 26-trailer parking spaces and 8-loading docks area located within the enclosed truck court, to provide additional parking.

**(h)** Site plan, grading plan and landscape plan shall be coordinated so that they all match.

**(i)** Project shall provide a 6' tall black decorative metal/wrought iron fence along the south property line within the area outside of the proposed enclosed truck yard. Fence shall match the design of of the retail project to the west. Fence shall be powder coated to prevent rust.

**(j)** Project shall incorporate vine pockets all along the south property line so that vines can attach to the proposed 10'-tall chain link fence within the truck yard area.

**(k)** Applicant shall work with staff during the plan check process to design decorative 8-foot tall screen walls that are being required along the north and east side of the truck yard.

**(l)** The applicant shall work with staff during the plan check process to also incorporate the proposed "Honed Stack Bonded CMU (Warm Gray)" material along all front entry metal columns (5' tall-minimum), to match the look at the front main entry area.

**(m)** Project approval and permits being issued are subject to the approval and adoption of the Specific Plan Amendment (File No. PSPA18-010) by the City Council.



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Engineering Services Division [Land Development Section and Environmental Section], Traffic & Transportation Division, Ontario Municipal Utilities Company and Information Technology & Management Services Department Conditions incorporated)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> <b>OTHER</b>	<input type="checkbox"/> <b>PARCEL MAP</b> <input type="checkbox"/> <b>TRACT MAP</b> <input type="checkbox"/> <b>FOR CONDOMINIUM PURPOSES</b>
<b>PROJECT FILE NO. <u>PDEV18-040</u></b> <b>RELATED FILE NO(S). <u>PCUP18-041</u></b>	
<input checked="" type="checkbox"/> <b>ORIGINAL</b> <input type="checkbox"/> <b>REVISED: <u>  /  /  </u></b>	

**CITY PROJECT ENGINEER & PHONE NO:**      **Miguel Sotomayor (909) 395-2108 *MS***

**CITY PROJECT PLANNER & PHONE NO:**      **Luis Batres (909) 395-2431**

**DAB MEETING DATE:**      **July 15, 2019**

**PROJECT NAME / DESCRIPTION:**      **PDEV18-040, a development plan to construct three retail buildings, totaling 19,000 sq. ft. on 4.2 acres of land within Mixed Use Planning Area of the Ontario Gateway SP.**

**LOCATION:**      **South side of Guastl Road, east of Haven Avenue**

**APPLICANT:**      **Prime A Investment, LLC**

**REVIEWED BY:**      *[Signature]*      7/1/19  
    **for Bryan Lirley, P.E.**      **Date**  
    **Principal Engineer**

**APPROVED BY:**      *[Signature]*      7/2/19  
    **Raymond Lee, P.E.**      **Date**  
    **Assistant City Engineer**



**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 IN HEREIN. ONLY APPLICABLE CONDITIONS OF APPROVAL ARE CHECKED. THE APPLICANT SHALL BE RESPONSIBLE FOR THE COMPLETION OF ALL APPLICABLE CONDITIONS OF APPROVAL PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.**

**1. PRIOR TO FINAL MAP OR PARCEL MAP APPROVAL, APPLICANT SHALL:** Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:   
 \_\_\_\_\_ feet on \_\_\_\_\_  
 Property line corner 'cut-back' required at the intersection of \_\_\_\_\_  
 and \_\_\_\_\_.
- 1.02 Dedicate to the City of Ontario, the following easement(s): \_\_\_\_\_   
 \_\_\_\_\_
- 1.03 Restrict vehicular access to the site as follows: \_\_\_\_\_
- 1.04 Vacate the following street(s) and/or easement(s): \_\_\_\_\_
- 1.05 Submit a copy of a recorded private reciprocal use agreement or easement. The agreement or easement shall ensure, at a minimum, common ingress and egress and joint maintenance of all common access areas and drive aisles.
- 1.06 Provide (original document) Covenants, Conditions and Restrictions (CC&Rs) 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&Rs shall provide for, but not be limited to, common ingress and egress, joint maintenance responsibility for all common access improvements, common facilities, parking areas, utilities, median and landscaping improvements and drive approaches, in addition to maintenance requirements established in the Water Quality Management Plan (WQMP), as applicable to the project. The CC&Rs shall also address the maintenance and repair responsibility for public improvements/utilities (sewer, water, storm drain, recycled water, etc.) located within open space/easements. In the event of any maintenance or repair of these facilities, the City shall only restore disturbed areas to current City Standards.
- 1.07 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).
- 1.08 File an application for Reapportionment of Assessment, together with payment of a reapportionment processing fee, for each existing assessment district listed below. Contact the Management Services Department at (909) 395-2124 regarding this requirement.   
 (1) \_\_\_\_\_  
 (2) \_\_\_\_\_
- 1.09 Prepare a fully executed Subdivision Agreement (on City approved format and forms) with accompanying security as required, or complete all public improvements.





- 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, Bulding, 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 PM-18094.
- 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 
  - 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:**
    - a. **Non-Interference letter from the easement holders listed on the title report.**
- 2.10 Dedicate to the City of Ontario the right-of-way described below: 

\_\_\_\_\_ feet on \_\_\_\_\_

Property line corner 'cut-back' required at the intersection of \_\_\_\_\_ and \_\_\_\_\_
- 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 \$87,266.90, shall be paid to the Building Department. Final fee shall be determined based on the approved site plan.**
- 2.16 **Other conditions:** 
  - 1. **The applicant/developer shall obtain the following private easements from the neighboring property to the east (APN: 0210-212-56):**
    - a) **Reciprocal Access Easement and Maintenance Agreement for pavement**
    - b) **Drainage (surface and subsurface) Easement and Maintenance Agreement**
  - 2. **The applicant/developer shall grant the following private easements to the neighboring property to the east (APN: 0210-212-56):**
    - a) **Reciprocal Access Easement and Maintenance Agreement for pavement**
    - b) **Drainage (surface and subsurface) Easement and Maintenance Agreement**
    - c) **Private Sewer Easement**





**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	Guastf Road	Haven Avenue	Street 3	Street 4
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input checked="" type="checkbox"/> Replace along drive approaches being abandoned	<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	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
<b>AC Pavement<sup>(a)</sup></b>	<input checked="" 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 checked="" 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Sidewalk</b>	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>ADA Access Ramp</b>	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Parkway</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</b>	<input 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	<input type="checkbox"/> New <input type="checkbox"/> Remove and replace
<b>Fire Hydrant</b>	<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	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation





<b>Sewer</b> (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
<b>Water</b> (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
<b>Recycled Water</b> (see Sec. 2.E)	<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
<b>Traffic Signal System</b> (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
<b>Traffic Signing and Striping</b> (see Sec. 2.F)	<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	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Street Light</b> (see Sec. 2.F)	<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
<b>Bus Stop Pad or Turn-out</b> (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
<b>Storm Drain</b> (see Sec. 2G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<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
<b>Fiber Optics</b> (see Sec. 2K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances	<input type="checkbox"/> Conduit / Appurtenances
<b>Overhead Utilities</b>	<input 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
<b>Removal of Improvements</b>	_____	_____	_____	_____
<b>Other Improvements</b>	_____	_____	_____	_____

Specific notes for Improvements listed in Item no. 2.17, above:

- a. The applicant/developer shall restore the utility pavement cuts per City Standard 1306 (additional pavement restoration will be required).

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). Developer may pay in-lieu fee, approximately \_\_\_\_\_, for undergrounding of utilities in accordance with Section 7-7.303.e of the City's Municipal Code.
- 2.22 Other conditions: 
  - a. Final Utility Systems Map (USM): The Development Plan shall follow the Utility Systems Map submitted on 06/13/2019 with the entitlement package and revised into a Final USM. Any deviation from this plan shall require the USM to be updated and resubmitted to OMUC for review and approval. A Final USM shall be submitted for review and approval with the Precise Grading Plan.

**C. SEWER**

- 2.23 A 21 and 8 inch sewer mains are available for connection by this project in Haven Avenue and Guasti Road respectively. (Ref: Sewer plan bar code: S11039 and S15009)
- 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. Wastewater Discharge: Each Occupant of the building, or units, 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  
 Phone: (909) 395-2687; Email:  
 omucenvironmental@ontarioca.gov

**D. WATER**

- 2.27 A 16 and 12 inch water main is available for connection by this project in Haven Avenue and Guasti Road respectively. (Ref: Water plan bar code: W10647 and W15028)
- 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 submit an application for a fire flow test to the City's Fire Department.

#### E. RECYCLED WATER

- 2.30 A 8 inch recycled water main is available for connection by this project in Guasti Road. (Ref: Recycled Water plan bar code: P11026)
- 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:
- a. Separate recycled water irrigation services for each building's private landscape area.

#### 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 applicant/developer shall be responsible to replace existing streetlight fixtures with City approved LED equivalent fixtures along project frontage of Guasti Road. Please refer to the Traffic and Transportation Design Guidelines Section 1.4 Street Light Plans for LED fixture requirements.
- b. The applicant/developer shall be responsible to design and construct driveways in accordance with City Standard No. 1204 and satisfaction of the City Engineer. With geometry such that the design vehicle can enter and exit the site without conflict.



- c. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard No. 1309.
- d. The applicant/developer shall be responsible to modify existing signing and striping to include but not be limited to lane lines and street name signs on traffic signal mast arms.

**G. DRAINAGE / HYDROLOGY**

- 2.38 A 24 inch storm drain main is available to accept flows from this project along the westerly property line.   
 (Ref: Storm Drain plan bar code:D10230)
- 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: 
  - a. The applicant/developer shall submit a hydrology study and drainage analysis for the proposed run-off due to the proposed v-ditch along the southerly property line. Run-off shall be directed into an on-site inlet.

**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.sbcounty.gov/dpw/land/npdes.asp>.





- 2.46 Design and construct a Connector Pipe Trash Screen or equivalent Trash Treatment Control Device that meets the Full Capture System definition and specifications, and is on the Certified List of the State Water Resources Control Board. The device shall be adequately sized per catch basin and include a deflector screen, vertical support bars, and removable component to facilitate maintenance and cleaning.
- 2.47 Other conditions:
- a. The applicant/developer shall submit an infiltration study to demonstrate the proposed BMP's will adequately draw down the design storm event volume.

#### J. SPECIAL DISTRICTS

- 2.48 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.
- 2.49 Other conditions: \_\_\_\_\_

#### K. FIBER OPTIC

- 2.50 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole.
- 2.51 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

- 2.52 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:  
<http://www.ontaroca.gov/municipal-utilities-company/solid-waste>
- 2.53 Other conditions:
- a. **Integrated Waste and Commercial & Organics Recycling:** This site shall comply with the requirements of State Assembly Bill AB 1826 and AB 341, the Integrated Waste Department, and the Refuse & Recycling Planning Manual which can be found at <https://www.ontaroca.gov/omuc/integrated-waste>. The City of Ontario is dedicated to meeting its diversion goals, please contact the Integrated Waste Department at (909) 395-2050 to start.
- b. **Organics Bin:** Revise the proposed Trash Enclosure designs to ensure that at a minimum of one 4-CY bin can be provided within each Trash Enclosure for organics collection.
- c. **Trash Enclosure Sizing:** Revise the proposed Trash Enclosure designs to accommodate the removal of any single bin without needing to move any other bins.



- d. **Final Solid Waste Handling Plan (SWHP):** The PDEV18-040 Solid Waste Handling Plan, revision dated 06/12/2019, shall be updated to meet all conditions and revised into a Final SWHP. A Final SWHP shall be submitted for review and approval with the Precise Grading Plan. The SWHP shall demonstrate compliance with the *"Solid Waste Handling Plan Requirements"*.



**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**

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**Project Number: PDEV 18-040**

**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. **Lot Line Adjustment including all applicable plan check fees.**



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Luis Batres, Senior Planner  
Planning Department

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

**DATE:** January 29, 2019

**SUBJECT:** PDEV18-040 - A Development Plan to Construct three retail buildings, totaling 19,000 sq. ft. on 4.2 acres of land within the Mixed Use Planning Area of the Ontario Gateway Specific Plan, located on the southeast corner of Haven Avenue and Guasti Avenue. APN 210-212-57

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

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

- A. 2016 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies 4,800 – 8,000 Sq. Ft.
- D. Number of Stories: 1
- E. Total Square Footage: Varies, Totaling 19,000 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): Retail

## **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 combustibile 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

- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard ~~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 finalized) before the building is enclosed.
- 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.
- 4.7 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.
- 4.8 A fixed fire extinguishing system is required for the protection of hood, duct, plenum and cooking surfaces. This system must comply with National Fire Protection Association (NFPA) Standards 17A and 96. 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.



## 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.
- ☒ 5.4 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.
- ☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Luis Batres  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** January 7, 2019  
**SUBJECT:** PDEV18-040

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

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### Conditions of Approval

1. Standard Conditions of Approval apply.
2. The site address will be:
  - Building A: 3520 E Guasti Rd
  - Building B: 3560 E Guasti Rd
  - Building C: 3580 E Guasti Rd

KS:lm

**CITY OF ONTARIO**  
**LANDSCAPE PLANNING DIVISION**  
 303 East "B" Street, Ontario, CA 91764

**PRELIMINARY PLAN**  
**CORRECTIONS**

Sign Off



Jamie Richardson, Sr. Landscape Planner

06/17/2019

Date

Reviewer's Name:

**Jamie Richardson, Sr. Landscape Planner**

Phone:

**(909) 395-2615**

D.A.B. File No.:

PDEV18-040 Rev 2

Case Planner:

Luis Batres

Project Name and Location:

3 Retail Buildings  
 SEC Guasti and Haven Ave

Applicant/Representative:

Prime A Investments LLC – Scott Von Kaenel Architecture Collaborative  
 23231 South Pointe Dr  
 Laguna Hills CA 92653



**A Preliminary Landscape Plan (dated 06/13/2019) 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.**



**A Preliminary Landscape Plan (dated) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.**

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

Civil/ Site Plans

1. WQMP compliance plan: Move storm water infiltration chambers 15' north and out of tree island planter and required tree locations at the end of parking rows. Show outline of top of any proposed basins or swales and add dimensions.
2. Show planters at all required tree locations at the end of parking rows. Move catch basins, vaults or utilities that conflict with required tree locations.
3. Locate utilities including light standards, fire hydrants, water, drain and sewer lines to not conflict with required tree locations. Coordinate with landscape plans.
4. Show corner ramp and sidewalk per city standard drawing 1213 with max 10' or 13' of ramp and sidewalk behind at driveways and corners.
5. Revise site plan to show 15% of the site with landscaping not including right of way or paving.
6. 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.
7. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end.
8. 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.

Landscape Plans

9. 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. Add tree protection notes on construction and demo plans to protect trees to remain. Replacement and mitigation for removed heritage trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020.
10. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening.
11. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end.
12. Show appropriate parking lot shade trees with min 30' canopy at maturity, such as Pistache, Quercus ilex, Ulmus etc.
13. Show shade trees at patio and seating areas.
14. Call out type of proposed irrigation system (dripline and pop up stream spray tree bubblers with PCS). Include preliminary MAWA calcs. Proposed water use must meet water budget.
15. Note on landscape legend or show hydrozones, low water plants; moderate water plants may be used for north and east facing locations.
16. Avoid short lived, high maintenance, thorny, frost tender or poor performing plants: Cupaniopsis, Laurus, Brahea armata, Bougainvillea, Lantana, Portulacaria, Agave vilmoriana. Avoid ornamental grasses that are deciduous or cut to the ground in winter.
17. Show 8' dia. of mulch only at new trees. Show dripline outside of mulch root zone on CDs.
18. Provide agronomical soil testing and include report on landscape construction plans.
19. Call out all fences and walls, materials proposed and heights.
20. Show concrete mowstrips to identify property lines or between maintenance areas – west PL.
21. 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.
22. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis etc.) in appropriate locations.
23. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
24. Provide phasing map for multi-phase projects.
25. 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
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)



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-040 & PCUP18-041

Address: SEC Haven Ave & Guasti Rd.

APN: 0210-212-57

Existing Land Use: Vacant

Proposed Land Use: 3 commercial retail buildings totaling 19,000 sq. ft

Site Acreage: 4.2 Proposed Structure Height: 32 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: 2/19/19

CD No.: 2018-081

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 checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input type="radio"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input type="radio"/> 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: 120 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:** Luis Batres, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** January 29, 2019

**SUBJECT:** PDEV18-040 & PCUP18-041 – A DEVELOPMENT PLAN AND  
CONDITIONAL USE PERMIT TO CONSTRUCT THREE RETAIL  
BUILDINGS WITH A DRIVE THRU AT GUSTI ROAD EAST OF  
HAVEN AVENUE

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. 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 addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions.

In addition, the Ontario Police Department places the following conditions on the project:

- The drive thru location shall install a video surveillance system on the site. Cameras shall cover at a minimum all entry doors, all cash registers, and at least one camera shall capture any vehicle utilizing the drive-thru. Cameras shall be positioned so as to maximize the coverage of patrons and vehicles in these areas. Cameras shall record at least 15 frames per second and at a minimum of 640x480 lines of resolution. Recordings shall be stored for a minimum of 30 days and made available upon request to any member of the Ontario Police Department.
- The applicant will be responsible for keeping the grounds of the business clean from debris and litter.

- Graffiti abatement 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 call Douglas Sorel at (909) 408-1873 regarding any questions or concerns.



**PLANNING COMMISSION  
STAFF REPORT**  
July 23, 2019

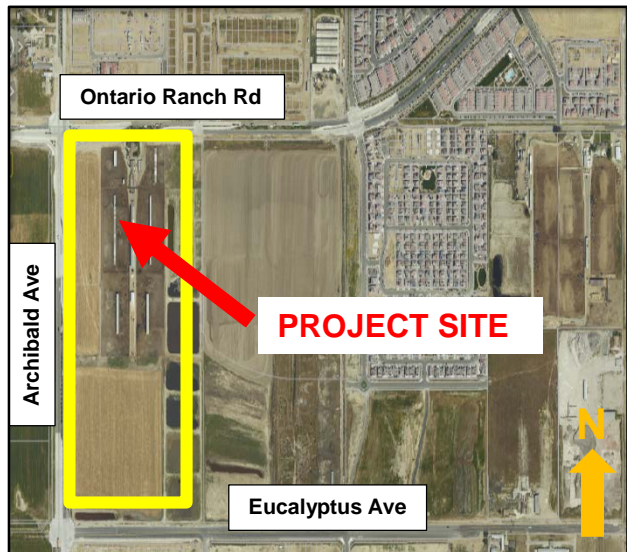
**FILE NO.:** PDA17-001

**SUBJECT:** A Development Agreement Amendment (First Amendment - File No. PDA17-001) between the City of Ontario and Ronald and Kristine Pietersma Family Trust and Loyola Properties I L.P. to modify certain provisions related to the second installment of the Phase 2 Water Participation Fee, for Tentative Parcel Map 19787 (File No. PMTT16-021), within Planning Areas 7 and 8 (High Density Residential land use designation) of the Grand Park Specific Plan located at the southeast corner of Ontario Ranch Road and Archibald Avenue (APN: 0218-241-32). **Submitted by RCCD, Inc. City Council action is required.**

**PROPERTY OWNER:** Ronald and Kristine Pietersma Family Trust and Loyola Properties I L.P.

**RECOMMENDED ACTION:** That the Planning Commission recommend the City Council adopt an ordinance approving the First Amendment to the Development Agreement (File No. PDA17-001) between Ronald and Kristine Pietersma Family Trust and Loyola Properties I L.P. and the City of Ontario, pursuant to the facts and reasons contained in the staff report and attached resolution.

**PROJECT SETTING:** The project site is comprised of 76.68 acres of land located at the southeast corner of Archibald Avenue and Ontario Ranch Road, within Planning Areas 7 and 8 (High Density Residential) of the Grand Park Specific Plan and is depicted in **Figure 1: Project Location**. The project site slopes gently from north to south and is bounded to the north by property developed with an SCE Substation and single-family residences within Planning Area 7 (Low Density Residential) of The Avenue Specific Plan. The property to the south is within Planning Area 3 (Conventional Medium Lot) of the Subarea 29 Specific Plan and is currently vacant. The property to the east is within



**Figure 1: Project Location**

<i>Case Planner:</i>	Derrick Womble, Administrative Officer
<i>Planning Director Approval:</i>	
<i>Submittal Date:</i>	4/18/2019

<i>Hearing Body</i>	<i>Date</i>	<i>Decision</i>	<i>Action</i>
DAB	N/A	N/A	N/A
PC	07/23/2019		Recommend
CC	8/20/2019		Final

Planning Area 10 (Future High School) of the Grand Park Specific Plan and is vacant. The property to the west is within Planning Area 21 (Commercial) of the Parkside Specific Plan and is currently vacant.

**PROJECT ANALYSIS:**

[1] Background — On February 4, 2014, the City Council approved the Grand Park Specific Plan, File No. PSP12-001 (“Specific Plan”) and certified the Environmental Impact Report (EIR). The Specific Plan established the land use designations, development standards, and design guidelines, for approximately 320 acres of land and potential development of 1,327 residential units, parks, trails, and reserves sites for development of a new high school, elementary school, and a portion of the future Great Park.

On December 5, 2017, the City Council approved a Development Agreement, File No. PDA17-001, for Tentative Parcel Map 19787 (File No. PMTT16-021) to subdivide 76.68 acres of land into 4 parcels, 2 lettered lots for public road purposes, and a remainder lot for the future Great Park.

The main points of the Development Agreement address Development Impact Fees (DIF), public service funding, Community Facilities District (CFD) for maintenance of public facilities, park/open space requirements, affordable housing fees, school facilities requirements, and remain in full force and effect. State law and Section 2.5 of the Development Agreement provide that amendments may be made to the Agreement upon the mutual consent of both parties, using the same process and procedures as for the consideration and approval of the original Development Agreement.

[2] Staff Analysis — The City’s Construction Agreement with NMC Builders, LLC, requires the construction of the Phase 2 Water Improvements to provide acceptable service levels in Ontario Ranch that are consistent with current service levels in the remainder of the City. The Phase 2 Water Improvements are intended to extend the water and recycled water systems for development of individual properties in Ontario Ranch. Funding for these future water improvements are collected by the City through the Phase 2 Water Participation Fee, which is calculated based on the City’s Regional Water DIF.

Pursuant to the Construction Agreement and Section 4.7.3 of the original Development Agreement, the Phase 2 Water Participation Fee may be paid in two (2) installments. The first installment of \$874,923.50 was paid by the Property Owner to the City on April 13, 2018, and such first installment was equal to fifty percent (50%) of the total Phase 2 Water Participation Fee. The second installment shall be the remaining fifty percent (50%) of the Phase 2 Water Participation Fee (approximately \$874,923.50) and is generally due and payable to the City within one (1) year after the payment of the first installment or prior to, and as a condition precedent to, the recording of any final parcel map for the Project, whichever occurs first.

Currently, the project site remains vacant with no proposed development plan and the Property Owner has not sold the land to a subsequent developer/builder at this time. Due to financial constraints and the parcel map yet to be finalized, the Property Owner has requested, and City has agreed, to defer the second installment of the Phase 2 Water Participation Fee. The deferral of the second installment necessitates an amendment ("First Amendment") to the Development Agreement in order to reflect the revised terms for the second installment of the Phase 2 Water Participation Fee.

The revised terms will provide the Property Owner with the option to pay the second installment upon either of the following, whichever occurs first:

1. Sale of the Property (or any portion thereof); or
2. Recordation of any Final Parcel Map affecting the Property; or
3. May 1, 2020.

Additionally, the second installment payment shall be based on the City's DIF in effect at the time of payment. Staff finds that the First Amendment to the Development Agreement is consistent with State law, The Ontario Plan, and the City's Development Agreement policies and staff is recommending approval of the First Amendment. If the Planning Commission finds the First Amendment acceptable, a recommendation of approval to the City Council would be appropriate.

**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] 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)

**Community Design Element:**

- 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.

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

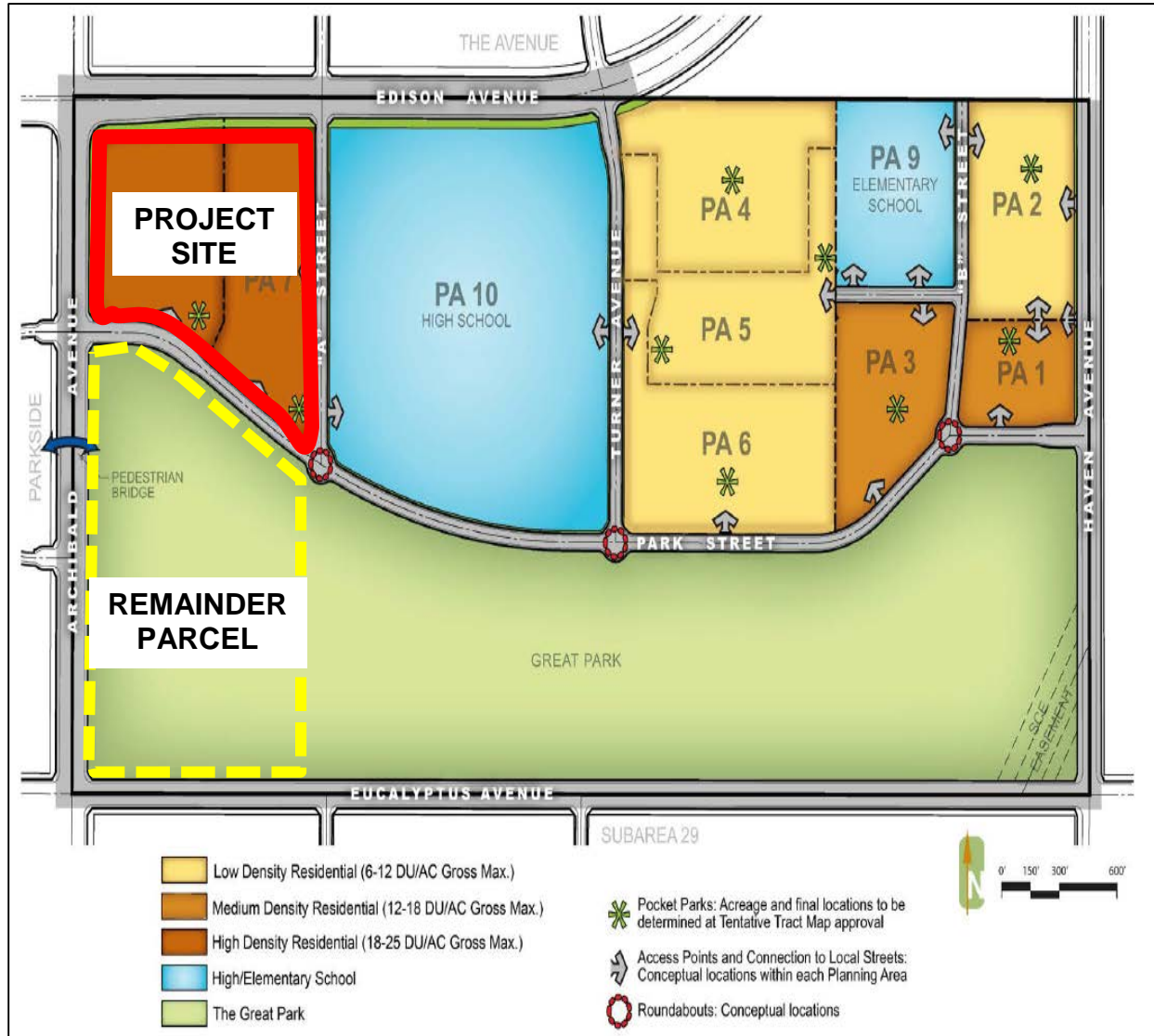
**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing 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 environmental impacts of this project were previously reviewed in conjunction with Grand Park Specific Plan (File No. PSP12-001), for which an EIR (SCH#2012061057) was adopted by the City Council on February 4, 2014. 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"

Grand Park Specific Plan Land Use Map



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE THE FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT (FILE NO. PDA17-001), BETWEEN THE CITY OF ONTARIO AND RONALD AND KRISTINE PIETERSMA FAMILY TRUST AND LOYOLA PROPERTIES I L.P., TO MODIFY CERTAIN PROVISIONS RELATED TO THE SECOND INSTALLMENT OF THE PHASE 2 WATER PARTICIPATION FEE, FOR TENTATIVE PARCEL MAP 19787 (FILE NO. PMTT16-021), WITHIN THE HIGH DENSITY RESIDENTIAL (PLANNING AREAS 7 AND 8) LAND USE DESIGNATION OF THE GRAND PARK SPECIFIC PLAN, LOCATED AT THE SOUTHEAST CORNER OF ONTARIO RANCH ROAD AND ARCHIBALD AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-241-32.

WHEREAS, Ronald and Kristine Pietersma Family Trust and Loyola Properties I L.P. ("Applicant") has filed an Application for the approval of the First Amendment to the Development Agreement, File No. PDA17-001, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 76.68 acres of land generally located at the southeast corner of Archibald Avenue and Ontario Ranch Road, within the High Density Residential (Planning Areas 7 and 8) land use designation of the Grand Park Specific Plan and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Low Density Residential (Planning Area 7) of The Avenue Specific Plan and is developed with SCE Substation and single-family residences. The property to the east is within Planning Area 10 (Future High School) of the Grand Park Specific Plan and is presently vacant. The property to the south is within the Conventional Medium Lot (Planning Area 3) of the Subarea 29 Specific Plan and is currently vacant. The property to the west is within the Commercial (Planning Area 21) of the Parkside Specific Plan and is currently vacant; and

WHEREAS, pursuant to Section 4.7.3 of the original Development Agreement, the Applicant has the option to pay the Phase 2 Water Participation Fee in two (2) installments. The first installment of \$874,923.50 was paid by the Applicant to the City, on April 13, 2018, and such first installment was equal to fifty percent (50%) of the total Phase 2 Water Participation Fee; and

WHEREAS, the second installment of the Phase 2 Water Participation Fee shall be the remaining fifty percent (50%) and Applicant has requested, and City has agreed, to modify certain provisions related to the second installment of the Phase 2 Water Participation Fee; and

WHEREAS, Applicant and City mutually agree that Applicant shall have the option to defer payment of the second installment of the Phase 2 Water Participation Fee until either 1) sale of the Property (or any portion thereof); 2) recordation of any Final Parcel Map affecting the Property or 3) by May 1, 2020, whichever occurs first Further, the Applicant shall pay the applicable CITY Development Impact Fee (DIF) in effect at the time of payment; 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 File No. PSP12-001, the Grand Park Specific Plan for which an Environmental Impact Report (SCH#2012061057) was adopted by the City Council on February 4, 2014, and this Application introduces no new significant environmental impacts; and

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

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

WHEREAS, the Project 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 July 23, 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 previous Certified EIR and supporting documentation. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed in conjunction with the Grand Park Specific Plan Environmental Impact Report, certified by the City of Ontario City Council on February 4, 2014, in conjunction with File No. PSP12-001.

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

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

(2) Does not constitute substantial changes with respect to the circumstances under which the Certified EIR was prepared, that will require major revisions to the



Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and.

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

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

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

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

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

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

**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 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 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:

a. The Application applies to 76.68 acres of land generally located at the southeast corner of Ontario Ranch Road and Archibald Avenue within the High Density Residential (Planning Areas 7 and 8) land use designation of the Grand Park Specific Plan; and

b. The property to the north of the Project site is within the Low Density Residential (Planning Area 7) of The Avenue Specific Plan, and is developed with SCE Substation and single-family residences. The property to the east is within Planning Area 10 (Future High School) of the Grand Park Specific Plan and is presently vacant. The property to the south is within the Conventional Medium Lot (Planning Area 3) of the Subarea 29 Specific Plan and is currently vacant. The property to the west is within the Commercial (Planning Area 21) of the Parkside Specific Plan and is currently vacant; and

c. The Application provides the option for the Applicant to defer the second installment payment of the Phase 2 Water Participation Fee until either the: (1) sale of the Property (or any portion thereof), (2) recordation of any Final Parcel Map affecting the Property; or (3) May 1, 2020, whichever occurs first. Applicant shall pay the applicable fee based on the City's Development Impact Fee (DIF) in effect at the time of payment; and

d. This Application will not be materially injurious or detrimental to the adjacent properties and will not have a significant impact on the environmental or surrounding properties. The environmental impacts of this project were previously reviewed in conjunction with the Grand Park Specific Plan EIR (SCH#2012061057) that was adopted by the City Council on February 4, 2014. This application introduces no new significant environmental impacts; and

e. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference; and

f. The provisions of the Application are consistent with the goals, Policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and the City Council Priorities components of The Ontario Plan, and any applicable specific plans; and

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

h. This Development Agreement will promote the goals and objectives of the Land Use Element of the Policy Plan.

**SECTION 6: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE the herein described Application, 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 23<sup>rd</sup> day of July 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 Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director and  
Secretary to the Planning Commission

Planning Commission Resolution  
File No. PDA17-001  
July 23, 2019  
Page 8

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 July 23, 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. PDA17-001**

**First Amendment to the Development Agreement**

**By and Between**

**The City of Ontario, a California municipal corporation**

**and**

**Ronald and Kristine Pietersma Family Trust**

**and**

**Loyola Properties I L.P.**

*(First Amendment to follow this page)*

**RECORD AT THE REQUEST OF AND  
WHEN RECORDED, PLEASE RETURN  
TO:**

CITY OF ONTARIO  
303 East "B" Street  
Ontario, California 91764  
Attn: City Clerk

*(Fee Exempt – Government Code 6103)*

*SPACE ABOVE FOR RECORDER'S USE ONLY*

**File No. PDA17-001**

**First Amendment to the Development Agreement**

**By and Between**

**The City of Ontario, a California municipal corporation**

**and**

**Ronald and Kristine Pietersma Family Trust**

**and**

**Loyola Properties I L.P.**

\_\_\_\_\_, 2019

**San Bernardino County, California**

**FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT  
BY AND BETWEEN THE CITY OF ONTARIO AND  
RONALD AND KRISTINE PIETERSMA FAMILY TRUST AND LOYOLA  
PROPERTIES I L.P.  
FILE NO. PDA 17-001**

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT NO. PDA17-001 (the “**First Amendment**”) is entered into as of \_\_\_\_\_, 2019 by and between the CITY OF ONTARIO, a California municipal corporation (hereinafter “**CITY**”) and Ronald and Kristine Pietersma Family Trust and Loyola Properties I L.P., a California limited partnership (hereinafter referenced jointly as “**OWNER**”).

**RECITALS**

WHEREAS, the CITY and OWNER entered into that certain Development Agreement dated December 5, 2017, and recorded on April 4, 2018 in the Official Records of the County of San Bernardino as Document No. 2018-0117864 (the “**Original Agreement**”), and with respect to the real property described in Exhibit “A” to this Agreement; and

WHEREAS, Section 2.5 of the Development Agreement specifies that the Development Agreement may be amended in whole or in part only in the manner provided for in Government Code Section 65868.1 and the procedure for adopting and entering into an amendment to the Development Agreement shall be the same as the procedure for adopting and entering into the Development Agreement; and

WHEREAS, pursuant to Section 4.7.3 of the Development Agreement, the OWNER has the option to pay the Phase 2 Water Participation Fee in two (2) installments. The first installment of \$874,923.50 was paid by the OWNER to the CITY, on April 13, 2018, and such first installment was equal to fifty percent (50%) of the total Phase 2 Water Participation Fee; and

WHEREAS, the second installment of the Phase 2 Water Participation Fee shall be the remaining fifty percent (50%) and OWNER has requested, and CITY has agreed to modify certain provisions related to such second installment of the Phase 2 Water Participation Fee; and

WHEREAS, OWNER and CITY mutually agree that OWNER shall have the option to defer payment of the second installment of the Phase 2 Water Participation Fee until either upon sale of the Property (or any portion thereof), recordation of any Final Parcel Map affecting the Property, or by May 1, 2020, whichever occurs first, provided the OWNER pay the applicable fee based on the CITY’s Development Impact Fee (DIF) in effect at the time of payment; and

WHEREAS, the CITY and OWNER agree that execution of this First Amendment shall constitute Certification of Agreement Compliance under Section 6.4 of the Original Development Agreement.

## AGREEMENTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual agreements hereinafter contained, the parties agree as follows:

### **1. DEFINITIONS AND EXHIBITS.**

1.1 Existing Definitions. Unless the context otherwise requires, all capitalized terms in this First Amendment not expressly defined in this First Amendment shall have the meaning given that term in the Original Agreement. All references herein to "Articles," "Sections" and other subdivisions are to the corresponding Articles, Sections or subdivisions of this First Amendment, and the word "herein," "hereof," "hereunder" and other words of similar import refer to this First Amendment as a whole and not to any particular Article, Section or subdivision hereof.

### **2. MODIFICATIONS TO DEVELOPMENT AGREEMENT TO MODIFY CERTAIN PROVISIONS FOR THE SECOND INSTALLMENT OF THE PHASE 2 WATER PARTICIPATION FEE.**

2.1 Requirements for Net MDD/Water Availability Equivalents. The following provisions shall replace Section 4.7.3 of the Original Development Agreement:

4.7.3 CITY issuance of Water Availability Equivalents. The Phase 2 Water Participation Fee shall be calculated based on the amount of the projected Regional Water DIF, the Maximum Development Density and the approved land use category for such Project. The calculated amount of the Phase 2 Water Participation Fee shall be paid to City within 30 days after the effectiveness of this Development Agreement or, at OWNER's option, the Phase 2 Water Participation Fee may be paid to City in two (2) installments. The first installment shall be fifty percent (50%) of the total Phase 2 Water Participation Fee and such first installment shall be due and payable to City within 30 days after the effective date of this Development Agreement. The second installment shall be the remaining amount of the Phase 2 Water Participation Fee. Such second installment shall be due and payable to City upon either the: (1) sale of the Property (or any portion thereof), (2) recordation of any Final Parcel Map affecting the Property; or (3) May 1, 2020, whichever occurs first. OWNER shall pay the applicable fee based on the CITY's Development Impact Fee (DIF) in effect at the time of payment. Upon OWNER's complete payment to CITY of the Phase 2 Water Participation Fee CITY shall issue a Certificate of Water Availability Equivalents in the form attached hereto as Exhibit G. Such Water Availability Equivalents Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY and OWNER agree that the amount of Water Availability Equivalents issued to OWNER shall be based on the maximum projected need for Water Availability Equivalents required for the Property based upon water demand factors and assumptions listed in Exhibit C-2R of the Phase 2 Water Amendment, "Water Demand Equivalents by Land Use" for each land use category. Additionally, within thirty (30) days of CITY's receipt of OWNER complete payment as required under

Section 4.7.3, CITY shall issue a certificate of DIF Credit against OWNER's DIF obligations in the regional water DIF Category. The amount of the DIF Credit issued by CITY shall be equivalent to OWNER's payment to CITY of the Phase 2 Water Participation Fee. The form of the Certificate of DIF Credit shall be as described in Exhibit H, attached hereto and incorporated herein.

4.7.3.1 OWNER may qualify for a partial refund of a portion of OWNER's Phase 2 Water Participation Fee, if OWNER's Phase 2 Water Participation Fee has been calculated and paid to CITY based on the Maximum Development Density and OWNER subsequently applies for, and CITY approves, Tract Maps that contain a lower number of residential parcels than the Maximum Development Density. OWNER may, at OWNER's option, notify CITY that OWNER may qualify for a partial refund of OWNER's paid Phase 2 Water Participation Fee based on CITY issuance of a reduced number of actual residential building permits for the Project. Such notice shall include the original calculation of the Phase 2 Water Participation Fee, and OWNER's recalculation of the Phase 2 Water Participation Fee based on the lower number of actual residential building permits and OWNER's calculation of the partial refund amount. OWNER agrees that CITY may modify the amount of the Phase 2 Water Participation Fee after OWNER pays such Phase 2 Water Participation Fee and the calculation of the amount of a partial refund, if any, shall consider that the Phase 2 Water Participation Fee may have increased during the period between when OWNER pays the Phase 2 Water Participation Fee based upon the Maximum Development Density and such time as OWNER may request a partial refund of the Phase 2 Water Participation Fee based on a reduced number of actual residential parcels. OWNER agrees that the calculation of the requested refund shall be based upon the Phase 2 Water Participation Fee in effect at the time that OWNER files a request for a refund. Within 20 days of receipt of the notice from OWNER, the CITY shall review OWNER's notice and make a determination that:

- a. OWNER's recalculation of the Phase 2 Water Participation Fee is accurate and the City shall issue a refund to OWNER of the amount requested by OWNER; or
- b. City shall notify OWNER of the need for revisions to OWNER's calculations and the need for OWNER to resubmit the request for a partial refund; or
- c. City shall notify OWNER that OWNER is not eligible for a partial refund of OWNER's Phase 2 Water Participation Fee based on a reduced number of actual building permits for residential units with the reasons for the rejection of OWNER's request.

If CITY approves OWNER's request for a partial refund of OWNER's paid Phase



2 Water Participation Fee, OWNER agrees that, prior to, and as a condition precedent to CITY's issuance of a partial refund to OWNER, OWNER shall surrender to CITY, the Certificate of Water Availability Equivalents previously issued to OWNER and the Certificate of DIF Credit in the Regional Water DIF category previously issued to OWNER by CITY. Upon surrender by OWNER of such Certificates to CITY, CITY shall reissue a Certificate of Water Availability Equivalents based on a reduced amount of Water Availability Equivalents required for OWNER's Project and CITY shall also reissue a Certificate of DIF Credit in the Regional Water DIF category based upon OWNER' s reduced Phase 2 Water Participation Fee for the Property.

### **3. INTEGRATION.**

3.1 Integration of Previous Understandings and Clarifications. This First Amendment reflects the complete understanding of the parties with respect to the subject matter hereof. To the extent this First Amendment conflicts with the Development Agreement, this First Amendment supersedes such previous document(s). In all other respects, the parties hereto re-affirm and ratify all other provisions of the Development Agreement and First Amendment. The Property covered by this First Amendment is as described in the legal description of the Property attached hereto as Exhibit "A" of the Original Development Agreement. This First Amendment shall be recorded against the Property.

**IN WITNESS WHEREOF**, the parties hereto have executed this First Amendment as of the date the ordinance adopting this First Amendment becomes effective.

*[Signature Page Follows]*

**SIGNATURE PAGE**  
**TO FIRST AMENDMENT TO DEVELOPMENT AGREEMENT BY AND BETWEEN**  
**THE CITY OF ONTARIO AND RONALD AND KRISTINE PIETERSMA FAMILY**  
**TRUST AND LOYOLA PROPERTIES I L.P.**

**CITY:**

**CITY OF ONTARIO,**  
a California municipal corporation

By: \_\_\_\_\_  
Name: Scott Ochoa  
Title: City Manager

**OWNERS:**

By: \_\_\_\_\_  
Name: Ronald C. Pietersma, Trustee of the  
Ronald and Kristine Pietersma Family Trust  
dated February 15, 1992

**ATTEST:**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: City Clerk

By: \_\_\_\_\_  
Name: Kristine B. Pietersma, Trustee of the  
Ronald and Kristine Pietersma Family Trust  
dated February 15, 1992

Loyola Properties I, L.P.  
a California limited partnership

By: \_\_\_\_\_  
Name: Michael J. Bidart, Managing Member

**APPROVED AS TO FORM:**

COLE HUBER, LLP

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: City Attorney











**EXHIBIT "A"**  
**LEGAL DESCRIPTION OF PROPERTY**

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

**PARCEL 1 OF OFFICIAL MAP NO. 1009, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, AS PER MAP FILED IN BOOK 2, PAGES 30 THROUGH 34 OF OFFICIAL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.**

APN: 0218- 241- 32- 0- 000



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Chairman and Members of the Planning Commission

**FROM:** Cathy Wahlstrom, Planning Director *CW*

**DATE:** July 23, 2019

**SUBJECT:** MONTHLY PLANNING DEPARTMENT ACTIVITY REPORT; MONTH OF JUNE 2019

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Attached, you will find the Planning Department Monthly Activity Report for the month of June 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>.

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
Month of June 2019

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**DEVELOPMENT ADVISORY BOARD MEETING**

**June 3, 2019**

*Meeting Cancelled*

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**ZONING ADMINISTRATOR MEETING**

**June 3, 2019**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP19-008:** A Conditional Use Permit to establish alcoholic beverage sales, including beer and wine for on-premises consumption (Type 41-On Sale Beer and Wine for Bona Fide Public Eating Place) within an existing 1,579 square-foot restaurant (Nataly's Tacos) on 3.01 acres of land located at 1945 East Riverside Drive, Unit 5, within the Neighborhood Commercial zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) 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); (APN: 0113-564-27) **submitted by Rocelia Balderas**

**Action:** The Zoning Administrator approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP19-009:** A Conditional Use Permit (File No. PCUP19-009) to establish a 17,500 square foot enclosed contractor's and vehicle/equipment storage yard on 0.64 acres of land located at 1002 Mildred Avenue, within the IG (General Industrial) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) 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); (APN: 113-343-37) **submitted by RG Investments, LLC.**

**Action:** The Zoning Administrator approved the project subject to conditions.

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**CITY COUNCIL/HOUSING AUTHORITY MEETING**

**June 4, 2019**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT FOR FILE NO.**

**PDA05-002:** A Development Agreement Amendment (Third Amendment - File No. PDA05-002) between the City of Ontario and SC Ontario Development Company, LLC to release approximately 2.43 acres of land and change the legal description in conjunction with the lot line adjustment (File No. LLA18-010) and sale of Eucalyptus Avenue right-of-way, and a remainder parcel to

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
Month of June 2019

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Ontario Land Ventures, LLC. The project site is located at the northeast corner of Eucalyptus Avenue and Carpenter Avenue, within Planning Area 9 (Multi-Family Attached) land use designation of the Parkside Specific Plan. The environmental impacts of this project were previously analyzed in the West Ontario Commerce Center Specific Plan (File No. PSP16-002) EIR (SCH#2017041074) certified by the City Council on July 3, 2018. This application is consistent with the EIR and introduces no new significant environmental impacts. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference. The project site is located within the Airport Influence Area of the Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT. 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; (APN: 0218-231-09, 10-22, 30-31, 39 and 0218-221-06, 08-10) **submitted by SC Ontario Development Company, LLC**. The Planning Commission recommended approval of this item on April 23, 2019 with a vote of 4 to 0.

**Action: The City Council introduced and waived further reading of an ordinance approving the Third Amendment (File No. PDA05-002 on file with Records Management Department) to the Development Agreement between the City of Ontario and SC Ontario Development Company, LLC, to remove approximately 2.43 acres of land from the Development Agreement and change the legal description in conjunction with the lot line adjustment (File No. LLA18-010).**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT FOR FILE NO.**

**PDA17-003**: A Development Agreement Amendment (**First Amendment - File No. PDA17-003**) between the City of Ontario and Ontario Land Ventures, LLC for the acquisition of approximately 2.43 acres of land and change the legal description for Tentative Parcel Map No. 19738 (File No. PMTT17-011) in conjunction with the lot line adjustment (File No. LLA18-010) and sale of Eucalyptus Avenue right-of-way, and a remainder parcel from SC Ontario Development Company, LLC. The project site is located at the northeast corner of Eucalyptus Avenue and Carpenter Avenue, within Planning Area 1 (Business Park) land use designation of the West Ontario Commerce Center Specific Plan. The environmental impacts of this project were analyzed in the West Ontario Commerce Center Specific Plan (File No. PSP16-002) EIR (SCH#2017041074) certified by the City Council on July 3, 2018. This application is consistent with the EIR and introduces no new significant environmental impacts. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference. The project site is located within the Airport Influence Area of the Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT. 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: 0218-261-16, 22, 23, 32, 0218-271-04, 08, 10, 13, 18, 0218-221-09) **submitted by Ontario**



City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
Month of June 2019

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**Land Ventures, LLC.** The Planning Commission recommended approval of this item on April 23, 2019 with a vote of 4 to 0.

**Action: The City Council introduced and waived further reading of an ordinance approving the First Amendment (File No. PDA17-003 on file with Records Management Department) to the Development Agreement between the City of Ontario and Ontario Land Ventures, LLC, for the acquisition of 2.43 acres of land and change to the legal description for Tentative Parcel Map No. 19738 (PMTT17-011) in conjunction with the lot line adjustment (File No. LLA18-010).**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO.**

**PDA18-005:** A Development Agreement (File No. PDA18-005) between the City of Ontario and Haven Ontario NMC 1, LLC, a Florida limited liability company and Haven Ontario NMC 2, LLC, a Florida limited liability company, to establish the terms and conditions for the development of Tentative Tract Map No. 20134 (File No. PMTT17-013), for property located on the north east corner of Haven and Schaefer Avenues within the Planning Area 5A, 5B, 5C, 5D and 5E (Residential – Small Lot SFD & SCE Easement) land use designation of the Rich-Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to the Rich-Haven Specific Plan (File No. PSP05-004) EIR (SCH #2006051081) certified by City Council on December 4, 2007. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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); (APN: 0218-161-01) **submitted by Richland Communities.** The Planning Commission recommended approval of this item on April 23, 2019 with a vote of 4 to 0.

**Action: The City Council introduced and waived further reading of an ordinance approving a Development Agreement (File No. PDA18-005 on file with Records Management Department) between the City of Ontario and Haven Ontario NMC 1, LLC, and Haven Ontario NMC 2, LLC, to establish the terms and conditions for the development of Tentative Tract Map No. 20134 (File No. PMTT17-013).**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO.**

**PDCA19-002:** A Development Code Amendment revising certain provisions of the City of Ontario Development Code, including:

- The addition of provisions to Section 4.03.015 (Administrative Use Permits) establishing reasons and procedures for the suspension and revocation of Administrative Use Permits and the issuance of administrative fines;
- Revisions to Table 5.02-1 (Land Use Matrix) to allow certain uses in the MU-1 (Downtown Mixed Use) zoning district, which are less than 10,000 square feet in area, as an administratively permitted land use, including: alcoholic beverage manufacturing facilities; live entertainment in conjunction with a bona fide restaurant or alcoholic

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
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beverage manufacturing facility tasting room; and alcoholic beverage sales for on-premises consumption in conjunction with a bona fide restaurant or alcoholic beverage manufacturing facility tasting room;

- The addition of alcoholic beverage manufacturing facilities regardless of size, as a permitted land use in the IL (Light Industrial), IG (General Industrial) and IH (Heavy Industrial) zoning districts;
- The addition of Section 5.03.023 (Alcoholic Beverage Manufacturing) setting forth land use standards for the establishment of alcoholic beverage manufacturing facilities; and
- Revisions to Section 5.03.025 (Alcoholic Beverage Sales), amending certain provisions pertaining to on-sale and off-sale alcoholic beverage sales, and “public convenience or necessity” determination criteria.

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. 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; **City Initiated**. The Planning Commission recommended approval of this item on April 23, 2019, with a vote of 4 to 0.

**Action: The City Council introduced and waived further reading of the ordinance approving File No. PDCA19-002, a Development Code Amendment revising portions of Ontario Development Code Chapter 4 (Permits, Actions and Decisions) as it pertains to Administrative Use Permits, and Chapter 5 (Zoning and Land Use) as it pertains to the establishment of alcoholic beverage manufacturing and sales, and live entertainment land uses.**

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**DEVELOPMENT ADVISORY BOARD MEETING**

**June 17, 2019**

**ENVIRONMENTAL ASSESSMENT AND VARIANCE REVIEW FOR FILE NO. PVAR19-003:** A Variance to deviate from the minimum front building setback, from 30 feet to 25 feet, and from the interior side setback, from 10 feet to 5 feet, in conjunction with the construction of an attached duplex on 0.141 acres of land located at 519 North Grove Avenue, within the MDR-18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15305 (Class 5, Minor Alterations in Land Use Limitations) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
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and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-451-09) **submitted by GMK Construction. Planning Commission action is required.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT18-**

**001:** A Tentative Parcel Map (TPM 19936) to subdivide 51.9 acres of land into two parcels, located at 5100 East Jurupa Avenue and 5171 East Francis Street, within the (IH) Heavy Industrial and (UC) Utilities Corridor zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Minor Land Divisions) 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: 0238-132-24) **submitted by New-Indy Ontario, LLC. Planning Commission action is required.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-001 (PM 19993) and PDEV19-004:**

A Tentative Parcel Map (File No. PMTT19-001/TM 19993) to subdivide 10.68 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV19-004) to construct one multitenant commercial building totaling 5,000 square feet, located at the southwest corner of Via Turin and Fourth Street, at 4170 East Fourth Street, within the Retail land use district of the Piemonte Overlay District of the Ontario Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA16-003, a Specific Plan Amendment for which a Mitigated Negative Declaration was previously adopted by the City Council on May 16, 2017. 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); (APN: 0210-204-27) **submitted by Ontario Covenant Group, LLC. Planning Commission action is required.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV19-019 AND PCUP19-007:**

A Development Plan (File No. PDEV19-019) and Conditional Use Permit (File No. PCUP19-007) to establish and construct a nonstealth wireless telecommunications facility (Verizon Wireless) on an existing SCE transmission tower

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
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and related equipment enclosure on 4.7 acres of land located at 3210 East Merrill Avenue, within the SCE Corridor land use district of the Subarea 29 Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 3 (Class 15303, New Construction or Conversion of Small Structures) 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). (APN: 0218-052-20) **submitted by Verizon Wireless. Planning Commission action is required.**

**Action:** The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.

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**ZONING ADMINISTRATOR MEETING**

**June 17, 2019**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP19-006:** A Conditional Use Permit to establish a 24,345-square foot fitness center (Planet Fitness) on 2.75 acres of land located at 1670 East Fourth Street, within the CC (Community Commercial) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) 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); (APN: 0110-181-15) **submitted by Saber Fitness.**

**Action:** The Zoning Administrator approved the project subject to conditions.

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**CITY COUNCIL/HOUSING AUTHORITY MEETING**

**June 18, 2019**

**ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN REVIEW, AND CONDITIONAL USE**

**PERMIT FOR FILE NO. PCUP18-028:** A Conditional Use Permit (File No. PCUP18-028) to establish an 83,500-square foot, 124-room full-service hotel, with conference rooms, fitness center, pool, and restaurant, on 2.25 acres of land located at the northwest corner of Turner Avenue and Guasti Road, at 535 North Turner Avenue, within Planning Area 1 of the Guasti Plaza Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Guasti Plaza Specific Plan (File No. 4413-SP) EIR (SCH # 1991122009) certified by the City Council on August 20, 1996. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
Month of June 2019

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found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0210-192-24) **submitted by Cambria Ontario, LLC**. The Planning Commission recommended approval of this item on May 28, 2019 with a vote of 6 to 0.  
**Action: The City Council approved a resolution approving File No. PCUP18-028.**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT FOR FILE NO.**

**PDA05-002:** A Development Agreement Amendment (Third Amendment - File No. PDA05-002) between the City of Ontario and SC Ontario Development Company, LLC to release approximately 2.43 acres of land and change the legal description in conjunction with the lot line adjustment (File No. LLA18-010) and sale of Eucalyptus Avenue right-of-way, and a remainder parcel to Ontario Land Ventures, LLC. The project site is located at the northeast corner of Eucalyptus Avenue and Carpenter Avenue, within Planning Area 9 (Multi-Family Attached) land use designation of the Parkside Specific Plan. The environmental impacts of this project were previously analyzed in the West Ontario Commerce Center Specific Plan (File No. PSP16-002) EIR (SCH#2017041074) certified by the City Council on July 3, 2018. This application is consistent with the EIR and introduces no new significant environmental impacts. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference. The project site is located within the Airport Influence Area of the Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT. 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 (APN: 0218-231-09, 10-22, 30-31, 39 and 0218-221-06, 08-10); **submitted by SC Ontario Development Company, LLC**. The Planning Commission recommended approval of this item on April 23, 2019 with a vote of 4 to 0.

**Action: The City Council approved and waived further reading of an ordinance approving the Third Amendment (File No. PDA05-002 on file with Records Management Department) to the Development Agreement between the City of Ontario and SC Ontario Development Company, LLC, to remove approximately 2.43 acres of land from the Development Agreement and change the legal description in conjunction with the lot line adjustment (File No. LLA18-010).**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT AMENDMENT FOR FILE NO.**

**PDA17-003:** A Development Agreement Amendment (First Amendment - File No. PDA17-003) between the City of Ontario and Ontario Land Ventures, LLC for the acquisition of approximately 2.43 acres of land and change the legal description for Tentative Parcel Map No. 19738 (File No. PMTT17-011) in conjunction with the lot line adjustment (File No. LLA18-010) and sale of Eucalyptus Avenue right-of-way, and a remainder parcel from SC Ontario Development Company, LLC. The project site is located at the northeast corner of Eucalyptus Avenue and Carpenter Avenue, within Planning Area 1 (Business Park) land use designation of the West Ontario Commerce Center Specific Plan. The environmental impacts of this project were analyzed in the West Ontario Commerce Center Specific Plan (File No. PSP16-002) EIR (SCH#2017041074)



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certified by the City Council on July 3, 2018. This application is consistent with the EIR and introduces no new significant environmental impacts. All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference. The project site is located within the Airport Influence Area of the Ontario International Airport (ONT), and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT. 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: 0218-261-16, 22, 23, 32, 0218-271-04, 08, 10, 13, 18, 0218-221-09) **submitted by Ontario Land Ventures, LLC**. The Planning Commission recommended approval of this item on April 23, 2019 with a vote of 4 to 0.

**Action: The City Council approved and waived further reading of an ordinance approving the First Amendment (File No. PDA17-003 on file with Records Management Department) to the Development Agreement between the City of Ontario and Ontario Land Ventures, LLC, for the acquisition of 2.43 acres of land and change to the legal description for Tentative Parcel Map No. 19738 (PMTT17-011) in conjunction with the lot line adjustment (File No. LLA18-010).**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO.**

**PDA18-005:** A Development Agreement (File No. PDA18-005) between the City of Ontario and Haven Ontario NMC 1, LLC, a Florida limited liability company and Haven Ontario NMC 2, LLC, a Florida limited liability company, to establish the terms and conditions for the development of Tentative Tract Map No. 20134 (File No. PMTT17-013), for property located on the north east corner of Haven and Schaefer Avenues within the Planning Area 5A, 5B, 5C, 5D and 5E (Residential – Small Lot SFD & SCE Easement) land use designation of the Rich-Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to the Rich-Haven Specific Plan (File No. PSP05-004) EIR (SCH #2006051081) certified by City Council on December 4, 2007. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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); (APN: 0218-161-01) **submitted by Richland Communities**. The Planning Commission recommended approval of this item on April 23, 2019 with a vote of 4 to 0.

**Action: The City Council approved and waived further reading of an ordinance approving a Development Agreement (File No. PDA18-005 on file with Records Management Department) between the City of Ontario and Haven Ontario NMC 1, LLC, and Haven Ontario NMC 2, LLC, to establish the terms and conditions for the development of Tentative Tract Map No. 20134 (File No. PMTT17-013).**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO.**

**PDCA19-001:** A Development Code Amendment revising portions of Development Code

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Chapters 2 (Administration and Procedures), 4 (Permits, Actions and Decisions), 5 (Zoning and Land Use), and 9 (Definitions and Glossary), as they apply to Wireless Telecommunications Facilities in the public right-of-way and facilities qualifying as Eligible Facilities Requests. 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**. The Planning Commission recommended approval of this item on May 28, 2019, with a vote of 6 to 0.

**Action: The City Council introduced and waived an ordinance approving File No. PDCA19-001, a Development Code Amendment revising portions of Ontario Development Code Chapters 2 (Administration and Procedures), 4 (Permits Actions and Decisions), 5 (Zoning and Land Use), and 9 (Definitions and Glossary), as they apply to Wireless Telecommunications Facilities in the public right-of-way and facilities qualifying as Eligible Facilities Requests.**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA19-002:** A Development Code Amendment revising certain provisions of the City of Ontario Development Code, including:

- The addition of provisions to Section 4.03.015 (Administrative Use Permits) establishing reasons and procedures for the suspension and revocation of Administrative Use Permits and the issuance of administrative fines;
- Revisions to Table 5.02-1 (Land Use Matrix) to allow certain uses in the MU-1 (Downtown Mixed Use) zoning district, which are less than 10,000 square feet in area, as an administratively permitted land use, including: alcoholic beverage manufacturing facilities; live entertainment in conjunction with a bona fide restaurant or alcoholic beverage manufacturing facility tasting room; and alcoholic beverage sales for on-premises consumption in conjunction with a bona fide restaurant or alcoholic beverage manufacturing facility tasting room;
- The addition of alcoholic beverage manufacturing facilities regardless of size, as a permitted land use in the IL (Light Industrial), IG (General Industrial) and IH (Heavy Industrial) zoning districts;
- The addition of Section 5.03.023 (Alcoholic Beverage Manufacturing) setting forth land use standards for the establishment of alcoholic beverage manufacturing facilities; and
- Revisions to Section 5.03.025 (Alcoholic Beverage Sales), amending certain provisions pertaining to on-sale and off-sale alcoholic beverage sales, and “public convenience or necessity” determination criteria.

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

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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. 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; **City Initiated**. The Planning Commission recommended approval of this item on April 23, 2019, with a vote of 4 to 0.

**Action:** The City Council approved and waived further reading of the ordinance approving File No. PDCA19-002, a Development Code Amendment revising portions of Ontario Development Code Chapter 4 (Permits, Actions and Decisions) as it pertains to Administrative Use Permits, and Chapter 5 (Zoning and Land Use) as it pertains to the establishment of alcoholic beverage manufacturing and sales, and live entertainment land uses.

**ENVIRONMENTAL ASSESSMENT AND APPEAL OF TENTATIVE TRACT MAP FILE NO. PMTT18-008:**

An appeal of the Planning Commission’s approval of Tentative Tract Map No. 20144 (File No. PMTT18-008) to subdivide one-acre of land into 5 numbered lots and 2 lettered lots, for property located at 2004 South Palmetto Avenue, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DUs/Acre) 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); (APN: 1014-532-04) **submitted by Lawrence E. Jowdy**. The Planning Commission approved this item on April 23, 2019, with a vote of 4 to 0.

**Action:** The City Council upheld the Planning Commission’s approval of File No. PMTT18-008, a Tentative Tract Map (TT 20144) to subdivide one acre of land into 5 numbered lots and 2 lettered lots, for property located at 2004 South Palmetto Avenue, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DUs/Acre) zoning district.

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**PLANNING/HISTORIC PRESERVATION COMMISSION MEETING**

**June 25, 2019**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-010:**

A Development Plan to construct 204 multiple-family residential units (6-Plex Rowtown) on 9.16 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by

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the City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and 218-211-05) **submitted by Brookfield Residential. This item was continued from the May 28, 2019 Planning Commission meeting.**

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-011:**

A Development Plan to construct 61 single-family residential units (6-Pack Cluster) on 4.7 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and 218-211-05) **submitted by Brookfield Residential. This item was continued from the May 28, 2019 Planning Commission meeting.**

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV19-012:**

A Development Plan to construct 168 multiple-family residential units (14-Plex Courtyard Townhome) on 7.29 acres of land located at the northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A of the Rich Haven Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Rich Haven Specific Plan File (No. PSP05-004) EIR (SCH# 2006051081) certified by the City Council on December 4, 2007 and an addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. 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: 218-211-02 and

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218-211-05) submitted by Brookfield Residential. This item was continued from the May 28, 2019 Planning Commission meeting.

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT18-001:** A Tentative Parcel Map (PM 19936) to subdivide 51.9 acres of land into two parcels, located at 5100 East Jurupa Avenue and 5171 East Francis Street, within the (IH) Heavy Industrial and (UC) Utilities Corridor zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15315 (Minor Land Divisions) 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). (APN: 238-132-24) submitted by New-Indy Ontario, LLC.

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND VARIANCE REVIEW FOR FILE NO. PVAR19-003:** A Variance to deviate from the minimum front building setback, from 30 feet to 25 feet, and from the interior side setback, from 10 feet to 5 feet, in conjunction with the construction of an attached duplex on 0.141 acres of land located at 519 North Grove Avenue, within the MDR-18 (Medium Density Residential – 11.1 to 18.0 DU/Acre) zoning district. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15305 (Class 5, Minor Alterations in Land Use Limitations) 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); (APN: 1048-451-09) submitted by GMK Construction.

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-001 (PM 19993) AND PDEV19-004:** A Tentative Parcel Map (File No. PMTT19-001/TM 19993) to subdivide 10.68 acres of land into two parcels, in conjunction with a Development Plan (File No. PDEV19-004) to construct one multitenant commercial building totaling 5,000 square feet, located at the southwest corner of Via Turin and Fourth Street, at 4170 East Fourth Street, within the Retail land use district of the Piemonte Overlay District of the Ontario Center Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA16-003, a Specific Plan Amendment for which a Mitigated Negative Declaration was previously adopted by the City Council on May 16, 2017. 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); (APN: 0210-204-27) submitted by Ontario Covenant Group, LLC.



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**Action:** Continued to the 7/23/2019 Planning Commission meeting.

**ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND CONDITIONAL USE PERMIT REVIEW FOR FILE NOS. PDEV19-019 AND PCUP19-007:** A Development Plan (File No. PDEV19-019) and Conditional Use Permit (File No. PCUP19-007) to establish and construct a nonstealth wireless telecommunications facility (Verizon Wireless) on an existing SCE transmission tower and related equipment enclosure on 4.7 acres of land located at 3210 East Merrill Avenue, within the SCE Corridor land use district of the Subarea 29 Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 3 (Class 15303, New Construction or Conversion of Small Structures) 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). (APN: 0218-052-20) **submitted by Verizon Wireless.**

**Action:** The Planning Commission approved the project subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT REVIEW FOR FILE NO. PGPA18-009:** A General Plan Amendment (File No. PGPA18-009) to:

- 1.) Modify the Land Use Element of The Ontario Plan (General Plan) to change the land use designation on 1.02 acres of land from General Commercial to Low-Medium Density Residential (5.1-11 DUs/Acre) and changing the land use designation on 0.46 acres of land from General Commercial to Hospitality, located at the southwest corner of G Street and Corona Avenue; and
- 2.) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation change.

Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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). (Related File PZC18-003) (APNs: 0110-241-18, 0110-241-56 and 0110-241-57) **submitted by LHL Investment Group, LLC. City Council action is required.**

**Action:** The Planning Commission recommended the City Council approve the project.

**ENVIRONMENTAL ASSESSMENT AND ZONE CHANGE REVIEW FOR FILE NO. PZC18-003:** A Zone Change (File No. PZC18-003) request to change the zoning designation on 1.02 acres of land from CC (Community Commercial) to MDR-11 (Low-Medium Density Residential) and to change the zoning designation on 0.46 acres of land from CC (Community Commercial) to CCS (Convention Center Support), located at the south west corner of G Street and Corona Avenue. Staff is recommending the adoption of an Addendum to The Ontario Plan (File No. PGPA06-001)

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Environmental Impact Report (SCH# 2008101140) certified by City Council on January 27, 2010. 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: 0110-241-18, 0110-241-56 and 0110-241-57) **submitted by LHL Investment Group, LLC. City Council action is required.**

**Action: The Planning Commission recommended the City Council approve the project.**

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**PCUP19-012:** **Submitted by Powell and Associates, Inc.**

A Conditional Use Permit to establish a 545 square-foot ADU as a second floor addition to an existing detached garage on 0.147 acres of land located at 1218 South Sultana Avenue, within the MDR-11 (Low Medium Density Residential - 5.1 to 11.0 DU/Acre) zoning district (APN:1049-522-13). Related file: B201900065. **Zoning Administrator action required.**

**PCUP19-013:** **Submitted by Peter Bhakta**

A Conditional Use Permit to establish and operate a new 116 room hotel on 2.35 acres of land located at 3201 East Centerlake Drive, within the Commercial/Hotel land use district of the Centerlake Business Park Specific Plan (APN: 0210-551-12). Related Files: PDEV19-032. **Planning Commission action required.**

**PCUP19-014:** **Submitted by Gabriela Cibrian**

A Conditional Use Permit to establish a 504 square-foot ADU as a second floor addition to an existing detached garage on 0.206 acres of land located at 926 North San Antonio Avenue, within the LDR-5 (Low Density Residential - 2.0 to 5.0 DU/Acre) zoning district (APN:1048-032-02). **Zoning Administrator action required.**

**PDEV19-031:** **Submitted by Pedro Maltos**

A Development Plan to construct 49 multiple-family dwellings on 1.58 acres of land located at 890 South Magnolia Avenue, within the HDR-45 (High Density Residential - 25.1 to 45.0 DU/Acre) zoning district (APNs: 1011-371-15 and 1011-371-16). **Planning Commission action required.**

**PDEV19-032:** **Submitted by Peter Bhakta**

A Development Plan to raze an existing structure and construct a new 116-room hotel on 2.35 acres of land located at 3201 East Centerlake Drive, within the Commercial/Hotel land use district of the Centerlake Business Park Specific Plan (APN: 0210-551-12). Related Files: PCUP19-013. **Planning Commission action required.**

**PDEV19-033:** **Submitted by Sagecrest Planning + Environmental**

A Development Plan to construct a 75,547-square foot concrete tilt-up warehouse building on 3.38 acres located at the southwest corner of Maitland Street and Monterey Avenue, within the IL (Light Industrial) zoning district (APNs: 1049-501-12, 1049-501-13 and 1049-501-14). **Planning Commission action required.**

**PDEV19-034:** **Submitted by In-N-Out Burger**

A Development Plan to raze an existing structure and construct a new 4,071-square foot restaurant with two drive thru lanes and outdoor seating (In-N-Out) on 1.57 acres of land located at the northwest corner of G Street and Vineyard Avenue, within the CCS (Convention Center

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Support Commercial) zoning district (APNs: 0110-241-50 and 0110-241-54). Related Record: PVAR19-005. **Planning Commission action required.**

**PDEV19-035:** **Submitted by ATB & J, LLC**

A Development Plan to construct a new 2,999-square foot fast food restaurant with drive thru (Carl's Jr.) on Pad 1 (Parcel 6 of PM 19978) of the 10.06-acre New Haven Market Place, located on the southwest corner of Haven Avenue and Ontario Ranch Road, within the Retail designation of The Avenue Specific Plan (APNs: 0218-392-26). **Development Advisory Board action required.**

**PGPA19-004:** **Submitted by Grove Land Venture, LLC**

An Amendment to the Land Use Element of the Policy Plan (General Plan) component of The Ontario Plan to: [1] revise Policy Plan Exhibit LU-01 Land Use Map to change the land use designation on 130 acres of land from Low Medium Density Residential and Business Park to Business Park and Industrial, within an area generally bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, and modifying Policy Plan Exhibit LU-03 Future Buildout to be consistent with the proposed land use designation change. (APN(s): 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01 and 1054-311-02). **Planning Commission and City Council action required.**

**PHP-19-007:** **Submitted by Jason Lawliss**

A Mills Act contract for a Contributor to the designated Armsley Square Historic District: the Stephen A. Craig House, a 3,350-square foot single-family residence located at 408 West Armsley Square, within the RE-4 (Residential Estate – 2.1 to 4.0 DU/Acre) zoning district (APN: 1047-341-09). **Historic Preservation Commission and City Council action required.**

**PHP-19-008:** **Submitted by Peter Bugbee**

A Mills Act contract for a Contributor to the designated Rosewood Court Historic District: the C.E. Pratt House, a 1,242 square foot single family residence located at 130 East J Street, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district (APN: 1048-071-05). **Historic Preservation Commission and City Council action required.**

**PSGN19-065:** **Submitted by Epic Sign**

A Sign Plan for the installation of a wall sign for CARRINGTON COLLEGE, located at 4580 Ontario Mills Parkway, within the Commercial/Office land use district of the Ontario Mills Specific Plan. **Staff action required.**

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### **PSGN19-066:**

**Submitted by Signarama**

A Sign Plan for the installation of a wall sign for CALTROL INC, located at 1609 South Grove Avenue, within the Business Park land use district of the Grove Avenue Specific Plan. **Staff action required.**

### **PSGN19-067:**

**Submitted by Siddhu.JM Chino Hills, LLC**

A Sign Plan for the installation of two wall signs for FIREHOUSE SUBS, located at 2598 South Archibald Avenue, Suite E, within the CC (Community Commercial) zoning district (APN:1083-011-11). **Staff action required.**

### **PSGN19-068:**

**Submitted by World Signs**

A Sign Permit for the installation of one 3'x16' temporary banner for FIREHOUSE SUBS, located at 2598 South Archibald Avenue, Suite E, within the CC (Community Commercial) zoning district (APN:1083-011-11). Related PSGN19-067. **Staff action required.**

### **PSGN19-069:**

**Submitted by Williams Sing Co.**

A Sign Permit to reface an existing monument sign for EMPIRE NISSAN (36 SF), located at 1337 South Kettering Drive, within the California Commerce Center Specific Plan (APN: 0238-231-11). **Staff action required.**

### **PSGN19-070:**

**Submitted by Calcraft Corp**

A Sign Plan for the installation of two wall signs and a monument sign (replaces existing monument sign) for MOBIL gas station, located at 2455 South Vineyard Avenue, within the CC (Community Commercial) zoning district (APN: 0113-285-12). **Staff action required.**

### **PSGN19-071:**

**Submitted by Mall Signs and Service**

A Sign Plan to reface three wall signs on an existing raceway and reface an existing monument sign for OLIVE GARDEN, located at 4403 East Mills Circle, within the Ontario Mills Specific Plan (APN: 0238-014-54). **Staff action required.**

### **PSGN19-072:**

**Submitted by Mega Hertz Signs**

A Sign Plan for the installation of one wall sign for DIESEL FORWARD, located at 2025 East Elm Court, within the IG (General Industrial) zoning district (APN: 0113-395-31). **Staff action required.**

### **PSGN19-073:**

**Submitted by Inland Signs**

A Sign Plan for the installation of two wall signs for INLAND SIGNS INCORPORATED, located at 1715 South Bon View Avenue, within the IG (General Industrial) zoning district (APN: 1050-191-14). **Staff action required.**



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**PSGN19-074:** **Submitted by Inland Signs**

A Sign Plan for the installation of one wall sign for THE BEAUTY BAR, located at 2598 South Archibald Avenue, within the CC (Community Commercial) zoning district (APN: 1083-011-11). **Staff action required.**

**PSGN19-075:** **Submitted by Alcon Signs**

A Sign Plan for the installation of two wall signs for CULEBRA CIGAR CO., located at 4451 East Ontario Mills Parkway, Unit A, within the Office/Commercial land use district of the Ontario Mills Specific Plan (APN: 0238-014-10). **Staff action required.**

**PSGN19-076:** **Submitted by Sign and services Co.**

A Sign Plan for the installation of four new wall signs for EL TORITO MEXICAN RESTAURANT, located at 3680 East Inland Empire Boulevard, within the Urban Commercial land use district of the Ontario Center Specific Plan (APN: 0210-211-48). **Staff action required.**

**PSGN19-077:** **Submitted by America's Instant Signs**

A Sign Plan for the installation of one wall sign for BALDA STEVAVATO GROUP, located at 4501 East Wall Street, within the Rail Industrial land use district of the California Commerce Center Specific Plan (APN: 0238-211-11). **Staff action required.**

**PSGN19-078:** **Submitted by Awesome Signage**

A Sign Plan the installation of one wall sign for GOLDEN ISLAND SPA, located at 2250 South Euclid Avenue, within the CC (Community Commercial) zoning district (APN: 1051-051-72). **Staff action required.**

**PSGN19-079:** **Submitted by Jansen Montiel**

A Sign Plan for the installation of three new wall signs, four menu signs, two hours/menu signs, and one monument sign for FAST 5 EXPRESS CAR WASH, located at 2345 South Grove Avenue, within the Commercial land use district of the Grove Avenue Specific Plan (APN: 0216-081-25). Related Files: PDEV17-046 and PCUP17-021. **Staff action required.**

**PSGN19-080:** **Submitted by Trulite Signs**

A Sign Plan for the installation of one new wall sign for KUMON, located at 2550 South Archibald Avenue, within the CC (Community Commercial) zoning district (APN: 1083-011-13). **Staff action required.**

**PSGN19-081:** **Submitted by Inland Signs, Inc.**

A Sign Plan for the installation of one new wall sign and one monument sign for AMERICAN BOLT AND SCREW, located at 600 South Wanamaker Avenue, within the Rail Industrial land use district of the California Commerce Center Specific Plan (APN: 2381-193-25). **Staff action required.**

## Monthly Activity Report—New Applications

Month of June 2019

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### **PSGN19-082:**

**Submitted by CitiSign**

A Sign Plan for the installation of one new wall sign for PROBEAUTY, located at 1335 East Fourth Street, Unit C, within the CN (Neighborhood Commercial) zoning district (APN: 0108-381-34). **Staff action required.**

### **PSP-19-001:**

**Submitted by Grove Land Venture, LLC**

A Specific Plan establishing land use designations, and development standards and guidelines, which will govern the development of 130 acres of land generally bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054241-02, 1054-311-01 and 1054-311-02). **Planning Commission and City Council action required.**

### **PTUP19-036:**

**Submitted by American Legion Post 112**

A Temporary Use Permit for a 4th of July outdoor event at American Legion Post 112, located at 310 West Emporia Street, within the MU-1 (Downtown Mixed Use) zoning district. Event to be held on 7/4/2019, from 10:00AM to 5:00PM. **Staff action required.**

### **PTUP19-037:**

**Submitted by Panana, LLC**

A Temporary Use Permit for an outdoor food festival with local food vendors, general vendors, and live entertainment, located at Ontario Mills Mall, 1 East Mills Circle, in parking lot adjacent to Marshalls. Event to be held from 6/21/2019 to 6/23/2019. **Staff action required.**

### **PTUP19-038:**

**Submitted by Prologis LP**

A Temporary Use Permit to establish a temporary industrial parking lot facility as part of a settlement agreement between the City of Ontario and the property owner, located at 9031 East Eucalyptus Avenue (APN: 0218-261-34). **Staff action required.**

### **PTUP19-039:**

**Submitted by Carmen Orantes**

A Temporary Use Permit for a one-day carwash event for Church of God of Prophecy, located at 1130 South Campus Avenue, within the LDR-5 (Low Density Residential – 2.1 to 5.0 DU/Acre) zoning district (APN: 1049-503-33). Duration: 6/22/2019 to 6/22/2019. **Staff action required.**

### **PTUP19-040:**

**Submitted by Ontario Mills Grocery Outlet**

A Temporary Use Permit for a grand opening event for Grocery Outlet, located at 4420 Ontario Mills Parkway, within the Commercial/Office land use district of the Ontario Mills Specific Plan. Event to be held on 6/22/2019, from 12:00PM to 3:00PM. **Staff action required.**

## Monthly Activity Report—New Applications

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**PTUP19-041:** **Submitted by Christiansen Amusements**

A Temporary Use Permit for a carnival located at 1848 South Euclid Avenue, hosted by Cardenas grocery store, within the MU-11 (Euclid/Francis Mixed Use) zoning district. Event will be held from 7/18/2019 to 7/21/2019. **Staff action required.**

**PTUP19-042:** **Submitted by St Elias Church**

A Temporary Use Permit for a charitable fundraising event at Guasti Regional Park, 800 North Archibald Avenue, hosted by St. Elias Church. Event will be held on 7/21/2019, from 10:00AM to 7:00PM. **Staff action required.**

**PTUP19-043:** **Submitted by Our Lady of Guadalupe Roman Catholic Church**

A Temporary Use Permit for a fundraising event for Our Lady of Guadalupe Church, located at 710 South Sultana Avenue. Event will be held on 9/22/2019. **Staff action required.**

**PTUP19-044:** **Submitted by Firewater Bar**

A Temporary Use Permit for a music event hosted by FIREWATER BAR AND GRILL, located at 1528 West Holt Boulevard, within the HDR-45 (High Density Residential – 25.1 to 45.0 DU/Acre) and ICC (Interim Community Commercial) Overlay zoning districts. Event to be held on 10/5/2019. **Staff action required.**

**PVAR19-005:** **Submitted by In-N-Out Burger**

A Variance to deviate from the minimum Development Code standard for minimum street setback from arterial street, from 20 feet to 15 feet, in conjunction with the construction of a new 4,071 SF restaurant (In-N-Out) with 2 drive-thru lanes and outdoor seating on 1.571 acres of land located at the northwest corner of G Street and Vineyard Avenue, within the CCS (Convention Center Support Commercial) zoning district (APNs: 0110-241-50, 0110-241-54). Related File: PDEV19-034. **Planning Commission action required.**

**PVER19-035:** **Submitted by Candace Allen**

A Zoning Verification for property located at 1151 South Mildred Avenue, within the IG (General Industrial) zoning district (APN: 0113-343-09). **Staff action required.**

**PVER19-036:** **Submitted by PZR**

A Zoning Verification for property located at the southwest corner of Ontario Ranch Road and Haven Avenue (Marketplace at New Haven), within The Avenue Specific Plan (APN: 0218-412-02). **Staff action required.**