



## **CITY OF ONTARIO DEVELOPMENT ADVISORY BOARD**

### **AGENDA**

**August 20, 2018**

- ▶ **All documents for public review are on file in the Planning Department located in City Hall at 303 East “B” St., Ontario, CA 91764.**

**MEETING WILL BE HELD AT 1:30 PM IN ONTARIO CITY COUNCIL CHAMBERS  
LOCATED AT 303 East “B” St.**

Scott Ochoa, City Manager  
Scott Murphy, Executive Director, Development Agency  
John P. Andrews, Executive Director, Economic Development  
Kevin Shear, Building Official  
Cathy Wahlstrom, Planning Director  
Louis Abi-Younes, City Engineer  
Chief Derek Williams, Police Department  
Fire Marshal Paul Ehrman, Fire Department  
Scott Burton, Utilities General Manager  
Brent Schultz, Executive Director, Housing and Neighborhood Preservation

#### **PUBLIC COMMENTS**

*Citizens wishing to address the Development Advisory Board 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 Development Advisory Board values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.*

## **AGENDA ITEMS**

*For each of the items listed below 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 Development Advisory Board 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.*

## **CONSENT CALENDAR ITEMS**

### **A. MINUTES APPROVAL**

Development Advisory Board Minutes of July 16, 2018, approved as written.

## **PUBLIC HEARING ITEMS**

### **B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR**

**FILE NO. PMTT13-016/TT 18929:** A Tentative Tract Map (File No. PMTT13-016/TT 18929) to subdivide 54.81 acres of land into 207 residential numbered lots and 24 lettered lots for public streets, pocket park and landscape neighborhood edges, for property located at the southwest corner of Archibald Avenue and Eucalyptus Avenue, within the Conventional Small Lot Residential district of Planning Area 1 and within the Neighborhood Commercial Center district of Planning Area 2 of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Subarea 29 Specific Plan EIR (SCH# 2004011009) that was adopted by the City Council on October 17, 2006. 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: 0218-271-11) **submitted by Richland Communities. Planning Commission action is required.**

#### **1. CEQA Determination**

No action necessary – use of previous EIR

#### **2. File No. PMTT13-016** (Tentative Tract Map)

Motion to recommend Approval/Denial

### **C. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR**

**FILE NO. PMTT13-017/TT 18930:** A Tentative Tract Map (File No. PMTT13-017/TT 18930) to subdivide 49.45 acres of land into 225 residential numbered lots and 26 lettered lots for public streets, pocket parks and landscape neighborhood edges, for property located at the northwest corner of Archibald Avenue and Eucalyptus Avenue, within the Conventional Small Lot Residential district of Planning Area 1 of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Subarea 29 Specific Plan EIR (SCH# 2004011009) that was adopted by the City Council on October 17, 2006. 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: 0218-271-19) **submitted by Richland Communities. Planning Commission action is required.**

1. **CEQA Determination**

No action necessary – use of previous EIR

2. **File No. PMTT13-017** (Tentative Tract Map)

Motion to recommend Approval/Denial

- D. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT17-010/TPM 19978:** A Tentative Parcel Map (File No. PMTT17-010/TPM 19978) to subdivide 10.06 acres of land into 9 numbered lots, for property located at the southwest corner of Ontario Ranch Road and Haven Avenue, within the Retail land use district of Planning Area 10B of The Avenue Specific Plan. The environmental impacts of this project were previously analyzed in The Avenue Specific Plan EIR (SCH# 2005071109) that was certified by the City Council on December 19, 2006. This project introduces no new significant environmental impacts. 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: 0218-412-02) **submitted by Frontier Real Estate Investments. Planning Commission Action is required.**

1. **CEQA Determination**

No action necessary – use of previous EIR

2. **File No. PMTT17-010** (Tentative Parcel Map)

Motion to recommend Approval/Denial

- E. ENVIRONMENTAL ASSESSMENT, CONDITIONAL USE PERMIT, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PCUP18-008 & PDEV18-008:** A Conditional Use Permit and Development Plan to establish and construct a 6-story, 208-room hotel and 8,000-square foot restaurant pad on 4.95 acres of land, generally located on the southeast corner of Archibald Avenue and Inland Empire Boulevard, within the OH (High Intensity Office) zoning district. 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, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0210-191-29, 0210-191-30, 0210-191-31 and 0210-191-32); **submitted by Heartland Alliance, LLC. Planning Commission action is required.**

1. **CEQA Determination**

No action necessary – Exempt: CEQA Guidelines Section § 15332

2. **File No. PCUP18-008** (Conditional Use Permit)

Motion to recommend Approval/Denial

3. **File No. PDEV18-008** (Development Plan)

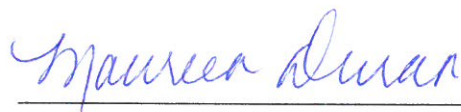
Motion to recommend Approval/Denial

If you wish to appeal a decision of the **Development Advisory Board**, you must do so within ten (10) days of the **Development Advisory Board** action. Please contact the **Planning Department** for information regarding the appeal process.

If you challenge any action of the **Development Advisory Board** 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 **Development Advisory Board** at, or prior to, the public hearing.

The next **Development Advisory Board** meets on **September 5, 2018**.

I, Maureen Duran, Office Specialist of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on or before **August 16, 2018**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East “B” Street, Ontario.

  
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**CITY OF ONTARIO**

**Development Advisory Board**

**Minutes**

**July 16, 2018**

**BOARD MEMBERS PRESENT**

Khoi Do, Chairman, Engineering Department  
Kevin Shear, Building Department  
Paul Ehrman, Fire Department  
Joe De Sousa, Housing and Municipal Services Agency  
Jeff Krizek, Municipal Utilities Company  
Rudy Zeledon, Planning Department  
Doug Sorel, Police Department

**BOARD MEMBERS ABSENT**

Ahmed Aly, Municipal Utilities Company  
Charity Hernandez, Economic Development

**STAFF MEMBERS PRESENT**

Jeanie Aguilo, Planning Department  
Antonio Alejos, Engineering Department  
Luis Batres, Planning Department  
Denny Chen, Planning Department  
Maureen Duran, Planning Department  
Naiim Khoury, Engineering Department  
Bryan Lirley, Engineering Department  
Lorena Mejia, Planning Department  
Charles Mercier, Planning Department  
Henry Noh, Planning Department  
David Simpson, Economic Development

**PUBLIC COMMENTS**

No one responded from the audience.

### **CONSENT CALENDAR ITEMS**

- A. **APPROVAL OF MINUTES:** Mr. Krizek spoke on the minutes and made the clarification that the minutes' first motion was made by Mr. Shear from the Building Department and the second motion was made by Ms. Gearhart from the Fire Department.

Motion to approve the minutes of the July 2, 2018, meeting of the Development Advisory Board was made with this clarification by Mr. Shear; seconded by Mr. De Sousa; and approved unanimously by those present (7-0).

### **PUBLIC HEARING ITEMS**

- B. **ENVIRONMENTAL ASSESSMENT AND REVIEW FOR TENTATIVE PARCEL MAP FILE NO. PMTT17-011 AND DEVELOPMENT PLAN FILE NO. PDEV17-057:** A Tentative Parcel Map (File No. PMTT17-011/TPM 19738) to subdivide 119.31 acres of land into 9 parcels in conjunction with a Development Plan (File No. PDEV17-057) to construct two industrial buildings totaling 2,217,016 square feet. The project site is bounded by Eucalyptus Avenue to the north, Cucamonga Creek Channel to the east, Merrill Avenue to the south, and Carpenter Avenue to the west, located within the General Industrial land use district 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), that was adopted and 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: 0218-221-09, 0218-261-16, 0218-261-22, 0218-261-23, 0218-261-32, 0218-271-04, 0218-271-08, 0218-271-10, 0218-271-13 and 0218-271-18) **submitted by REDA, OLV. Continued from 6/18/18. Planning Commission action is required.**

Representative Bill Golterman of REDA was present and agreed to the conditions of approval.

Motion recommending approval of **File Nos. PMTT17-011 & PDEV17-057** subject to conditions to the Planning Commission was made by Mr. Krizek; seconded by Mr. De Sousa; and approved unanimously by those present (7-0).

- C. **ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT17-003:** A Tentative Tract Map (File No. PMTT17-003/TTM 20081) to subdivide 44.98 into 76 numbered lots and 62 lettered lots for residential and commercial uses, public/private streets, landscape neighborhood edges and common open space purposes for a property located on northeast corner of Ontario Ranch Road and Haven Avenue, within the Mixed Use District Planning Area 6A (Regional Commercial and Stand Alone Residential Overlay) of the Rich Haven Specific Plan. 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. 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 Brookcal Ontario LLC. Planning Commission action is required.**

Representative Tim Roberts of Brookfield was present representing Brookcal. Mr. Roberts requested clarification on two conditions, specifically section 2.34(b). Mr. Roberts' concern was that the condition was identical to that stated in the New Haven project. He asked that this condition be stricken. Mr. Do asked if this was because the recycled water line went into the right-of-way. Mr. Roberts informed Mr. Do that they did not want to be required to obtain additional right-of-way to Haven Avenue. Mr. Do confirmed with Mr. Roberts that he was asking that the map PMTT17-003 match the conditions of the New Haven project and meet the intent of the plan check that is currently in process. Mr. Roberts agreed.

Mr. Krizek asked if they could leave it in the development agreement. Mr. Roberts said the development agreement is going to Planning Commission next week with this map. He said he would agree to this being revised from now until next week if his concerns are noted and consistent with the other minor requests. Mr. Do stated that is reasonable and matches our position we are taking during the plan check which is what is to be constructed.

Mr. Krizek asked if the conditions would be revised. Mr. Roberts stated they did not want to continue this project. Mr. Do stated that this would be acceptable and would be reflected in the minutes. Mr. Roberts agreed.

Mr. Do asked if there were any other concerns. Mr. Roberts spoke on conditions 1.06(b) and 2.07 regarding decorative pavers. Mr. Roberts stated this policy stating the Home Owners' Association would be responsible for decorative pavers should any utilities need to be repaired was not conducive to promoting and maintaining an appealing appearance. Mr. Zeledon agreed and informed Mr. Roberts this could be revisited when the architectural site plan is received, and at that time they should have a decision as to what direction this policy would take. Mr. Do informed Mr. Roberts if the policy changed, they could have the conditions of the development plan clarify maintenance's responsibilities because that is the more current condition that would supersede this one. Mr. Roberts agreed.

Motion recommending approval of **File No. PMTT17-003** subject to conditions to the Planning Commission was made by Mr. De Sousa; seconded by Mr. Zeledon; and approved unanimously by those present (7-0).

- D. ENVIRONMENTAL ASSESSMENT, VARIANCE AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PVAR18-003 & PDEV18-019:** A Variance (File No. PVAR18-003) for a reduction in the minimum required front and exterior side (corner) setbacks of the California Commerce Center Specific Plan, from 35 feet to 20 feet for the Francis Street (front) setback, and from 35 feet to 12 feet for the Haven Avenue (exterior side) setback, to facilitate a Development Plan (File No. PDEV18-019) to construct a 23,400-square foot industrial building on 2.05 acres of land located at the southeast corner of Francis Street and Haven Avenue, at 3500 Francis Street, within the Rail Industrial land use district of the California Commerce Center Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 33, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 0211-281-56); **submitted by RGA Architects for Sares Regis Group. Planning Commission action is required.**

Representative Jacob Huber of RGA Architects was present and stated he accepted the conditions as written. Mr. Do asked if anyone else wished to speak on the project. Mr. Patrick Russell of Sares Regis Group spoke on the fiber optics on the property and asked for clarification with regard to the requirements for running the conduit for this. He wanted clarification as to what this would involve and asked if it would be immediately adjacent to the property or a mile away. Mr. Do responded and informed Mr. Russell that they could follow up with that as the project engineer was not in attendance to address this. He added that it was not their intention to run an additional mile of fiber optic conduit, and if it was within two to three hundred feet of his site the city would ask to put a handhold at the property line. Mr. Russell asked if the city pulled the fiber. Mr. Do said he did not know the extent of the network currently as it is constantly under construction. Mr. Do then asked if there were any other questions, while Mr. Russell replied he had none and thanked the board and staff for their work on the project.

Motion recommending approval of **File Nos. PVAR18-003 & PDEV18-019** subject to conditions to the Planning Commission was made by Mr. Krizek; seconded by Mr. Zeledon; and approved unanimously by those present (7-0).

- E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV17-037:** A Development Plan to add 5,007 square feet addition to an existing Arco AM/PM service station with a convenience store to include: 1) A new 1,369-square foot automated car wash; 2) A 290-square foot addition to the existing convenience store; and 3) A new 3,348-square foot fuel canopy, for property on 0.90 acres of land located at 2156 South Grove Avenue, within the Commercial land use district of the Grove Avenue Specific Plan. Staff has determined that 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 (ONT) and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APN: 1050-491-08); **submitted by Empire Design Group, Inc.**

Representative Greg Hann of Empire Design Group, Inc., was present and asked the board how the fees were calculated with regard to sections 2.15 and 2.16 in the engineering conditions. Mr. Hann stated they had an existing canopy that they had not received credit



for and wanted to accept the conditions while reserving the fact that they would revisit the fee calculations with specific departments. Mr. Do was in agreement with that stating that the conditions would remain the same and the credit and calculations would be addressed with the Finance Department and Building Department when the fees are collected. Mr. Hann accepted that and reiterated he was accepting the conditions with future discussion of the fee determination.

Motion to approve **File No. PDEV17-037** subject to conditions was made by Mr. Shear; seconded by Mr. De Sousa; and approved unanimously by those present (7-0).

There being no further business, the meeting was adjourned.

Respectfully submitted,



Maureen Duran  
Recording Secretary



# Development Advisory Board Decision

August 20, 2018

**DECISION NO.:** [insert #]

**FILE NO.:** PMTT13-016/TT 18929

**DESCRIPTION:** A Tentative Tract Map (File No. PMTT13-016/TT 18929) to subdivide 54.81 acres of land into 207 residential numbered lots and 24 lettered lots for public streets, pocket park and landscape neighborhood edges, for property located at the southwest corner of Archibald Avenue and Eucalyptus Avenue, within the Conventional Small Lot Residential district of Planning Area 1 and within the Neighborhood Commercial Center district of Planning Area 2 of the Subarea 29 Specific Plan. (APNs: 0218-271-11) **submitted by Richland Communities.**

## ***Part I—BACKGROUND & ANALYSIS***

RICHLAND COMMUNITIES, (herein after referred to as "Applicant") has filed an application requesting Tentative Tract Map approval, File No. PMTT13-016, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 54.81 acres of land located at the southwest corner of Archibald Avenue and Eucalyptus Avenue, and is depicted in Exhibit A: Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Low Density Residential	Subarea 29 Specific Plan	Planning Area 1 (Conventional Small Lot Residential)
<i>North</i>	Vacant	Medium Density Residential	Parkside Specific Plan	Planning Area 1 (SFR) and Planning Area 4 (MFR)
<i>South</i>	Vacant	Low Density Residential	Subarea 29 Specific Plan	Planning Area 1 (Conventional Small Lot Residential)
<i>East</i>	Single-Family Residential	Low Density Residential	Subarea 29 Specific Plan	Planning Area 3 (Conventional Medium Lot Residential)
<i>West</i>	Cucamonga Creek Channel	Open Space-Non Recreation	N/A	N/A

(2) **Project Description:** A Tentative Tract Map (File No. PMTT13-016/TT 18929) to subdivide 54.81 acres of land into 207 residential numbered lots and 24 lettered lots for public streets, pocket park and landscape neighborhood edges, for property located at the southwest corner of Archibald Avenue and Eucalyptus Avenue. The proposed project will provide additional single-family conventional homes within Planning Area 1 of the Subarea 29 Specific Plan (**See Exhibit B: Tentative Tract Map 18929**). The

residential lots range in size from 4,217 to 9,420 square feet, which exceeds the Specific Plan's minimum lot requirement of 3,600 square feet (Conventional Small Lot: Cottage Homes).

The project will have direct access from Archibald Avenue on the east and Eucalyptus Avenue on north. The project will be required to construct Eucalyptus Avenue to center line (42 feet), plus an additional 21-foot lane and 5-foot paved shoulder. The Eucalyptus Avenue street improvements will also include a 23-foot neighborhood edge, 13-foot multi-purpose trail and 12-foot parkway. Archibald Avenue is currently improved along the project frontage with a 5-foot paved shoulder and a 21-wide foot lane that provides for two south bond lanes of traffic. The eastern portion of Archibald Avenue is improved with a 26-foot wide raised median, 42-foot wide paved street (3 north bound lanes), 12-foot parkway and 23-wide landscape neighborhood edge that includes a 13-foot wide multi-purpose trail. The project will be required to complete the remaining street improvements along the projects Archibald Avenue frontage that will include an additional 24-foot wide lane, 20-foot wide parkway and 30-foot wide neighborhood edge. The Tentative Tract Map will also construct the interior tract streets that will provide access to the future residential development.

The Tentative Tract Map will facilitate the construction of a neighborhood park, sidewalks, parkways, and open space areas within the tract. TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The proposed project is required to provide a 1.58 acre park to meet the minimum TOP private park requirement. To satisfy the park requirement, the applicant is constructing a 2.32 acre neighborhood park that is located within the southern portion of the tract.

### ***Part II—RECITALS***

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-003, the Subarea 29 Specific Plan EIR (SCH# 2004011009) certified by the City Council on October 17, 2006, 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, the Application is a project pursuant to CEQA (Public Resources Code Section 21000 et seq.), 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 Development Advisory Board ("DAB") the responsibility and authority to review and make recommendation on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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 ("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 August 20, 2018, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

### ***Part III—THE DECISION***

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

**SECTION 1: *Environmental Determination and Findings.*** As the recommending body for the Project, the DAB has reviewed and considered the information contained in the previous Subarea 29 Specific Plan EIR (SCH# 2004011009) and supporting documentation. Based upon the facts and information contained in the previous Subarea 29 Specific Plan EIR (SCH# 2004011009) and supporting documentation, the DAB finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with File No. File No. PSP03-003, the Subarea 29 Specific Plan EIR (SCH# 2004011009) certified by the City Council on October 17, 2006.

(2) The previous Subarea 29 Specific Plan EIR (SCH# 2004011009) contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Subarea 29 Specific Plan EIR (SCH# 2004011009) was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and

(4) The previous Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 Subarea 29 Specific Plan EIR (SCH# 2004011009), and all mitigation measures previously adopted with the Subarea 29 Specific Plan EIR (SCH# 2004011009), are incorporated herein by this reference.

**SECTION 2: *Subsequent or Supplemental Environmental Review Not Required.*** Based on the information presented to the DAB, and the specific findings set forth in Section 1, above, the DAB finds that the preparation of a subsequent or supplemental Subarea 29 Specific Plan EIR (SCH# 2004011009) is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the Subarea 29 Specific Plan EIR (SCH# 2004011009) that will require major revisions to the Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 Subarea 29 Specific Plan EIR (SCH# 2004011009) was prepared, that will require major revisions to the Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 Subarea 29 Specific Plan EIR (SCH# 2004011009) was certified/adopted, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the Subarea 29 Specific Plan EIR (SCH# 2004011009); or

(b) Significant effects previously examined will be substantially more severe than shown in the Subarea 29 Specific Plan EIR (SCH# 2004011009); 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 Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (207) and density (3.77 DU/AC) specified within the Subarea 29 Specific Plan. Per the Available Land Inventory, the Subarea 29 Specific Plan is required to provide 2,291 dwelling units with an overall density range of 5 DU/AC.

**SECTION 4: *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the 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 DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed Tentative Tract Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.*** The proposed Tentative Tract Map is located within the Low Density Residential and Neighborhood Commercial land use

districts of the Policy Plan Land Use Map, and within Planning Area 1 (Conventional Small Lot) and Planning Area 2 (Commercial) district of the Subarea 29 Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life” (Goal LU1). Furthermore, the project will promote the City’s policy to “incorporate a variety of land uses and building types that contribute to a complete community where residents at all stages of life, employers, workers, and visitors, have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario” (Policy LU1-6 *Complete Community*).

(2) ***The design or improvement of the proposed Tentative Tract Map is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable specific plans and planned unit developments.*** The proposed Tentative Tract Map is located within the Low Density Residential and Neighborhood Commercial land use districts of the Policy Plan Land Use Map, and within Planning Area 1 (Conventional Small Lot) and Planning Area 2 (Commercial) district of the Subarea 29 Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will promote the City’s policy to “create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.” (Policy CD2-2 *Neighborhood Design*).

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the Planning Area 1 (Conventional Small Lot) and Planning Area 2 (Commercial) district of the Subarea 29 Specific Plan, and is physically suitable for the type of residential and commercial developments proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) ***The site is physically suitable for the density/intensity of development proposed.*** The project site is proposed for residential and commercial development at a density of 3.77 DUs/acre and a total commercial area of approximately 10 acres. The project site meets the minimum lot area and dimensions of Planning Area 1 (Conventional Small Lot) and Planning Area 2 (Commercial) districts of the Subarea 29 Specific Plan, and is physically suitable for this proposed density / intensity of development.

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

(6) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.*** The design of the proposed subdivision, and the infrastructure improvements existing or proposed 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 6: *Development Advisory Board Action.*** Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

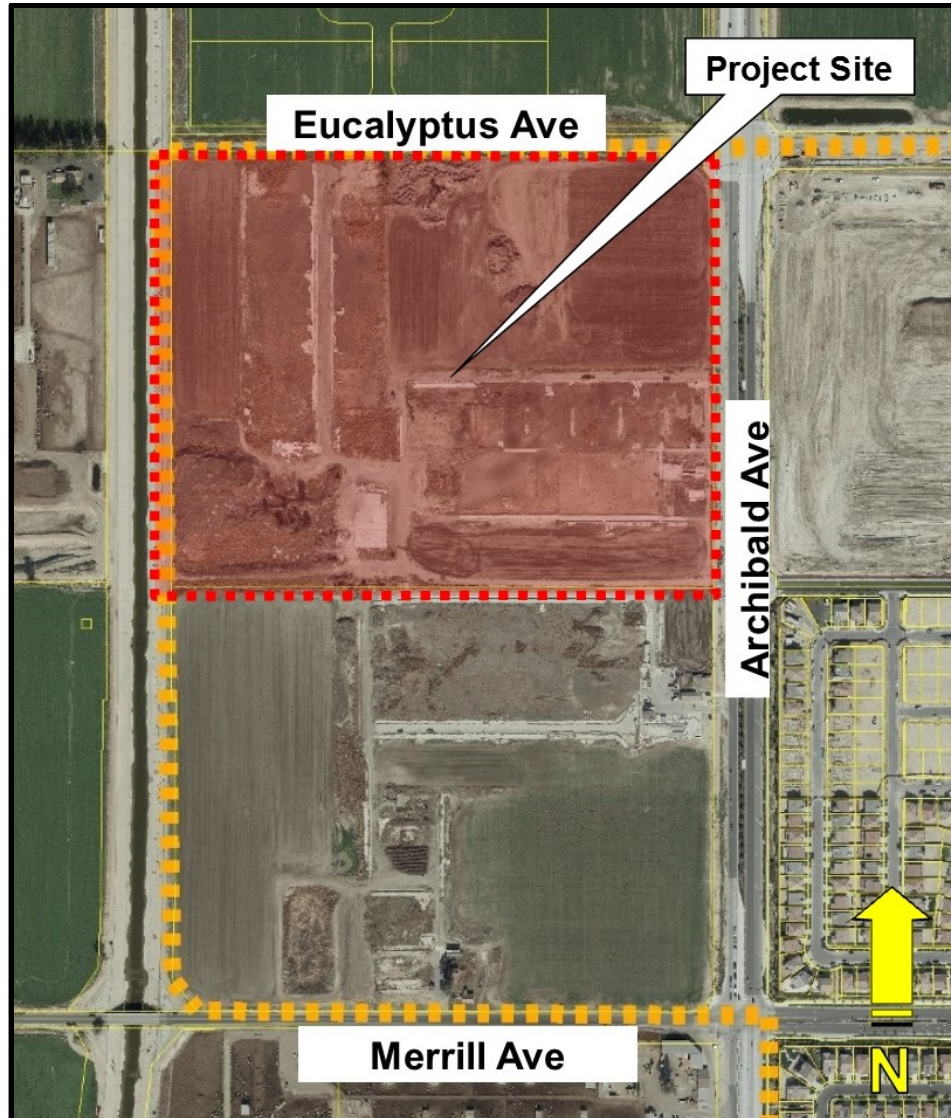
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APPROVED AND ADOPTED this 20<sup>th</sup> day of August 2018.

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Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP





**Exhibit B—TENTATIVE TRACT MAP 18929**

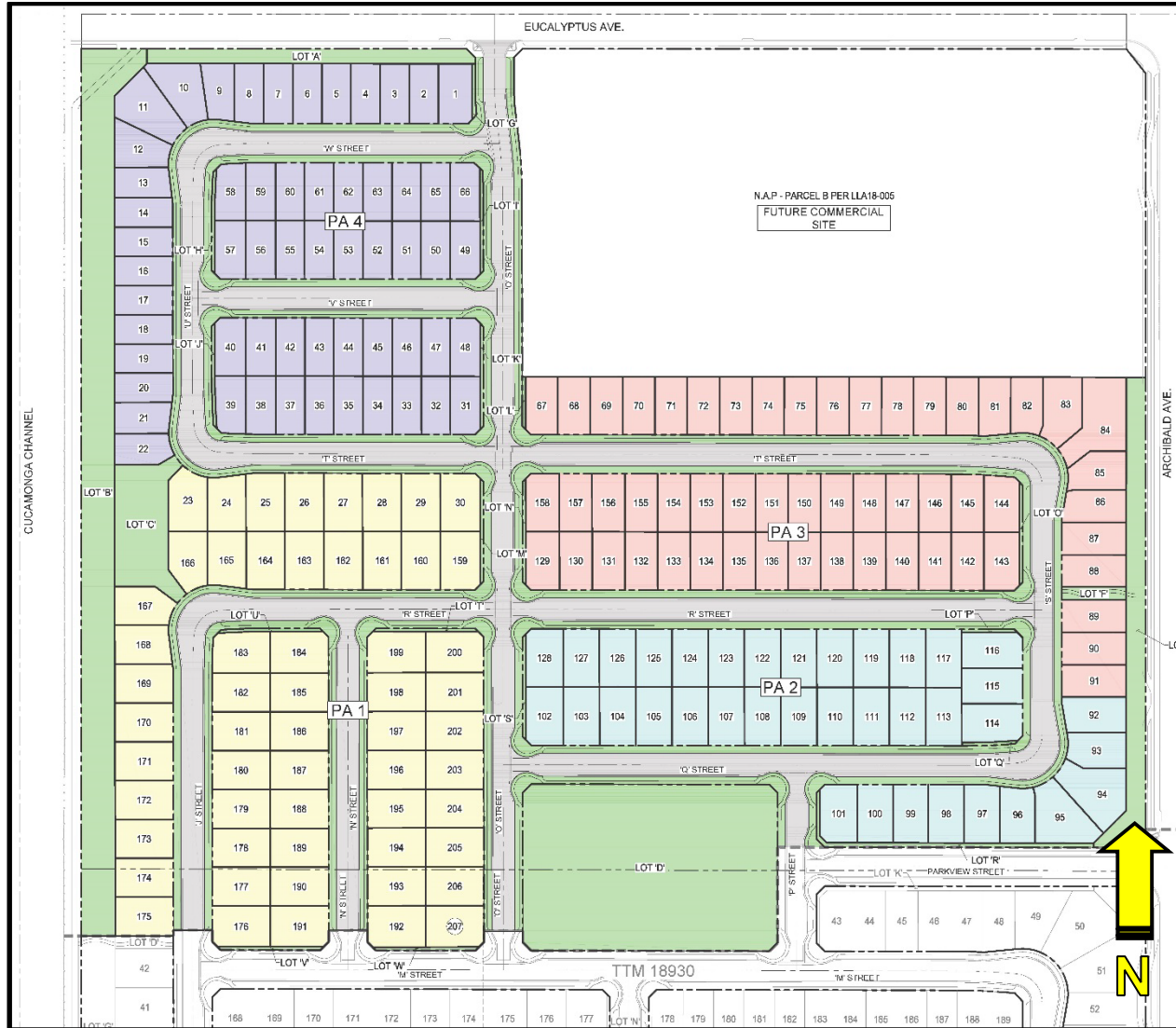


Exhibit C—COLORED SITE PLAN



## Attachment A—Departmental Conditions of Approval

*(Departmental conditions of approval follow this page)*



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

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

**Meeting Date:** August 20, 2018

**File No:** PMTT13-016/TT 18929

**Project Description:** A Tentative Tract Map (File No. PMTT13-016/TT 18929) to subdivide 54.81 acres of land into 207 residential numbered lots and 24 lettered lots for public streets, pocket park and landscape neighborhood edges, for property located at the southwest corner of Archibald Avenue and Eucalyptus Avenue, within the Conventional Small Lot Residential district of Planning Area 1 and within the Neighborhood Commercial Center district of Planning Area 2 of the Subarea 29 Specific Plan. (APNs: 0218-271-11) **submitted by Richland Communities.**

**Prepared By:** Henry K. Noh, Senior Planner  
Phone: 909.395.2429 (direct)  
Email: hnoh@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) Tentative Tract Map 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.

**2.2** Subdivision Map.

(a) The Final Tract Map shall be in conformance with the approved Tentative Tract 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) 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.

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

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

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

**2.5**     Environmental Review.

(a)       The environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-003, the Subarea 29 Specific Plan EIR (SCH# 2004011009) certified by the City Council on October 17, 2006. 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.

**2.6**     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 Requirements.

(a)       All applicable conditions of approval of Development Agreement (File No. PDA18-001) shall apply to this tract.

(b)       All applicable conditions of approval of the Subarea 29 Specific Plan shall apply to this tract.

(c)       Off-Site Subdivision Signs.

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

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

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

(f) Dairy Separation Requirement for Residential Development.

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

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

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

(h) Prior to the issuance of the 104<sup>th</sup> home certificate of occupancy within TT 18929, the Open Space (Lot D) and the Neighborhood Park (Lot E) shall be fully constructed.







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 APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

**1. PRIOR TO FINAL MAP APPROVAL, APPLICANT SHALL:**

Check When Complete

- 1.01 Dedicate to the City of Ontario, the right-of-way in fee simple, described below: 
  - a. Archibald Avenue to the ultimate ½ width of right-of-way of 85 feet from centerline (CL) west along the tract frontage.
  - b. Eucalyptus Avenue to the ultimate ½ width of right-of-way of 54 feet from CL north along the tract frontage.
  - c. Interior streets to the ultimate full width of right of way of 60 feet.
  - d. Lettered lots B and F for the Neighborhood Edge.
  - e. Corner cut-offs throughout the tract.
  
- 1.02 Dedicate to the City of Ontario, the following easement(s): 
  - a. Public access easement across lettered lot G.
  - b. Public road and utility easement on Parkview Street from Archibald to "P" Street for secondary access. This shall not apply if Final Tract Map 18930 has been recorded.
  - c. Any City of Ontario utilities that will not be installed within the public right-of-way, shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements:
    - The PUE shall be a minimum of 20 ft. wide, centered on the utility contained within it.
    - The PUE shall not contain any storm water infiltration measures, landscaping with thick or intrusive root structures, or any permanent structures.
    - The PUE surface shall be paved and shall be designed to allow access to the full length of the utility main by a City maintenance vehicle.
  
- 1.03 Restrict vehicular access to the site as follows: Only approved access points per the approved Subarea 29 Specific Plan.
  
- 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. A Solid Waste Handling Plan shall be included in the CC&R's with a provision that the HOA will enforce the can collection placement requirements of this Plan.
  
- 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: 
  - a. Maintenance responsibilities for public improvements/facilities shall be consistent with Table 3 in Section 6 of the Subarea 29 Specific Plan.
  - b. The developer shall obtain all right of way necessary to construct the required public improvements identified in Section 2.20.



**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
 ( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Tract Map No. 18929 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 will be a recognized parcel in the City of Ontario upon recordation of the final map.
- 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: California Department of Public Health



- 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 \_\_\_\_\_ 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 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	Archibald Avenue	Eucalyptus Avenue	Park View Street	Interior Streets
Curb and Gutter	<input checked="" type="checkbox"/> New; 65 ft. from C/L west <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 42 ft. from C/L south <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 18 ft. from C/L on both sides <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 18 ft. from C/L on both sides <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 63-ft from C/L west, including pavement transitions	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 40-ft from C/L south, including pavement transitions	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New 16-ft on both sides, including pavement transitions	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New 16-ft on both sides, including pavement transitions
PCC Pavement (Truck Route Only)	<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
Drive Approach	<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
Sidewalk	<input checked="" type="checkbox"/> New (5-ft) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (5-ft) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (5-ft) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (5-ft) <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 checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" 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 checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" 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 checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify Existing at Park View	<input checked="" type="checkbox"/> New at "O" Street <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 checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" 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 checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	<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	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Storm Drain (see Sec. 2.G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Fiber Optics (see Sec. 2.K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" 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 checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	<input checked="" type="checkbox"/> Construct south 2/3 of Eucalyptus Bridge at Cucamonga Creek Channel	_____	_____

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

- The developer shall construct all required improvements and public utilities beyond the tract boundaries to serve the tract and shall obtain additional right of way for these improvements.
- The developer shall construct sewer improvements as specified in Section 2.C. Sewer improvements at the intersection of Merrill and Archibald Avenues will require removal and replacement of existing concrete panels in accordance with City standards.



- 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). This includes overhead utilities adjacent to the Cucamonga Channel.**
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **The IEUA Eastern Trunk Sewer main is available for connection by this project in Archibald Avenue.**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:**
  - a. **The developer shall design and construct all master-planned sewer main improvements in Eucalyptus Avenue to the Eastern Trunk Sewer in Archibald Avenue unless constructed by others.**
  - b. **The developer shall design and construct sewer main improvements in the interior streets as shown on the development agreement exhibits to serve this development.**
  - c. **The proposed sewer point of connection for this Tract map is in Archibald Avenue at Merrill Avenue. The developer is required to obtain all necessary public utility easements on TTM 18930 to accommodate the proposed improvements to this point of connection. The proposed sewer connection requires approval of a new sewer Regional Connection from the Inland Empire Utilities Agency (IEUA) and installation of sewer main through private property (APN 218-281-19 TTM18930). The applicant must satisfy the following requirements for the proposed Sewer System Point of Connection:**
    - i. **Private Property Approval:** The applicant shall acquire public utility easements or public right-of-way for the sewer mains from the private property owner (APN 218-271-19 TTM18930).
    - ii. **Regional Connection Approval:** The applicant shall submit a written request letter to the City for a new Regional Sewer Connection. The request letter shall include: an exhibit that shows the tributary area of the Regional Connection; the proposed sewer system main connection through the proposed Regional Connection; IEUA record drawing number, station number and manhole number or the connection point; and a plan and profile detail of the manhole connection and any modification proposed to the manhole. Once received from the applicant, the City will request the new Regional Connection from IEUA. If approved by IEUA, the applicant shall be responsible for meeting all terms, conditions, standards, and requirements IEUA has for the Regional Connection.
    - iii. **Sewer System Connection:** Consistent with the SSAMP, sewer main shall be installed south of the Tract Map, through APN 218-271-19 (TTM18930) to Merrill



Avenue and easterly in Merrill Avenue to connection with the IEUA Regional Sewer in Archibald Avenue.

- d. Prior to issuance of any permits or approval of any plans, a Sewer Sub-Area Master Plan with Sewer Sizing and Design Calculations (SSMAP) shall be prepared for the Tract Map area and include any areas that are tributary to this tract map (Sewer Master Plan Section 4-8) and the proposed downstream sewer system to the Sewer System Point of Connection. The SSAMP shall demonstrate that the sewer is hydraulically and physically capable of receiving sewer flows from the entire tributary area; and each Sub-Area. All Tract Map design and construction shall conform to the approved SSAMP and any revisions shall require the SSAMP to be updated and to be submitted to OMUC for review and approval. The submitted SSAMP shall be revised to reflect proposed sewer design and submitted to OMUC for review and approval.

**D. WATER**

- 2.27 A 12 to 24-inch water main is available for connection by this project in Archibald Avenue (Ref: Water plan bar code: W13387-W13415).
- 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. Backflow prevention devices shall be required for all on-site fire systems, recycled water connections, and irrigation systems.
  - b. Install a Master Plan 24-inch 925PZ potable water main in Eucalyptus Avenue connecting from the existing 24-inch 925 PZ main in Archibald Avenue and extending in Eucalyptus Avenue to the east side of Cucamonga Channel.
  - c. Install a 12-inch 925' PZ potable water main in Street "O", connecting to the 24-inch 925' PZ potable water main in Eucalyptus Avenue and extending south to Street "T".
  - d. Install 8-inch 925' PZ potable water mains throughout Tract Map streets with a point of connection to the existing 12-inch 925PZ potable water main in Archibald Avenue at Parkview Street and another point of connection to the 24-inch 925 PZ potable water main in Eucalyptus Avenue. This shall include 8-inch 925PZ mains in: Parkview Street from Archibald to Street "P"; Street "P" from Street "Q" to Street "M"; and in Street "M" from Street "P" to Street "J". See TTM18929/TTM18930 Utilities System Map, dated 07/30/2018.

**E. RECYCLED WATER**

- 2.30 A 16-inch recycled water main is available for connection by this project in Archibald Avenue. (Ref: Recycled Water plan bar code: P10134-P10161)
- 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) 395-2687 regarding this requirement.
- 2.34 Other conditions: 
  - a. Install in Eucalyptus Avenue a master plan 16-inch 930PZ recycled water main connecting from the 16-inch 930 PZ main in Archibald Avenue and running west in





- Eucalyptus Avenue to connect to the existing IEUA 30-inch 930PZ main in Carpenter Avenue.
- b. The developer shall design and construct a recycled water main in Parkview Street from Archibald Avenue to "P" Street.
- c. This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation for HOA maintained areas and parks.

#### 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) If, at the time of construction, Tract Map 18930 has not been constructed, the applicant/developer shall be responsible to design and construct the following improvements in order to guarantee adequate vehicular and pedestrian circulation:
    - Parkview Street from Archibald Avenue to P Street, including:
      - i. Curb, gutter and sidewalk on the north side of the street; and,
      - ii. Curb and gutter on the south side of the street.
    - P Street from Parkview Street to M Street, including:
      - i. Curb, gutter and sidewalk on the west side of the street; and,
      - ii. Curb and gutter on the east side of the street.
    - M Street from P Street to J Street, including:
      - i. Curb, gutter and sidewalk on the north side of the street; and,
      - ii. Curb and gutter on the south side of the street.
  - b) Design/Construct a Class II bikeway on the south side of the Eucalyptus Avenue street section.
  - c) The applicant/developer shall be responsible to design and construct the Cucamonga Channel Trail within the flood control right-of-way as required by the City of Ontario Streetscape Master Plan along the project frontage.
  - d) The applicant/developer shall be responsible to design and install a bus turn out on the west side of Archibald Avenue at Eucalyptus Avenue for southbound traffic. The bus turnout shall be located on the departure side of Eucalyptus Avenue and in accordance with Omnitrans' Bus Stop Design Guidelines.
  - e) The applicant/developer shall be responsible to design and construct (or modify) the following traffic signals:
    - 1. Archibald Avenue and Parkview Street (1/4 Mile DIF)
    - 2. "O" Street and Eucalyptus Avenue (1/4 Mile DIF)
  - f) The new traffic signals shall include, video detection, CCTV, interconnect cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
  - g) The applicant/developer shall design and construct all in-tract streets in accordance with City of Ontario Standard Drawing No. 1051, 36-foot Local Street Section. All street improvements will include concrete curb and gutter, signing and striping, parkway landscaping, and concrete sidewalks.
  - h) All tracts or tract phases shall be provided with two points of access. Access to the backbone network (i.e. Archibald or Eucalyptus) will be allowed at locations approved in the Specific Plan only.
  - i) The applicant/developer shall design and construct all public street improvements in accordance with City of Ontario Standard Drawings and to the satisfaction of the City Engineer.
  - j) The applicant/developer, shall design and construct the ultimate half-street



improvements along Archibald Avenue and Eucalyptus Avenue. Circulation lane improvements are eligible for DIF credits. Last lane improvements shall include concrete curb and gutter, sidewalk, parkway landscaping, landscape buffers, street lighting, fiber optic conduits and pavement transitions.

- k) Archibald Avenue and Eucalyptus Avenue shall be signed "No Stopping Anytime."
- l) The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to starting traffic signal, signing/stripping and/or street lighting design.
- m) The applicant/developer shall obtain all rights-of-way necessary to construct all required improvements.
- n) The applicant/developer shall be responsible to design and construct street improvements in-tract and along property frontages in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.
- o) All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.
- p) Design/Construct 2/3 of the Eucalyptus Avenue Bridge (full south half and 1 westbound lane) or exercise the options specified in the development agreement.

**G. DRAINAGE / HYDROLOGY**

- 2.38 A 78-inch storm drain main is available in Archibald Avenue to accept flows from Eucalyptus Avenue. (Ref: Storm Drain plan bar code: D11904-D11929)
- 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 developer shall design and construct all master-planned storm drain improvements in Eucalyptus Avenue unless constructed by others. This includes the following:
    - i. Storm drain main and laterals for the future development on the north side of Eucalyptus Avenue, which connects to the Cucamonga Channel.
    - ii. Storm drain main and laterals for Eucalyptus Avenue storm flows to be conveyed to the existing 78-inch main on Archibald Avenue.
  - b. The developer shall design and construct all master-planned storm drain improvements in Merrill Avenue from Archibald Avenue to the approved point of connection to the Cucamonga Channel. The developer is required to obtain all necessary public utility easements on TTM 18930 to accommodate the proposed improvements to this point of connection.
  - c. The developer shall design and construct storm drain improvements in the interior streets as shown on the development agreement exhibits to serve this development.



**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 Other conditions: \_\_\_\_\_

**J. SPECIAL DISTRICTS**

- 2.47 **File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.**
- 2.48 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.49 **Design and construct fiber optic system on Eucalyptus Avenue and interior streets 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 on Archibald Avenue.**
- 2.50 **Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.**

**L. Solid Waste**

- 2.51 **Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>**
- 2.52 **Follow the TTM18929 & TTM18930 Solid Waste Handling Plan dated 07/17/2018. Any deviation from this plan shall require the SWHP to be updated and resubmitted to OMUC for review and approval.**



**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.).
- 2.34 Other conditions:
  - a. Successfully pass water system start-up and cross-connection tests.
  - b. Provide evidence demonstrating training of the on-site supervisor or designee as specified in the Recycled Water Engineering Report.



**EXHIBIT 'A'**  
**ENGINEERING DEPARTMENT**  
**First Plan Check Submittal Checklist**

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Project Number: Tract Map No. 18929

**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: One (1) Copy of Sewer Sizing and Design Calculations (SSAMP)**



# CITY OF ONTARIO MEMORANDUM

TO: Hassan Haghani, Development Director  
 Scott Murphy, Assistant Development Director ( Copy of memo only)  
 Cathy Wahlstrom, Principal Planner (Copy of memo only)  
 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, Senior Planner  
 Steve Wilson, Engineering/NPDES  
 Joe De Sousa, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department  
 David Simpson, IT Department ( Copy of memo only)

FROM: Henry Noh, Senior Planner

DATE: June 07, 2018

REVISION NO. 3

SUBJECT: FILE #: PMTT13-016

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 **Thursday, June 21, 2018**.

**PROJECT DESCRIPTION:** A Tentative Tract Map to subdivide 51.21 acres of the land into 207 single-family lots and 11 lettered lots, located at the southwest corner of Archibald Avenue and Eucalyptus Avenue, within Planning Area 1 of the Subarea 29 Specific Plan (APN: 218-271-19).

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.

7/10/18

Landscape Planning Carolyn Bell Sr Landscape Architect  
 Department Signature Title 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

7/10/18  
 Date

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

D.A.B. File No.: **PMTT13-017** Related Files: Case Planner: **Henry Noh**

Project Name and Location:  
**Subarea 29 Park Place Planning Area 1, TM 18929**  
**SWC Archibald and Eucalyptus Ave**

Applicant/Representative:  
**IBI Group**  
**184 Von Karman Ave Ste 101**  
**Irvine, CA 92612**

- A Tentative Tract Map (dated 6/7/18) has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.**
- A Tentative Tract Map ( ) has not been approved. Corrections noted below are required prior to DAB approval.**

1. D-4 Correct Cucamonga creek channel section show a new 12' asphalt maintenance road/ Pedestrian Paseo Walkway/ Bike path adjacent to the channel fence and show path connecting to Eucalyptus. Show missing slopes on section that appear on topo/ site plans.
2. C-4 Correct Eucalyptus section and show the 7' parkway, 5' concrete sidewalk with an 8' DG multipurpose trail adjacent instead of 13' all concrete.
3. Note: transformers shall be located in planter areas, and set back min 3' from paving for small transformers less than 4' high and 5' setback for large transformer greater than 4' high. Locate on level grade; backflow devices shall be located in planter areas, and set back min 3' from paving. Locate on level grade. Coordinate with landscape plans.
4. Provide a utility clear space 8' wide in parkways 30' apart for street trees. Move water meters, drain lines sewer lines, etc. to the minimum spacing to allow space for street trees. Light standards shall be 15' away from required tree locations.
5. Show AC units located in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side added for access.
6. Storm water infiltration devices located in landscape areas shall be reviewed and approved by the Landscape Planning Division prior to installation.
7. Note: approx. 70' wide open clear space from channel fence (no trees over 4" diameter at 4.5' high), remaining space for trees 5-10' from PL wall narrow, upright 40' high x 20' wide.
8. **After a project's entitlement approval, the applicant shall pay all applicable fees at a rate established by resolution of the City Council. Typical fees are:**
  - Plan Check—5 or more acres..... \$2,326.00
  - Inspection—Construction (per phase, up to 3 inspections) ..... \$278.00
  - Inspection—Field - additional..... \$83.00

Email electronic sets to: [landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)



# AIRPORT LAND USE COMPATIBILITY PLANNING CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT13-016 & PMTT13-017

Address: Southwest corner of Archibald Ave & Eucalyptus Avenue

APN: 218-271-19

Existing Land Use: Vacant

Proposed Land Use: A TTM to subdivide 51.21 acres into 207 numbered lots and 11 lettered lots & 53.05 acres into 225 numbered lots and 20 lettered lots for single family residential homes

Site Acreage: 104.26 Proposed Structure Height: N/A

ONT-IAC Project Review: No

Airport Influence Area: ONT

Reviewed By:

Lorena Mejia

Contact Info:

909-395-2276

Project Planner:

Henry Noh

Date: 4/16/18

CD No.: 2018-024

PALU No.:

## 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 type="radio"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 200 FT +	
<input type="radio"/> Zone 5			

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

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

Allowable Height: 110 FT

## 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. The proposed project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the policies and criteria as established by the California Airport Land Use Planning Handbook for Chino Airport provide the following conditions are met. See Attached.

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-024

PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. PMTT13-016 Real Estate Disclosure Required as provided below:

a. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

#### NOTICE OF AIRPORT IN VICINITY

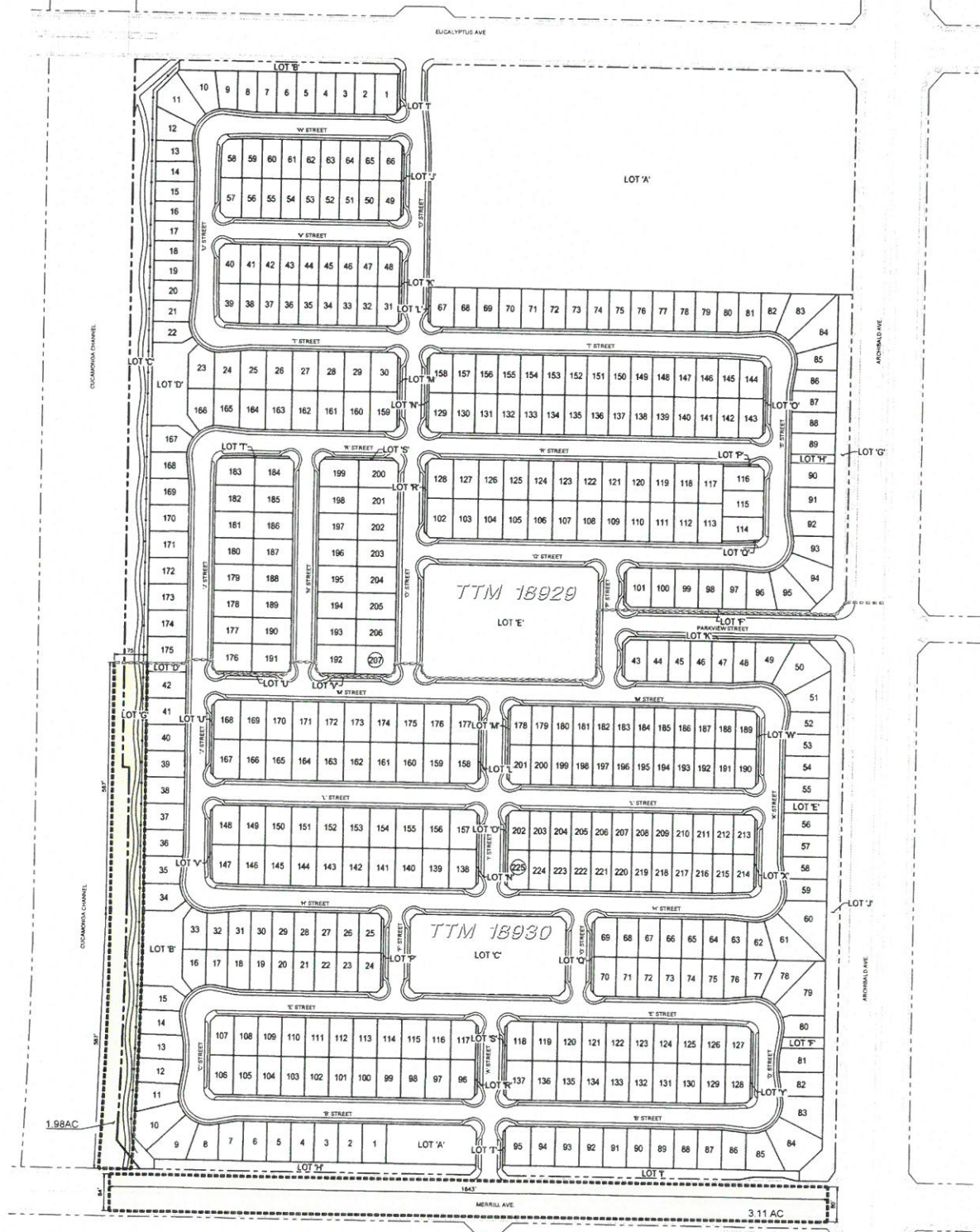
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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

2. PMTT13-017 Recorded Overflight Required as provided below:

a. New Residential land uses within the Chino Airport Influence Area are required to have a Recorded Overflight Notification appearing on the Property Deed and Title incorporating the following language:

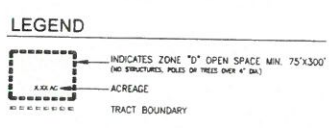
**NOTICE OF AIRPORT IN VICINITY:** This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: 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.

b. The areas identified for Open Land shall be clear of structures and major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires. Small trees and shrubs that exceed 4 feet in height and/or thickness of 4 inches may be allowed along the edge of Open Land areas where the area abuts a wall or similar feature, provided that they are planted within 4 feet of the wall. (See Attached Open Land Area Map for PMTT13-017).



AIRPORT LAND USE COMPATIBILITY ZONE "D" OPEN SPACE

TRACT TTM 18930 GROSS ACREAGE	49.43	ACRES
OPEN LAND REQUIRED (10%)	4.94	ACRES
OPEN LAND PROVIDED	5.59	ACRES



AIRPORT LAND USE EXHIBIT  
KETCHIKAN  
ONTARIO, CA





# CITY OF ONTARIO MEMORANDUM

TO: Hassan Haghani, Development Director  
 Scott Murphy, Assistant Development Director ( Copy of memo only)  
 Cathy Wahlstrom, Principal Planner (Copy of memo only)  
 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, Senior Planner  
 Steve Wilson, Engineering/NPDES  
 Joe De Sousa, Code Enforcement (Copy of memo only)  
 Jimmy Chang , IT Department  
 David Simpson , IT Department ( Copy of memo only)

FROM: Henry Noh, Senior Planner

DATE: March 15, 2018

SUBJECT: FILE #: PMTT13-016 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 **Thursday, March 29, 2018**.

**PROJECT DESCRIPTION:** A Tentative Tract Map to subdivide 51.21 acres of the land into 207 single-family lots and 11 lettered lots, located at the southwest corner of Archibald Avenue and Eucalyptus Avenue, within Planning Area 1 of the Subarea 29 Specific Plan (APN: 218-271-19).

- 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.

Police Department      Douglas Sorel Signature      MANAGEMENT ANALYST Title      4-19-18 Date



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Rudy Zeledon  
Planning Department

**FROM:** Lora L. Gearhart, Plan Checker – Fire  
Bureau of Fire Prevention

**DATE:** January 13, 2014

**SUBJECT:** PMTT13-016 – A TENTATIVE TRACT MAP TO SUBDIVIDE 51.21 ACRES OF THE LAND INTO 207 SINGLE-FAMILY LOTS AND 11 LETTERED LOTS, LOCATED AT THE SOUTHWEST CORNER OF ARCHIBALD AVENUE AND EUCALYPTUS AVENUE, WITHIN PLANNING AREA 1 OF THE SUBAREA 29 SPECIFIC PLAN (APN: 218-271-19).

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

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### **CONDITIONS OF APPROVAL:**

1. The required fire flow for this tract is 1,500 g.p.m. x 2 hours. Fire flow calculations are approximations only. Final determination and plotted by Engineering and Fire Departments per established standard criterion.
2. Fire hydrant locations and appropriate main sizes will be determined and plotted by Engineering and Fire Departments pre-established standard criterion.
3. The water supply, including mains and hydrants, shall be acceptably tested and approved by the Engineering and Fire Department **PRIOR** to the framing stage of construction to assure availability and reliability for fire fighting purposes.
4. Access roadways providing for an all weather driving surface not less than 20' unobstructed width, capable of supporting the imposed loads of fire apparatus to within 150' of all

structures, is required **PRIOR** to the framing stages of construction. This access is required to be maintained in an unobstructed manner throughout construction.

5. 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.
6. Approved numbers or addresses shall be placed on all new in such a position as to be plainly visible and legible from the street or road fronting the property and comply with the Section 9-1.3280 Street Naming and Street Address Numbering of the Ontario Municipal Code and Ontario Fire Department Standards #H-002.
7. All dwellings shall be equipped with a residential fire sprinkler system.

For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ci.ontario.ca.us](http://www.ci.ontario.ca.us), click on Fire Department and then on forms.



# Development Advisory Board Decision

August 20, 2018

**DECISION NO.:** [insert #]

**FILE NO.:** PMTT13-017/TT 18930

**DESCRIPTION:** A Tentative Tract Map (File No. PMTT13-017/TT 18930) to subdivide 49.45 acres of land into 225 residential numbered lots and 26 lettered lots for public streets, pocket parks and landscape neighborhood edges, for property located at the northwest corner of Archibald Avenue and Merrill Avenue, within the Conventional Small Lot Residential district of Planning Area 1 of the Subarea 29 Specific Plan. (APNs: 0218-271-19) **submitted by Richland Communities.**

## **Part I—BACKGROUND & ANALYSIS**

RICHLAND COMMUNITIES, (herein after referred to as “Applicant”) has filed an application requesting Tentative Tract Map approval, File No. PMTT13-017, as described in the subject of this Decision (herein after referred to as “Application” or “Project”).

(1) **Project Setting:** The project site is comprised of 49.45 acres of land located at the northwest corner of Archibald Avenue and Merrill Avenue, and is depicted in Exhibit A: Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Low Density Residential	Subarea 29 Specific Plan	Planning Area 1 (Conventional Small Lot)
<i>North</i>	Vacant	Low Density Residential	Subarea 29 Specific Plan	Planning Area 1 (Conventional Small Lot)
<i>South</i>	Vacant	Low Density Residential	Colony Commerce Center East Specific Plan	PA 1 (Business Park) & PA 2 (Industrial)
<i>East</i>	Single-Family Residential	Low Density Residential	Subarea 29 Specific Plan	Planning Area 4 (Conventional Medium Lot) & Planning Area 5 (Conventional Small Lot)
<i>West</i>	Cucamonga Creek Channel	Open Space-Non Recreation	N/A	N/A

(2) **Project Description:** A Tentative Tract Map (File No. PMTT13-017/TT 18930) to subdivide 49.45 acres of land into 225 residential numbered lots and 26 lettered lots for public streets, pocket parks and landscape neighborhood edges, for property located at the northwest corner of Archibald Avenue and Merrill Avenue. The proposed project will provide additional single-family conventional homes within

Planning Area 1 of the Subarea 29 Specific Plan (**See Exhibit B: Tentative Tract Map 18930**). The residential lots range in size from 4,157 to 9,420 square feet, which exceeds the Specific Plan's minimum lot requirement of 3,600 square feet (Conventional Small Lot: Cottage Homes).

The project will have direct access from Archibald Avenue on the east and Merrill Avenue on south. The project will be required to construct Merrill Avenue to center line (42 feet), plus an additional 21-foot lane and 5-foot paved shoulder. The Merrill Avenue street improvements will also include a 23-foot neighborhood edge, 13-foot multi-purpose trail and 12-foot parkway. Archibald Avenue is currently improved along the project frontage with a 5-foot paved shoulder and a 21-wide foot lane that provides for two south bound lanes of traffic. The eastern portion of Archibald Avenue is improved with a 26-foot wide raised median, 42-foot wide paved street (3 north bound lanes), 12-foot parkway and 23-wide landscape neighborhood edge that includes a 13-foot wide multi-purpose trail. The project will be required to complete the remaining street improvements along the projects Archibald Avenue frontage that will include an additional 24-foot wide lane, 20-foot wide parkway and 30-foot wide neighborhood edge. The Tentative Tract Map will also construct the interior tract streets that will provide access to the future residential development.

The Tentative Tract Map will facilitate the construction of a neighborhood park, sidewalks, parkways, and open space areas within the tract. TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The proposed project is required to provide a 1.58 acre park to meet the minimum TOP private park requirement. To satisfy the park requirement, the applicant will construct a total of 2.24 acres of pocket parks that are strategically located within the development to provide future residents a variety of park options within walking distance.

#### **Part II—RECITALS**

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-003, the Subarea 29 Specific Plan EIR (SCH# 2004011009) certified by the City Council on October 17, 2006, 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, the Application is a project pursuant to CEQA (Public Resources Code Section 21000 et seq.), 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 Development Advisory Board ("DAB") the responsibility and authority to review and make recommendation on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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 ("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 August 20, 2018, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

### ***Part III—THE DECISION***

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

**SECTION 1: Environmental Determination and Findings.** As the recommending body for the Project, the DAB has reviewed and considered the information contained in the previous Subarea 29 Specific Plan EIR (SCH# 2004011009) and supporting documentation. Based upon the facts and information contained in the previous Subarea 29 Specific Plan EIR (SCH# 2004011009) and supporting documentation, the DAB finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with File No. File No. PSP03-003, the Subarea 29 Specific Plan EIR (SCH# 2004011009) certified by the City Council on October 17, 2006.

(2) The previous Subarea 29 Specific Plan EIR (SCH# 2004011009) contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous Subarea 29 Specific Plan EIR (SCH# 2004011009) was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and

(4) The previous Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 Subarea 29 Specific Plan EIR (SCH# 2004011009), and all mitigation measures previously adopted with the Subarea 29 Specific Plan EIR (SCH# 2004011009), are incorporated herein by this reference.

**SECTION 2: Subsequent or Supplemental Environmental Review Not Required.** Based on the information presented to the DAB, and the specific findings set forth in Section 1, above, the DAB finds that the preparation of a subsequent or supplemental Subarea 29 Specific Plan EIR (SCH# 2004011009) is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the Subarea 29 Specific Plan EIR (SCH# 2004011009) that will require major revisions to the Subarea 29 Specific Plan EIR (SCH# 2004011009)

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 Subarea 29 Specific Plan EIR (SCH# 2004011009) was prepared, that will require major revisions to the Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 Subarea 29 Specific Plan EIR (SCH# 2004011009) was certified/adopted, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the Subarea 29 Specific Plan EIR (SCH# 2004011009); or

(b) Significant effects previously examined will be substantially more severe than shown in the Subarea 29 Specific Plan EIR (SCH# 2004011009); 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 Subarea 29 Specific Plan EIR (SCH# 2004011009) 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 DAB finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (225) and density (4.55 DU/AC) specified within the Subarea 29 Specific Plan. Per the Available Land Inventory, the Subarea 29 Specific Plan is required to provide 2,291 dwelling units with an overall density range of 5 DU/AC.

**SECTION 4: Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan. On April 19, 2011, the City Council of the City of Ontario approved and adopted the 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 DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) **The proposed Tentative Tract Map is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, and applicable area and specific plans, and planned unit developments.** The proposed Tentative Tract Map is located within the Low Density Residential land use district of the Policy Plan Land Use Map, and within Planning Area 1 (Conventional Small Lot) district of the Subarea 29 Specific Plan. The proposed subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “a spectrum of housing types and price ranges that match the jobs in the City, and that make it possible for people to live and work in Ontario and maintain a quality of life” (Goal LU1).

(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 Low Density Residential land use district of the Policy Plan Land Use Map, and within Planning Area 1 (Conventional Small Lot) district of the Subarea 29 Specific Plan. The proposed design or improvement of the subdivision is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as the project will contribute to providing “[a] high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct” (Goal CD2). Furthermore, the project will promote the City’s policy to “create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as:

- A pattern of smaller, walkable blocks that promote access, activity and safety;
- Variable setbacks and parcel sizes to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb.” (Policy CD2-2 *Neighborhood Design*).

(3) **The site is physically suitable for the type of development proposed.** The project site meets the minimum lot dimensions of the Planning Area 1 (Conventional Small Lot) district of the Subarea 29 Specific Plan, and is physically suitable for the type of residential development proposed in terms of zoning, land use and development activity proposed, and existing and proposed site conditions.

(4) **The site is physically suitable for the density/intensity of development proposed.** The project site is proposed for residential development at a density of 4.55 DUs/acre. The project site meets the minimum lot area and dimensions of Planning Area 1 (Conventional Small Lot) district of the Subarea 29 Specific Plan, and is physically suitable for this proposed density / intensity of development.

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

present on site; therefore, the design of the subdivision, or improvements proposed thereon, are not likely to cause substantial environmental damage, or substantially and avoidably injure fish or wildlife, or their habitat.

(6) **The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.** The design of the proposed subdivision, and the infrastructure improvements existing or proposed 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 6: Development Advisory Board Action.** Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends the Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

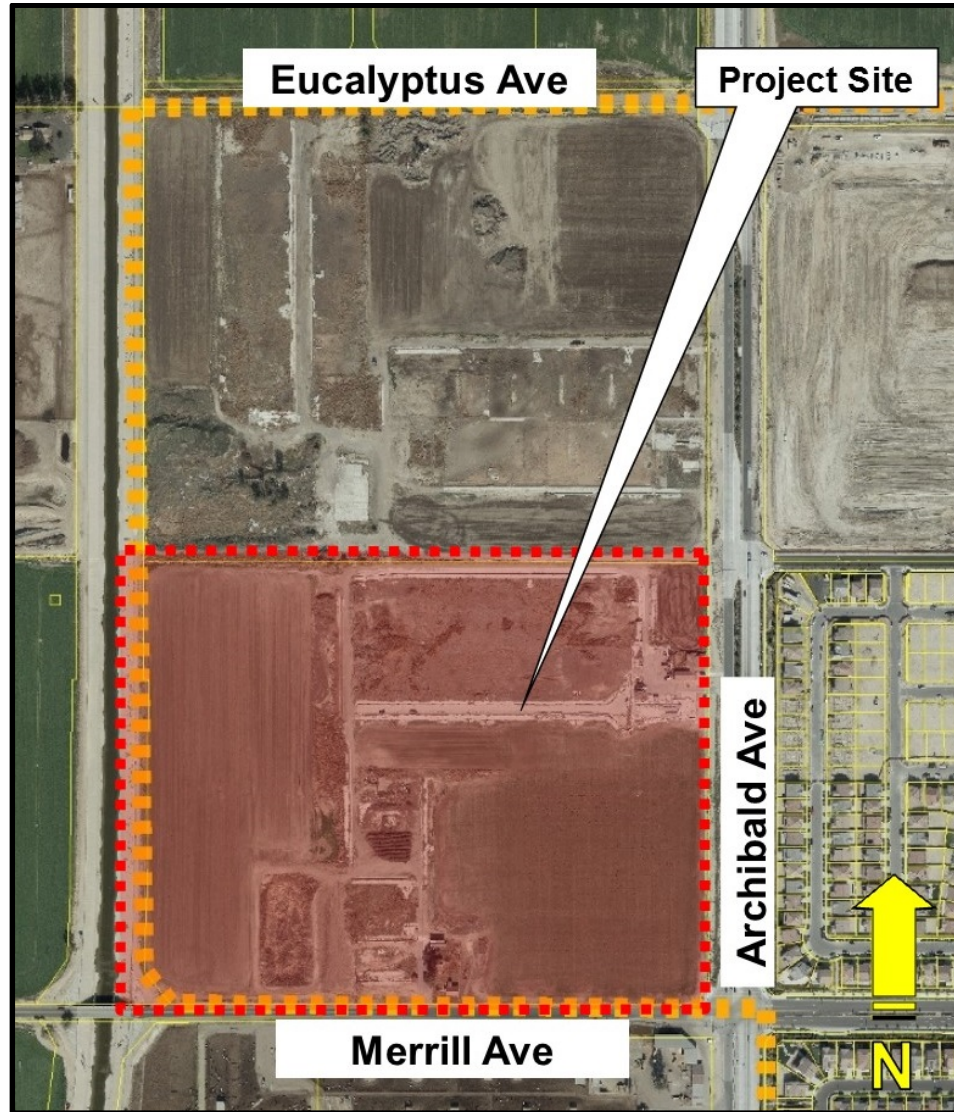
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APPROVED AND ADOPTED this 20<sup>th</sup> day of August 2018.

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Development Advisory Board Chairman

Exhibit A—PROJECT LOCATION MAP



**Exhibit B—TENTATIVE TRACT MAP 18930**

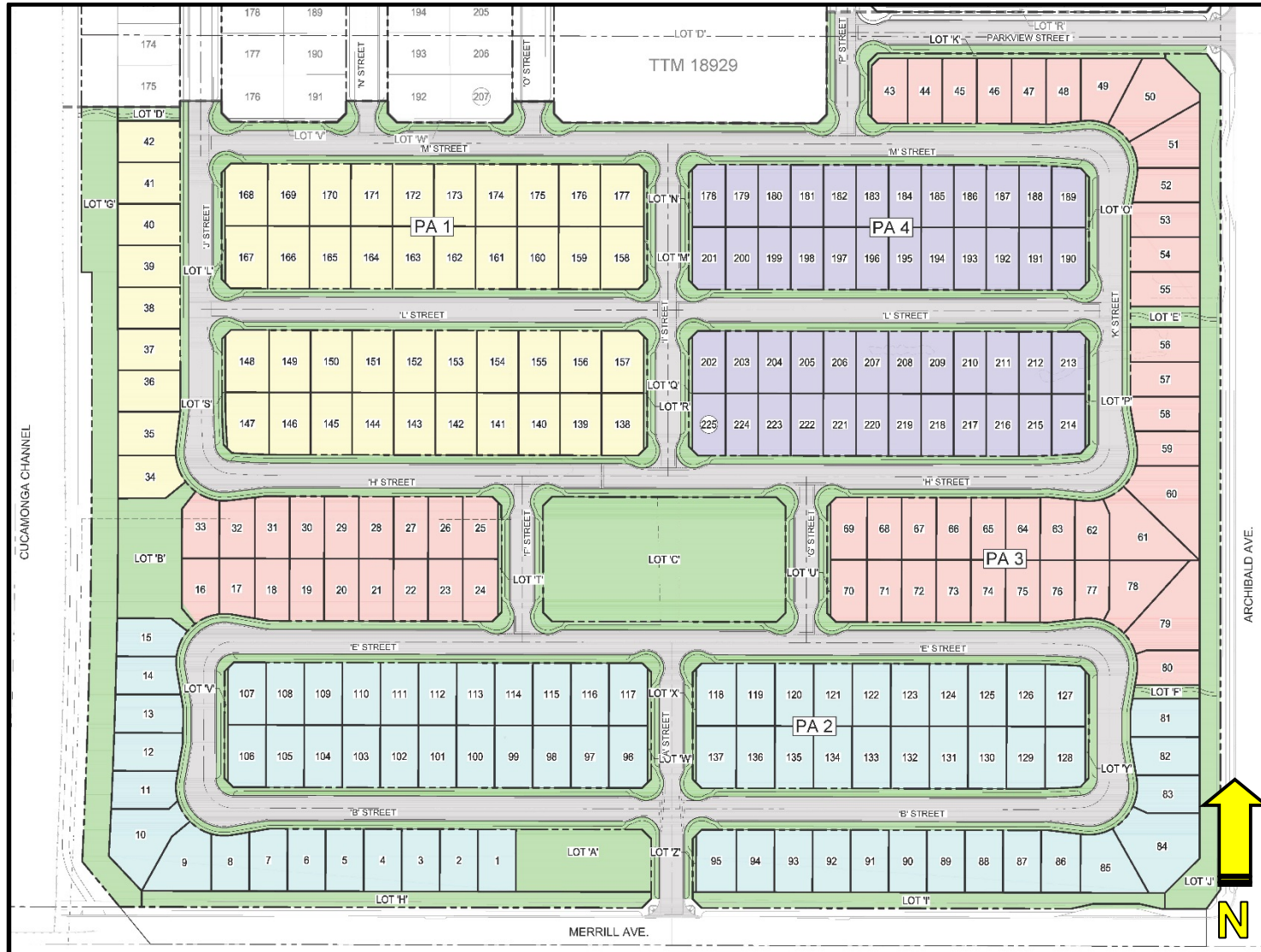


Exhibit C—COLORED SITE PLAN



## Attachment A—Departmental Conditions of Approval

*(Departmental conditions of approval follow this page)*





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

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

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**Meeting Date:** August 20, 2018

**FILE NO.:** PMTT13-017/TT 18930

**DESCRIPTION:** A Tentative Tract Map (File No. PMTT13-017/TT 18930) to subdivide 49.45 acres of land into 225 residential numbered lots and 26 lettered lots for public streets, pocket parks and landscape neighborhood edges, for property located at the northwest corner of Archibald Avenue and Merrill Avenue, within the Conventional Small Lot Residential district of Planning Area 1 of the Subarea 29 Specific Plan. (APNs: 0218-271-19) **submitted by Richland Communities.**

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

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

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

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

**2.1 Time Limits.**

(a) Tentative Tract Map 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.

**2.2 Subdivision Map.**

(a) The Final Tract Map shall be in conformance with the approved Tentative Tract 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) 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.

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

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

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

**2.5** Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-003, the Subarea 29 Specific Plan EIR (SCH# 2004011009) certified by the City Council on October 17, 2006. 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.

**2.6** 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 Requirements.

(a) All applicable conditions of approval of Development Agreement (File No. PDA18-001) shall apply to this tract.

(b) All applicable conditions of approval of the Subarea 29 Specific Plan shall apply to this tract.

(c) Off-Site Subdivision Signs.

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

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

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

(f) Dairy Separation Requirement for Residential Development.

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

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

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

(h) Prior to the issuance of the 112<sup>th</sup> home certificate of occupancy within TT 18930, the Open Space Lots (Lots A and B) and the Neighborhood Park (Lot C) shall be fully constructed.



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Environmental, Traffic/Transportation Division, Ontario Municipal Utilities Company  
Information Technology and Management Services Department conditions incorporated herein)

<input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input checked="" type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. <u>TTM 18930</u></b>  <b>RELATED FILE NO(S).</b> _____	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

CITY PROJECT ENGINEER & PHONE NO:      **Jesus Plasencia, 909-395-2128**  
 CITY PROJECT PLANNER & PHONE NO:      **Henry Noh, 909-395-2429**

DAB MEETING DATE:      **August 20, 2018**

PROJECT NAME / DESCRIPTION:      **TM-18930, a Tentative Parcel Map to  
subdivide 53.05 acres of land into  
225 single family lots and 20  
lettered lots within PA1 of the  
Subarea 29 Specific Plan**

LOCATION:      **Northwest corner of Eucalyptus  
Avenue and Merrill Avenue**

APPLICANT:      **Richland Communities**

REVIEWED BY:        
                                  **Bryan Lirley, P.E.**      8/14/18  
                                  Principal Engineer      Date

APPROVED BY:        
                                  **Khoi Do, P.E.**      8/14/18  
                                  Assistant City Engineer      Date



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 APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT.

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

- 1.01 Dedicate to the City of Ontario, the right-of-way in fee simple, described below: 
  - a. Archibald Avenue to the ultimate 1/2 width of right-of-way of 85 feet from centerline (CL) west along the tract frontage.
  - b. Merrill Avenue to the ultimate 1/2 width of right-of-way of 54 feet from centerline (CL) north along the tract frontage.
  - c. Parkview Street to the ultimate full width of right of way of 60 feet.
  - d. Interior streets to the ultimate full width of right of way of 60 feet.
  - e. Lettered lots H, I, and J for the Neighborhood Edge.
  - f. Corner cut-offs throughout the tract.
  
- 1.02 Dedicate to the City of Ontario, the following easement(s): 
  - a. Public utility easement across lettered lot C.
  - b. Public access easements across lettered lots D, E and F.
  - c. Any City of Ontario utilities that will not be installed within the public right-of-way, shall be installed within a Public Utility Easement (PUE) and shall comply with the following requirements:
    - The PUE shall be a minimum of 20 ft. wide, centered on the utility contained within it.
    - The PUE shall not contain any storm water infiltration measures, landscaping with thick or intrusive root structures, or any permanent structures.
    - The PUE surface shall be paved and shall be designed to allow access to the full length of the utility main by a City maintenance vehicle.
  
- 1.03 Restrict vehicular access to the site as follows: Only approved access points per the approved Subarea 29 Specific Plan.
  
- 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. A Solid Waste Handling Plan shall be included in the CC&R's with a provision that the HOA will enforce the can collection placement requirements of this Plan.



- 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: 
  - a. Maintenance responsibilities for public improvements/facilities shall be consistent with Table 3 in Section 6 of the Subarea 29 Specific Plan.
  - b. The developer shall obtain all right of way necessary to construct the required public improvements identified in Section 2.20.



**2. PRIOR TO ISSUANCE OF ANY PERMITS, APPLICANT SHALL:**

**A. GENERAL  
( Permits includes Grading, Building, Demolition and Encroachment )**

- 2.01 Record Tract Map No. 18930 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 will be a recognized parcel in the City of Ontario upon recordation of the final map.
- 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: California Department of Public Health





- 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 \_\_\_\_\_ 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 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	Archibald Avenue	Merrill Avenue	Park View Street	Interior Streets
Curb and Gutter	<input checked="" type="checkbox"/> New; 65 ft. from C/L west <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 42 ft. from C/L north <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 18 ft. from C/L on both sides <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New; 18 ft. from C/L on both sides <input type="checkbox"/> Replace damaged <input type="checkbox"/> Remove and replace
AC Pavement	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 63-ft from C/L west, including pavement transitions	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> Widen 40-ft from C/L north, including pavement transitions	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New 16-ft on both sides, including pavement transitions	<input type="checkbox"/> Replacement <input checked="" type="checkbox"/> New 16-ft on both sides, including pavement transitions
PCC Pavement (Truck Route Only)	<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
Drive Approach	<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	<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"/> New (5-ft) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (13-ft) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (5-ft) <input type="checkbox"/> Remove and replace	<input checked="" type="checkbox"/> New (5-ft) <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 checked="" type="checkbox"/> New <input type="checkbox"/> Remove and replace	<input checked="" 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 checked="" type="checkbox"/> Trees <input checked="" type="checkbox"/> Landscaping (w/irrigation)	<input checked="" type="checkbox"/> Trees <input checked="" 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 checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input checked="" type="checkbox"/> Modify Existing at Merrill	<input checked="" type="checkbox"/> New at "A" Street <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 checked="" type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" 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 checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation
Bus Stop Pad or Turn-out (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
Storm Drain (see Sec. 2.G)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input checked="" type="checkbox"/> Main <input checked="" type="checkbox"/> Lateral
Fiber Optics (see Sec. 2.K)	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" type="checkbox"/> Conduit / Appurtenances	<input checked="" 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 checked="" type="checkbox"/> Underground <input type="checkbox"/> Relocate
Removal of Improvements	_____	_____	_____	_____
Other Improvements	_____	<input checked="" type="checkbox"/> Merrill Avenue Bridge N/S Widening at Cucamonga Bridge	_____	_____

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

- The developer shall construct all required improvements and public utilities beyond the tract boundaries to serve the tract and shall obtain additional right of way for these improvements.
- The developer shall construct sewer improvements as specified in Section 2.C. Sewer improvements at the intersection of Merrill and Archibald Avenues will require removal and replacement of existing concrete panels in accordance with City standards.



- 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). This includes overhead utilities adjacent to the Cucamonga Channel.**
- 2.22 Other conditions: \_\_\_\_\_

**C. SEWER**

- 2.23 **The IEUA Eastern Trunk Sewer main is available for connection by this project in Archibald Avenue.**
- 2.24 Design and construct a sewer main extension. A sewer main is not available for direct connection. The closest main is approximately \_\_\_\_\_ feet away.
- 2.25 Submit documentation that shows expected peak loading values for modeling the impact of the subject project to the existing sewer system. The project site is within a deficient public sewer system area. Applicant shall be responsible for all costs associated with the preparation of the model. Based on the results of the analysis, Applicant may be required to mitigate the project impact to the deficient public sewer system, including, but not limited to, upgrading of existing sewer main(s), construction of new sewer main(s) or diversion of sewer discharge to another sewer.
- 2.26 **Other conditions:** 
  - a. **The developer shall design and construct sewer main improvements in the interior streets as shown on the development agreement exhibits to serve this development.**
  - b. **The proposed sewer point of connection for this Tract map is in Archibald Avenue at Merrill Avenue. The proposed sewer connection requires approval of a new sewer Regional Connection from the Inland Empire Utilities Agency (IEUA). The applicant must satisfy the following requirements for the proposed Sewer System Point of Connection:**
    - i. **Regional Connection Approval:** The applicant shall submit a written request letter to the City for a new Regional Sewer Connection. The request letter shall include: an exhibit that shows the tributary area of the Regional Connection; the proposed sewer system main connection through the proposed Regional Connection; IEUA record drawing number, station number and manhole number or the connection point; and a plan and profile detail of the manhole connection and any modification proposed to the manhole. Once received from the applicant, the City will request the new Regional Connection from IEUA. If approved by IEUA, the applicant shall be responsible for meeting all terms, conditions, standards, and requirements IEUA has for the Regional Connection.
    - ii. **Sewer System Connection:** Consistent with the SSAMP, sewer main shall be installed in Merrill Avenue from Street "A" easterly to connect with the IEUA Regional Sewer in Archibald Avenue.
    - iii. **Additional Sewer Tributary Area Flow:** The Sewer System shall be designed to accept flows from the parcel to the north (APN 218-281-19 TTM18929) at Street "J", Street "N", and Street "O". If TTM18929 develops prior to this Tract Map, the applicant shall provide public utility easements or public right-of-way for the sewer mains to sewer TTM18929 and this Tract Map.
  - c. **Prior to issuance of any permits or approval of any plans, a Sewer Sub-Area Master Plan with Sewer Sizing and Design Calculations (SSMAP) shall be prepared for the**



Tract Map area and include any areas that are tributary to this tract map (Sewer Master Plan Section 4-8) and the proposed downstream sewer system to the Sewer System Point of Connection. The SSAMP shall demonstrate that the sewer is hydraulically and physically capable of receiving sewer flows from the entire tributary area; and each Sub-Area. All Tract Map design and construction shall conform to the approved SSAMP and any revisions shall require the SSAMP to be updated and to be submitted to OMUC for review and approval. The submitted SSAMP shall be revised to reflect proposed sewer design and submitted to OMUC for review and approval.

**D. WATER**

- 2.27 A 12 to 24-inch water main is available for connection by this project in Archibald Avenue (Ref: Water plan bar code: W13387-W13415).
- 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. Backflow prevention devices shall be required for all on-site fire systems, recycled water connections, and irrigation systems.
  - b. Install a Master Plan 12-inch 925PZ potable water main in Merrill Avenue connecting from the existing 12-inch 925 PZ main in Archibald Avenue and extending in Merrill Avenue to the east side of Cucamonga Channel.
  - c. Install an 8-inch 925' PZ potable water mains throughout Tract Map streets with a point of connection to the existing 12-inch 925PZ potable water main in Archibald Avenue at Parkview Street and another point of connection to the 12-inch 925 PZ potable water main in Merrill Avenue. This shall include 8-inch 925PZ mains in: Parkview Street from Archibald to Street "P"; Street "P" from Parkview Street to Street "M"; and in Street "M" from Street "P" to Street "J". See TTM18929/TTM18930 Utilities System Map, dated 07/30/2018.

**E. RECYCLED WATER**

- 2.30 A 12-inch recycled water main is available for connection by this project in Archibald Avenue. (Ref: Recycled Water plan bar code: RW0104-RW0131)
- 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) 395-2687 regarding this requirement.
- 2.34 Other conditions: 
  - a. The developer shall design and construct a 12" recycled water main in Merrill Avenue from west of Archibald Avenue to the west side of the Cucamonga Channel bridge.
  - b. Install in Merrill Avenue a Master Plan 12-inch 930PZ recycled water main connecting from the existing 12-inch 930 PZ main in Archibald Avenue and running west in Merrill Avenue to Carpenter Avenue.
  - c. The developer shall design and construct a recycled water main in Parkview Street from Archibald Avenue to "P" Street.
  - d. This development shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to landscaping irrigation for HOA maintained areas and parks.



## 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 developer shall widen the northern half of the existing Merrill Avenue bridge to its ultimate width or exercise the two options specified in the development agreement.
  - b. The applicant/developer shall be responsible to design and construct the Cucamonga Channel Trail within the flood control right-of-way as required by the City of Ontario Streetscape Master Plan along the project frontage.
  - c. The applicant/developer shall be responsible to design and install a bus turn out on the west side of Archibald Avenue at Parkview Street for southbound traffic. The bus turnout shall be located on the departure side of Parkview Street and in accordance with Omnitrans' Bus Stop Design Guidelines.
  - d. The applicant/developer shall be responsible to design and construct a bus pad on the north side of Merrill Avenue at Archibald Avenue for westbound traffic. The bus pad shall be in accordance with Omnitrans' Bus Stop Design Guidelines.
  - e. The applicant/developer shall be responsible to design and construct (or modify) the following traffic signals:
    1. Archibald Avenue and Parkview Street (1/4 Mile DIF)
    2. "A" Street and Merrill Avenue (1/4 Mile NON-DIF)
  - f. The new traffic signals shall include, video detection, CCTV, interconnect cable and conduit, emergency vehicle preemption systems and bicycle detection to the satisfaction of the City Engineer. All new signal equipment shall be installed at its ultimate location, unless precluded by right-of-way limitations.
  - g. The applicant/developer shall design and construct all in-tract streets in accordance with City of Ontario Standard Drawing No. 1051, 36-foot Local Street Section. All street improvements will include concrete curb and gutter, signing and striping, parkway landscaping, and concrete sidewalks.
  - h. All tracts or tract phases shall be provided with two points of access. Access to the backbone network (i.e. Archibald or Eucalyptus) will be allowed at locations approved in the Specific Plan only.
  - i. The applicant/developer shall design and construct all public street improvements in accordance with City of Ontario Standard Drawings and to the satisfaction of the City Engineer.
  - j. The applicant/developer, shall design and construct the ultimate half-street improvements along Archibald Avenue and Merrill Avenue. Circulation lane improvements are eligible for DIF credits. Last lane improvements shall include concrete curb and gutter, sidewalk, parkway landscaping, landscape buffers, street lighting, fiber optic conduits and pavement transitions.
  - k. Archibald Avenue and Merrill Avenue shall be signed "No Stopping Anytime."
  - l. The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to starting traffic signal, signing/striping and/or street lighting design.
  - m. The applicant/developer shall obtain all rights-of-way necessary to construct all required improvements.
  - n. The applicant/developer shall be responsible to design and construct street improvements in-tract and along property frontages in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.
  - o. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.



**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:
  - a. **The developer shall design and construct all storm drain improvements in Merrill Avenue to the approved point of connection to the Cucamonga Channel.**
  - b. **The developer shall design and construct storm drain improvements in the interior streets as shown on the development agreement exhibits to serve this development.**

**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 Other conditions: \_\_\_\_\_



#### J. SPECIAL DISTRICTS

- 2.47 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.48 Other conditions: \_\_\_\_\_

#### K. FIBER OPTIC

- 2.49 Design and construct fiber optic system on Merrill Avenue and interior streets 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 on Archibald Avenue.
- 2.50 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

#### L. Solid Waste

- 2.51 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.52 Follow the TTM18929 & TTM18930 Solid Waste Handling Plan dated 07/17/2018. Any deviation from this plan shall require the SWHP to be updated and resubmitted to OMUC for review and approval.





**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.).
- 3.07 Other conditions: 
  - a. Successfully pass water system start-up and cross-connection tests.
  - b. Provide evidence demonstrating training of the on-site supervisor or designee as specified in the Recycled Water Engineering Report.



**EXHIBIT 'A'**  
**ENGINEERING DEPARTMENT**  
**First Plan Check Submittal Checklist**

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Project Number: Tract Map No. 18930

**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: One (1) Copy of Sewer Sizing and Design Calculations (SSAMP)**

**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

7/10/18  
 Date

<b>Reviewer's Name:</b> Carolyn Bell, Sr. Landscape Planner	<b>Phone:</b> (909) 395-2237
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<b>D.A.B. File No.:</b> PMTT13-017	<b>Related Files:</b>	<b>Case Planner:</b> Henry Noh
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**Project Name and Location:**  
 Subarea 29 Park Place Planning Area 1, TM 18930  
 NWC Archibald and Merrill Ave

**Applicant/Representative:**  
 IBI Group  
 184 Von Karman Ave Ste 101  
 Irvine, CA 92612

<input checked="" type="checkbox"/>	<b>A Tentative Tract Map (dated 6/7/18) 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 ( ) has not been approved. Corrections noted below are required prior to DAB approval.</b>

- D-3 Correct Cucamonga creek channel section show a new 12' asphalt maintenance road/ Pedestrian Paseo Walkway/ Bike path adjacent to the channel fence and show path connecting to Merrill. Show missing slopes on section that appear on topo/ site plans.
- B-3 Correct Merrill section and show the 7' parkway, 5' concrete sidewalk with an 8' DG multipurpose trail adjacent instead of 13' all concrete.
- Note: transformers shall be located in planter areas, and set back min 3' from paving for small transformers less than 4' high and 5' setback for large transformer greater than 4' high. Locate on level grade; backflow devices shall be located in planter areas, and set back min 3' from paving. Locate on level grade. Coordinate with landscape plans.
- Provide a utility clear space 8' wide in parkways 30' apart for street trees. Move water meters, drain lines sewer lines, etc. to the minimum spacing to allow space for street trees. Light standards shall be 15' away from required tree locations.
- Show AC units located in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side added for access.
- Storm water infiltration devices located in landscape areas shall be reviewed and approved by the Landscape Planning Division prior to installation.
- Note: approx. 70' wide open clear space from channel fence (no trees over 4" diameter at 4.5' high), remaining space for trees 5-10' from PL wall narrow, upright 40' high x 20' wide.
- After a project's entitlement approval, the applicant shall pay all applicable fees at a rate established by resolution of the City Council. Typical fees are:
  - Plan Check—5 or more acres..... \$2,326.00
  - Inspection—Construction (per phase, up to 3 inspections) ..... \$278.00
  - Inspection—Field - additional..... \$83.00

Once items are complete you may email an electronic set to:  
[landscapeplancheck@ontarioca.gov](mailto:landscapeplancheck@ontarioca.gov)

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PMTT13-016 & PMTT13-017

Address: Southwest corner of Archibald Ave & Eucalyptus Avenue

APN: 218-271-19

Existing Land Use: Vacant

Proposed Land Use: A TTM to subdivide 51.21 acres into 207 numbered lots and 11 lettered lots & 53.05 acres into 225 numbered lots and 20 lettered lots for single family residential homes

Site Acreage: 104.26 Proposed Structure Height: N/A

ONT-IAC Project Review: No

Airport Influence Area: ONT

Reviewed By:

Lorena Mejia

Contact Info:

909-395-2276

Project Planner:

Henry Noh

Date: 4/16/18

CD No.: 2018-024

PALU No.:

### 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 type="radio"/> Airspace Obstruction Surfaces	<input checked="" type="checkbox"/> Real Estate Transaction Disclosure
<input type="radio"/> Zone 3	<input type="radio"/> 60 - 65 dB CNEL	<input type="radio"/> Airspace Avigation Easement Area	
<input type="radio"/> Zone 4		Allowable Height: 200 FT +	
<input type="radio"/> Zone 5			

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

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

Allowable Height: 110 FT

## 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. The proposed project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the policies and criteria as established by the California Airport Land Use Planning Handbook for Chino Airport provide the following conditions are met. See Attached.

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-024  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

1. PMTT13-016 Real Estate Disclosure Required as provided below:

a. The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:

#### NOTICE OF AIRPORT IN VICINITY

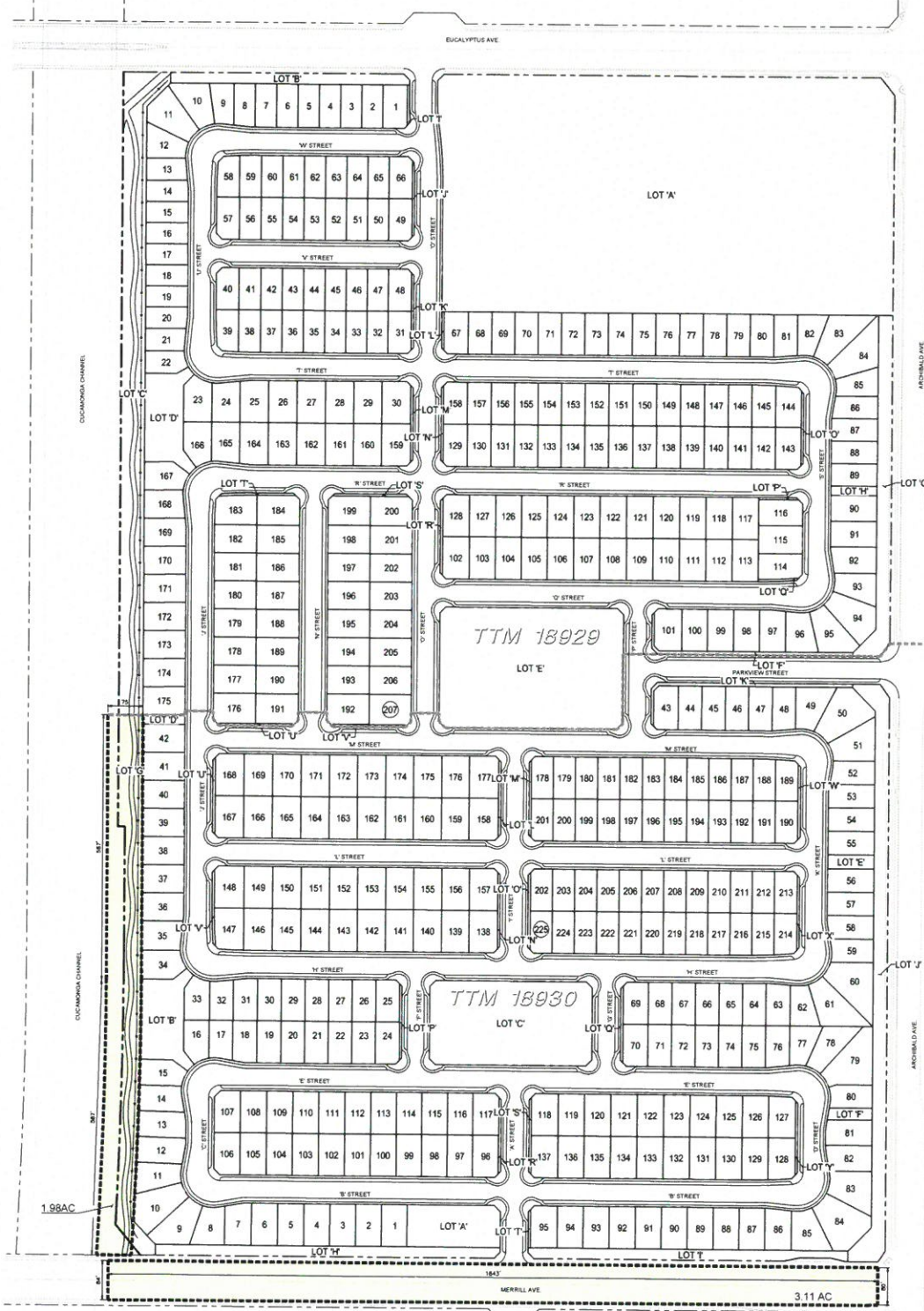
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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

2. PMTT13-017 Recorded Overflight Required as provided below:

a. New Residential land uses within the Chino Airport Influence Area 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.

b. The areas identified for Open Land shall be clear of structures and major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires. Small trees and shrubs that exceed 4 feet in height and/or thickness of 4 inches may be allowed along the edge of Open Land areas where the area abuts a wall or similar feature, provided that they are planted within 4 feet of the wall. (See Attached Open Land Area Map for PMTT13-017).

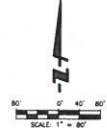


AIRPORT LAND USE COMPATIBILITY ZONE "D" OPEN SPACE

TRACT TTM 18930 GROSS ACREAGE	49.45	ACRES
OPEN LAND REQUIRED (15%)	4.95	ACRES
OPEN LAND PROVIDED	5.08	ACRES

**LEGEND**

- INDICATES ZONE "D" OPEN SPACE MIN. 75' X 300' (NO STRUCTURES, POLES OR TREES OVER 4" DIA.)
- ACREAGE
- TRACT BOUNDARY



AIRPORT LAND USE EXHIBIT  
 KETCHUMIAN  
 ONTARIO, CA

**IBI GROUP**  
 18491 Von Karman Avenue - Suite 110  
 Irvine, CA 92612 USA  
 Tel: 949.833.1556 Fax: 949.833.5511  
 ibigroup.com



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Rudy Zeledon  
Planning Department

**FROM:** Lora L. Gearhart, Plan Checker – Fire  
Bureau of Fire Prevention

**DATE:** January 13, 2014

**SUBJECT:** PMTT13-017 – A TENTATIVE TRACT MAP TO SUBDIVIDE 53.05 ACRES OF LAND INTO 225 SINGLE FAMILY LOTS AND 20 LETTERED LOTS WITHIN PLANNING AREA 1 SUBAREA 29 SPECIFIC PLAN, LOCATED ON THE NWC OF ARCHIBALD AVENUE AND BELLEGRAVE AVENUE. APN: 218-281-19.

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

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### CONDITIONS OF APPROVAL:

1. The required fire flow for this tract is 1,500 g.p.m. x 2 hours. Fire flow calculations are approximations only. Final determination and plotted by Engineering and Fire Departments per established standard criterion.
2. Fire hydrant locations and appropriate main sizes will be determined and plotted by Engineering and Fire Departments pre-established standard criterion.
3. The water supply, including mains and hydrants, shall be acceptably tested and approved by the Engineering and Fire Department **PRIOR** to the framing stage of construction to assure availability and reliability for fire fighting purposes.
4. Access roadways providing for an all weather driving surface not less than 20' unobstructed width, capable of supporting the imposed loads of fire apparatus to within 150' of all structures, is required **PRIOR** to the framing stages of construction. This access is required to



be maintained in an unobstructed manner throughout construction.

5. 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.
6. Approved numbers or addresses shall be placed on all new in such a position as to be plainly visible and legible from the street or road fronting the property and comply with the Section 9-1.3280 Street Naming and Street Address Numbering of the Ontario Municipal Code and Ontario Fire Department Standards #H-002.
7. All dwellings shall be equipped with a residential fire sprinkler system.

For copies of Ontario Fire Department Standards please access the City of Ontario web site at [www.ci.ontario.ca.us](http://www.ci.ontario.ca.us), click on Fire Department and then on forms.



CITY OF ONTARIO  
MEMORANDUM

TO: Hassan Haghani, Development Director  
Scott Murphy, Assistant Development Director ( Copy of memo only)  
Cathy Wahlstrom, Principal Planner (Copy of memo only)  
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, Senior Planner  
Steve Wilson, Engineering/NPDES  
Joe De Sousa, Code Enforcement (Copy of memo only)  
Jimmy Chang , IT Department  
David Simpson , IT Department ( Copy of memo only)

FROM: Henry Noh, Senior Planner

DATE: March 15, 2018

SUBJECT: FILE #: PMTT13-017 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 **Thursday, March 29, 2018**.

**PROJECT DESCRIPTION:** A Tentative Tract Map to subdivide 53.05 acres of land into 225 single family lots and 20 lettered lots within Planning Area 1 Subarea 29 Specific Plan, located on the NWC of Archibald Avenue and Bellegrave Avenue. APN: 218-281-19.

- 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.

Police  
Department

Douglas Sorel  
Signature

MANAGEMENT  
ANALYST  
Title

4-11-18  
Date



# Development Advisory Board Decision

August 20, 2018

**DECISION NO.:** [insert #]

**FILE NO.:** PMTT17-010/TPM 19978

**DESCRIPTION:** A Tentative Parcel Map (File No. PMTT17-010/TPM 19978) to subdivide 10.06 acres of land into 9 numbered lots, for property located at the southwest corner of Ontario Ranch Road and Haven Avenue, within the Retail land use district of Planning Area 10B of The Avenue Specific Plan. (APN: 0218-412-02) **submitted by Frontier Real Estate Investments.**

## ***Part I—BACKGROUND & ANALYSIS***

FRONTIER REAL ESTATE INVESTMENTS, (herein after referred to as “Applicant”) has filed an application requesting Tentative Parcel Map approval, File No. PMTT17-010, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 10.06 acres of land located at the southwest corner of Ontario Ranch Road and Haven Avenue, and is depicted in Exhibit A: Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant/Mass Graded	Neighborhood Commercial	The Avenue Specific Plan	Planning Area 10B – Retail
<i>North</i>	Multi-Family Residential	Medium Density Residential	The Avenue Specific Plan	Planning Area 10A – Retail
<i>South</i>	Single-Family Residential	Low Density Residential	The Avenue Specific Plan	Planning Area 11 – LDR
<i>East</i>	Vacant	Mixed Use – NMC East	Rich Haven Specific Plan	Planning Area 9A – Commercial and Residential
<i>West</i>	Multi-Family Residential	Medium Density Residential	The Avenue Specific Plan	Planning Area 11 – LMDR

[1] **Project Description:** The Applicant, Frontier Real Estate Investments, has submitted a Tentative Parcel Map (File No. PMTT17-010/TPM 19978) to subdivide 10.06 acres of land into 9 numbered lots (**See Exhibit B: Tentative Parcel Map 19978**). The proposed tentative parcel map in conjunction with the previously approved Development Plan (File No. PDEV17-051) will facilitate the construction of a 94,782 square-foot commercial development on the project site. The project will allow the residents of Ontario Ranch access to nearby shopping and employment opportunities. The lots range in size from 29,639 to 133,411 square feet, in addition the overall site area of 10.06 acres exceeds The Avenue Specific Plan’s minimum site area requirement of 4 acres (Planning Area 10-B: Retail).

[2] Site Access/Circulation — The previously approved Tentative Tract Map 18922 (“A” Map), facilitated the construction of the backbone streets and primary access points into the existing New Haven Community (Planning Area 10A) of The Avenue Specific Plan from Ontario Ranch Road, Turner Avenue, Schaefer Avenue and Haven Avenue. The project site will have direct access along the northern frontage from Ontario Ranch Road that will be limited to right-in/right out movement. Along the western frontage the project will have full access from New Haven Drive. Two points of access will also be provided along the western Haven Avenue frontage. The northeastern driveway on Haven Avenue will be limited to a right-in/right out only and southeastern driveway will have a full traffic signal light access.

Vehicular circulation throughout the site is provided with a series of two-way drive aisles, which provides circulation to all proposed building and throughout the parking fields. A 30-foot wide drive aisle that runs east and west along the southern portion of the project site will provide delivery truck access to the two major tenant buildings.

### ***Part II—RECITALS***

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) (“CEQA”); and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-003, The Avenue Specific Plan for which an Environmental Impact Report (SCH# 2005071109) was adopted by the City Council on December 19, 2006, 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, the Application is a project pursuant to CEQA (Public Resources Code Section 21000 et seq.), 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 Development Advisory Board (“DAB”) the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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 (“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 August 20, 2018, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

### **Part III—THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

**SECTION 1: *Environmental Determination and Findings.*** As the recommending body for the Project, the DAB has reviewed and considered the information contained in the previous EIR for The Avenue Specific Plan (SCH# 2005071109) and supporting documentation. Based upon the facts and information contained in the previous EIR for The Avenue Specific Plan (SCH# 2005071109) and supporting documentation, the DAB finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-003, The Avenue Specific Plan for which an Environmental Impact Report (SCH# 2005071109) was adopted by the City Council on December 19, 2006.

(2) The previous EIR for The Avenue Specific Plan (SCH# 2005071109) contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous EIR for The Avenue Specific Plan (SCH# 2005071109) was completed in compliance with CEQA and the Guidelines promulgated thereunder, and the City of Ontario Local CEQA Guidelines; and

(4) The previous EIR for The Avenue Specific Plan (SCH# 2005071109) 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 EIR for The Avenue Specific Plan (SCH# 2005071109), and all mitigation measures previously adopted with the EIR for The Avenue Specific Plan (SCH# 2005071109), are incorporated herein by this reference.

**SECTION 2: *Subsequent or Supplemental Environmental Review Not Required.*** Based on the information presented to the DAB, and the specific findings set forth in Section 1, above, the DAB finds that the preparation of a subsequent or supplemental EIR for The Avenue Specific Plan (SCH# 2005071109) is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the EIR for The Avenue Specific Plan (SCH# 2005071109) that will require major revisions to the EIR for The Avenue Specific Plan (SCH# 2005071109) 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 EIR for The Avenue Specific Plan (SCH# 2005071109) was prepared, that will require major revisions to the EIR for The Avenue Specific Plan (SCH# 2005071109) 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 EIR for The Avenue Specific Plan (SCH# 2005071109) was certified/adopted, that shows any of the following:

(a) The project will have one or more significant effects not discussed in the EIR for The Avenue Specific Plan (SCH# 2005071109); or

(b) Significant effects previously examined will be substantially more severe than shown in the EIR for The Avenue Specific Plan (SCH# 2005071109); 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 EIR for The Avenue Specific Plan (SCH# 2005071109) 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 DAB 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 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 DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

**SECTION 5: *Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB 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 Neighborhood Commercial land use district of the Policy Plan Land Use Map, and is designated Planning Area 10B - Retail within The Avenue 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*).

(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 Neighborhood Commercial land use district of the Policy Plan Land Use Map, and is designated Planning Area 10B - Retail within The Avenue 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*).

(3) ***The site is physically suitable for the type of development proposed.*** The project site meets the minimum lot area and dimensions of the Planning Area 10B (Retail) land use district of The Avenue Specific Plan, and is physically suitable for the type of commercial 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 commercial development at a floor area ratio of 0.22. The project site meets the minimum lot area and dimensions of the Planning Area 10B (Retail) land use district of The Avenue Specific Plan, and is physically suitable for this proposed density / intensity of development.

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

(6) ***The design of the subdivision, or the type of improvements thereon, are not likely to cause serious public health problems.*** The design of the proposed subdivision, and the infrastructure improvements existing or proposed 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 6: Development Advisory Board Action.** Based on the findings and conclusions set forth in Sections 1 through 5, above, the DAB hereby recommends The Planning Commission APPROVES the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

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APPROVED AND ADOPTED this 20<sup>th</sup> day of August 2018.

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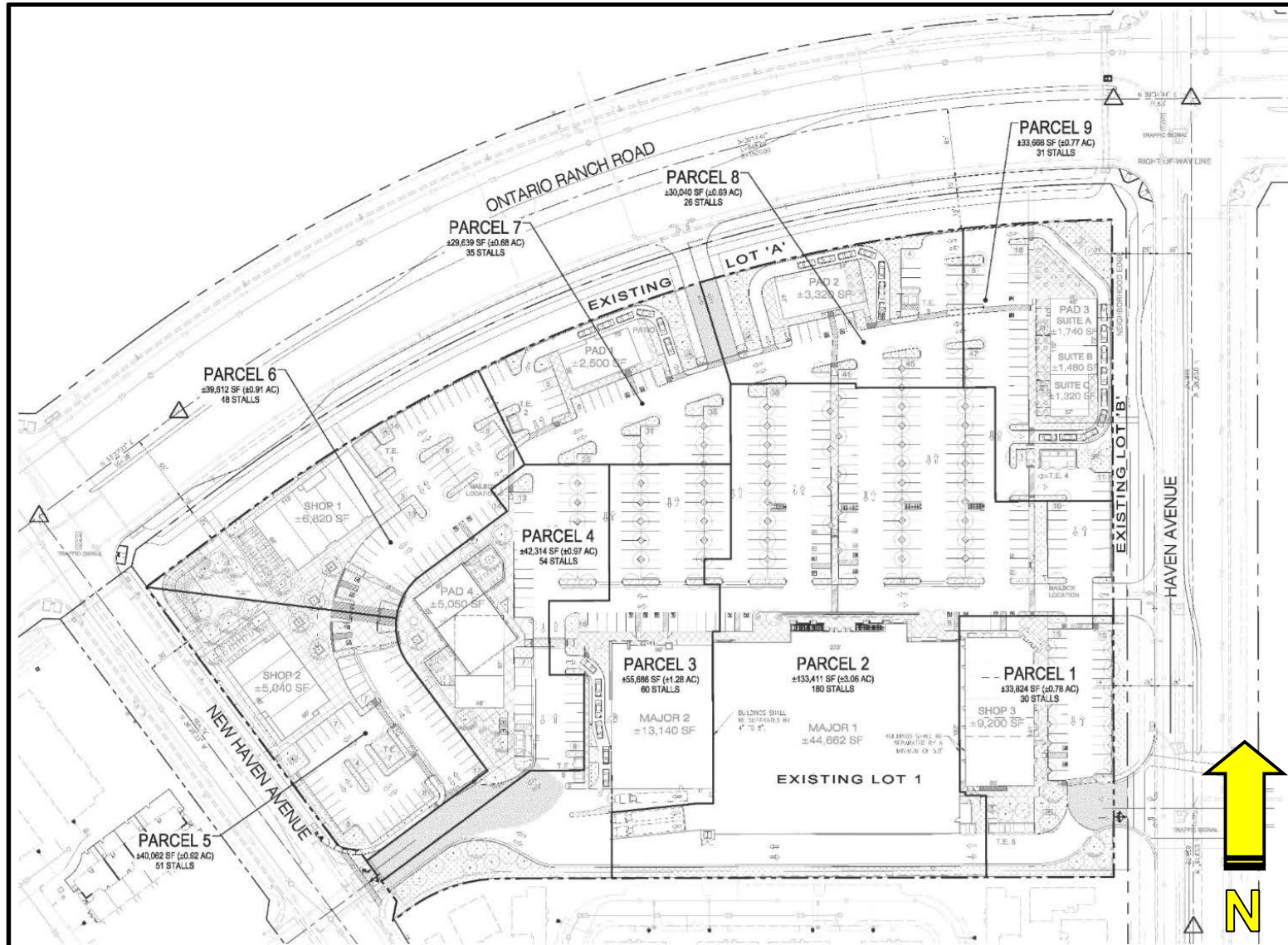
Development Advisory Board Chairman



Exhibit A—PROJECT LOCATION MAP



Exhibit B— Tentative Parcel Map 19978



## Attachment A—Departmental Conditions of Approval

*(Departmental conditions of approval follow this page)*



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

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

**Meeting Date:** August 20, 2018

**File Nos:** PMTT17-010/TPM19978

**Related Files:**

**Project Description:** A Tentative Parcel Map (File No. PMTT17-010/TPM 19978) to subdivide 10.06 acres of land into 9 numbered lots, for property located at the southwest corner of Ontario Ranch Road and Haven Avenue, within the Retail land use district of Planning Area 10B of The Avenue Specific Plan. (APN: 0218-412-02) **submitted by Frontier Real Estate Investments.**

**Prepared By:** Henry K. Noh, Senior Planner  
Phone: 909.395.2429 (direct)  
Email: [hnoh@ontarioca.gov](mailto:hnoh@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) Tentative Parcel Map approval shall become null and void 2 years following the effective date of application approval, unless the final parcel 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 Parcel 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 Parcel 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 in the construction plan set for project, which shall be maintained on site during project construction.

**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 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 owner and/or occupant in question for all costs incurred.

(h) The Shared Parking Analysis (Linscott, Law and Greenspan, March 30, 2018) approved in conjunction with the related Development Plan (File No. PDEV17-051) allowed for a reduction in the required parking from 569 parking spaces to 522 parking spaces. The Shared Parking Analysis "Parking Management Plan" and "Summary of Findings and Conclusions" shall be incorporated within the CC&Rs (See **Attachment A: Shared Parking Analysis**).

**2.4** Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP05-003, The Avenue Specific Plan EIR (SCH# 2005071109) that was certified by the City Council on December 19, 2006. 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.

**2.5** 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 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.

**2.6** 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.

**2.7** Additional Requirements.

(a) 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. The enhanced pavement shall be constructed within the Neighborhood Edge Lettered Lots, coordinate with the Engineering Department regarding the required encroachment agreement or similar document needed to maintain the enhanced pavers. The enhanced pavement treatment can include decorative stamped concrete, interlocking pavers or other enhanced treatment, including scored and/or colored concrete. Color, pattern, material, and final design and configuration shall be approved by Planning Department.

(b) All applicable conditions of approval of The Avenue Specific Plan shall apply to this project.

(c) All applicable conditions of approval of the Development Plan (File No. PMTT17-051) and Conditional Use Permit (File No. PCUP18-015) shall apply to this project.

(d) All applicable conditions of approval of the "A" Map TT 18922 (File No. PMTT13-010) shall apply to this project.

(e) Additionally, a minimum of 6,745 square feet of retail uses shall be provided within the multi-tenant buildings.

## **Attachment A—Shared Parking Analysis**

*(Shared Parking Analysis to follow this page)*



March 30, 2018

Mr. Gavin Reid  
Frontier Real Estate Investments  
610 Newport Center Drive, Suite 410  
Newport Beach, CA 92660

LLG Reference: 2.17.3820.1

**Subject: Shared Parking Demand Analysis for New Haven Marketplace**  
Ontario, California

Dear Mr. Reid:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Shared Parking Demand Analysis for the New Haven Marketplace project (hereinafter referred to as Project). The proposed Project is a 94,782 square-foot (SF) neighborhood shopping center with a proposed parking supply of 522 parking spaces, located on the southwest corner of Ontario Ranch Road and Haven Avenue in the City of Ontario, California. *Figure 1*, located at the rear of this letter report, presents a Vicinity Map, which illustrates the general location of the Project site and depicts the surrounding street system.

Based on our understanding, a parking study has been required by the City of Ontario to evaluate the parking requirements of the proposed neighborhood shopping center to validate the adequacy of the Project's proposed parking supply to accommodate the anticipated mix of tenants. This report evaluates those needs based on application of City of Ontario Development Code, and further application of the methodology outlined in Urban Land Institute's (ULI) *Shared Parking, 2<sup>nd</sup> Edition*, which is consistent with *Division 6.03-Off-Street Parking and Loading, Section 6.03.020 A - Reduction in the Required Number of Spaces, Shared Parking of the City's Development Code*.

Our method of analysis, findings, and recommendations are detailed in the following sections of this letter report.

**Engineers & Planners**  
Traffic  
Transportation  
Parking

**Linscott, Law & Greenspan, Engineers**  
2 Executive Circle  
Suite 250  
Irvine, CA 92614  
**949.825.6175** T  
949.825.6173 F  
[www.llgengineers.com](http://www.llgengineers.com)

Pasadena  
Irvine  
San Diego  
Woodland Hills

Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE (Ret.)  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. Maberry, PE

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## PROJECT DESCRIPTION

The Project site is a 10.06± acre parcel of land located south of Ontario Ranch Road, between Haven Avenue and New Haven Avenue in the City of Ontario, California. The proposed Project consists of development of 94,782 SF of floor area within nine (9) buildings. The proposed tenant mix will include a 44,662 SF supermarket, a 13,140 SF drug store/pharmacy with drive-through, 6,745 SF of retail uses and up to 30,235 SF of a variety of restaurant/food uses, inclusive of three (3) fast-food restaurants with drive-through lanes. The proposed on-site parking supply for the Project totals 522 spaces.

*Table 1*, located at the end of this letter report, summarizes the Project development totals and land uses for the proposed Project. *Figure 2* presents the proposed Project site plan.

## PARKING SUPPLY-DEMAND ANALYSIS

The parking analysis for the proposed Project involves determining the expected parking needs, based on the size and type of proposed development components versus the parking supply. In general, there are several methods that can be used to estimate the site's peak parking needs. The methods used in this analysis include:

1. Application of City code requirements (which typically treats each tenancy type as a "stand alone" use at maximum demand).
2. Application of shared parking usage patterns by time-of-day (which recognizes that the parking demand for each tenancy type varies by time of day and day of week). The shared parking analysis starts with a code calculation for each tenancy type.

The shared parking methodology is concluded to be applicable to the proposed Project development because the individual land use types (i.e. retail and restaurant) experience peak demands at different times of the day, day of the week and month of the year.

## CITY CODE PARKING REQUIREMENT

The code parking calculation for the Project was calculated using parking code requirements per the *City of Ontario Development Code (Rev. 20170606), Division 6.03*

- *Off-Street Parking and Loading, 6.03.015 - Number of Off-Street Parking Spaces*. The following parking ratios were used to determine the required parking:

- **General and Convenience Retail** = 4 Parking Spaces per 1,000 SF of GFA
- **Grocery** = 4 Parking Spaces per 1,000 SF
- **Full Service Restaurants** = 10 Parking Spaces per 1,000 SF of GFA (includes Seating Area up to 25 Percent of GFA)
- **Fast Food Restaurants** = 13.3 Parking Spaces per 1,000 SF of GFA (includes Seating Area up to 25 Percent of GFA). Restaurants with Drive-Thru maybe credited with 1 Space For Each 24 Linear Feet of Drive-Thru Lane behind the Pickup Window.

**Table 2** summarizes the parking requirements for the proposed Project based on the *City of Ontario Development Code*. As shown, application of the above-referenced parking code ratios to the development totals results in a code-parking requirement of 569 spaces, consisting of 259 spaces required for proposed retail uses and 310 spaces required to support proposed restaurant/food uses. With an on-site parking supply of 522 spaces, a theoretical parking deficiency of 47 spaces is forecast.

However, the specific tenancy mix of the Project provides an opportunity to share parking spaces based on the utilization profile of each included land use component. The following section calculates the parking requirements for the Project based on the shared parking methodology approach.

## SHARED PARKING ANALYSIS

According to the Urban Land Institute's (ULI's) *Shared Parking 2<sup>nd</sup> Edition* publication, shared parking is defined as parking space that can be used to serve two or more individual land uses without conflict or encroachment. The ULI *Shared Parking* publication provides hourly parking accumulation rates for retail and restaurant uses, as well as other uses to include office, medical office, health club, cinema, hotel, etc. expressed as a percentage of the peak demand for the day.

### Shared Parking Methodology

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of the Project, opportunities to share parking can be expected. The objective of this

shared parking analysis is to forecast the peak parking requirements for the Project based on the combined demand patterns of different tenancy types at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week. When uses share common parking footprints, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day for weekdays versus weekend days), rather than individual peak ratios as represented in the City's Zoning Code. In that way, the shared parking approach starts from the City's own code ratios and results in the "design level" parking supply needs of a site.

It should be noted that the "demand" results of the shared parking calculation are intended to be used directly for comparison to site supply. No further adjustments or contingency additions are needed because such contingencies are already built into the peak parking ratios and time of day profiles used in the calculation.

There is an important common element between the traditional "code" and the shared parking calculation methodologies; the peak parking ratios or "highpoint" for each land use's parking profile typically equals the "code" parking ratio for that use. The analytical procedures for shared parking analyses are well documented in the *Shared Parking, 2<sup>nd</sup> Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for the analysis utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the project.

Key inputs in the shared parking analysis for each land use include:

- Peak parking demand by land use for visitors and employees.
- Adjustments for alternative modes of transportation, if applicable.
- Adjustment for internal capture (captive versus non-captive parking demand), if applicable.
- Hourly variations of parking demand.
- Weekday versus weekend adjustment factors
- Monthly adjustment factors to account for variations of parking demand over the year.

- Applicable parking ratios published in City's Development Code

Please note that for this analysis, no monthly adjustment factors to account for variations of parking demand over the year were applied to provide a conservative parking demand forecast.

### Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the Project are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2<sup>nd</sup> Edition*. The ULI publication presents hourly parking demand profiles for several general land use categories, inclusive of the following three (3) Retail, Family Restaurant, and Fast-Food Restaurant. These profiles of parking demand have been used directly, by land use type, in the analysis of this site.

One of the components of the Project is retail space; the ULI retail use profiles are applied directly. In doing so, there is an intermediate step in expressing ULI profiles as a percentage of the week-long peak, thus arriving at a weekday profile and weekend profile each expressed as a percentage of the baseline parking ratio (ULI actually starts with separate ratios for weekday and weekend day, and develops profiles for each accordingly; we've found it more convenient to translate both profiles to a percent of expected maximum demand, which, for retail, turns out to be on a Saturday). The resulting profiles represent the most likely hourly parking demand profile, and are applied to the City's retail parking ratio of 4 spaces per 1,000 SF of GFA. Peak demand for retail uses occurs between 1:00 PM–2:00 PM on weekdays, and 2:00 PM–4:00 PM on weekends. From *Table 1*, up to 64,547 SF of retail floor area is anticipated.

- Major 1: 44,662 SF market/grocery store
- Major 2: 13,140 SF drug store/pharmacy with drive-through
- Shop 3: 6,745 SF of retail/services uses

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for family restaurant and fast-food restaurant were utilized as each of the categories match the restaurant tenant mix of the Project as identified by the Project Applicant.

Per ULI, family restaurants are typically lower priced, do not accept reservations, and lack bars or lounges, although some may serve bottled beer or wine with meals. Many serve breakfast as well as lunch and dinner, and many offer both carryout and dine-in options. Examples include cafeteria-style restaurants, pancake houses and moderately-priced ethnic restaurants.

Further, for fast-food restaurants, food is ordered at a counter and then either carried out of the store or to a table. They typically do not serve alcoholic beverages. In addition to carryout and fast-fast-food restaurants, this category would include sandwich shops, coffee shops (such as Starbucks), ice cream shops, and so on.

Like the retail profiles, the restaurant profiles are derived exactly from the ULI baseline and are applied to the City's restaurant parking code. According to the *Shared Parking* publication, family restaurant uses are shown to experience peak demand between 12:00 PM and 1:00 PM on weekdays and weekends, whereas a fast-food restaurant use peak demand occurs between 12:00 PM and 2:00 PM on weekdays and weekends.

For this analysis, the mix of restaurants at the Project, totaling, 30,235 SF, is assumed to fall into the following categories:

- ❑ Shop 1: 6,820 SF Family Restaurant
- ❑ Shop 2: 5,040 SF Family Restaurant
- ❑ Shop 3: 2,455 SF Family Restaurant
- ❑ Pad 1: 3,000 SF Fast-Food Restaurant
- ❑ Pad 2: 3,320 SF Fast-Food Restaurant
- ❑ Pad 3: 1,800 SF Fast-Food Restaurant
- ❑ Pad 3: 2,750 SF Family Restaurant
- ❑ Pad 4: 5,050 SF Family Restaurant

As noted earlier, no monthly adjustment factors were applied to account for variations of parking demand over the year to provide a conservative parking demand forecast.

#### **Application of Shared Parking Methodology**

*Tables 3* and *4* present the weekday and weekend parking analysis results, respectively for the Project site, based on the shared parking methodology and

assuming full occupancy of the neighborhood retail center with the anticipated mix of uses as proposed by the Project Applicant.

Columns (1) through (3) of these tables present the parking accumulation characteristics and parking demand of the Project for the hours of 6:00 AM to midnight. Column (4) presents the expected joint-use parking demand for the proposed neighborhood retail center on an hourly basis, while Column (5) summarizes the hourly parking surplus/deficiency for the proposed project compared to an available shared parking supply of 522 spaces. Note that the sizing (floor area) of each land use / tenant, and recommended parking rates are included in the tabular headings of each type.

Based on our experience, the shared parking approach summarized in *Tables 3* through *4* are believed to be the most appropriate in evaluating the parking supply-demand relationships for the proposed Project. The results in these tables are the focus of this parking investigation and recommendations.

### **Shared Parking Analysis Results**

As shown in *Table 3*, the peak parking requirement for the site during a typical weekday totals *468 parking spaces* and occurs at 12:00 PM. In addition, as shown in *Table 4*, the peak parking requirement for the site during a weekend day totals *522 parking spaces* and occurs at 12:00 PM.

As a result, based on a review of *Tables 3* and *4*, the peak shared parking demand for the Project is *522 parking spaces* and occurs at 12:00 PM on a weekend. With an on-site parking supply of 522 parking spaces, *no deficiency of parking spaces* is forecast for the Project. It should be noted that the Project will experience a minimum parking surplus of 54 spaces on a weekday.

Therefore, we conclude that there is adequate parking on site to accommodate the Project's tenant mix.

*Appendix A* contains the weekday and weekend day shared parking analysis calculation worksheets.

### **PARKING MANAGEMENT PLAN**

This preliminary Parking Management Plan (PMP) outlines the proposed allocation of parking supply on-site and key parking management strategies to maximize the availability of parking for customers and employees of the Project.

As noted above, the results of the shared parking analysis for the New Haven Marketplace indicates that the proposed parking supply of 522 spaces provided will be sufficient to accommodate the peak parking demand of a 94,782 SF retail center with the following mix of uses/tenants:

- ❑ Major 1: 44,662 SF Market/Grocery Store
- ❑ Major 2: 13,140 SF Drug Store/Pharmacy with Drive-Through
- ❑ Shop 3: 6,745 SF Retail/Services Uses
- ❑ Shop 1: 6,820 SF Family Restaurant
- ❑ Shop 2: 5,040 SF Family Restaurant
- ❑ Shop 3: 2,455 SF Family Restaurant
- ❑ Pad 1: 3,000 SF Fast-Food Restaurant
- ❑ Pad 2: 3,320 SF Fast-Food Restaurant
- ❑ Pad 3: 1,800 SF Fast-Food Restaurant
- ❑ Pad 3: 2,750 SF Family Restaurant
- ❑ Pad 4: 5,050 SF Family Restaurant

### **PMP measures**

Specific PMP measures relative to the employee parking operation and short-term parking for customers are described below, and were developed based on the following objectives:

- The PMP should identify where the employees park within the site. Up to 100 spaces during weekday and weekend peak hour will be required to accommodate the parking demand of employees of the retail center.
- The PMP should identify where location of short-term parking spaces for service retail uses and/or “quick serve”/“take-out” food uses, if necessary.
- The Owner will work with tenants of the retail center to implement an employee parking program, with the goal of providing convenient and accessible shopping experience for the customers of the retail center and to leave the most desirable parking spaces near each storefront for use by customers. The location of designated employee parking spaces will be developed in collaboration between the Owner and the tenants. The employee parking spaces will be identified with a white or yellow circle. It is noted that these spaces will be open for customer use.



- The Owner will work with tenants of the retail center to identify the need for “short term/time restricted spaces” on an as need basis, dependent on the needs of the proposed retail and/or food uses. The short-term spaces may be used for “curbside/take out” and/or for service retail-type users (i.e. dry cleaners/laundry, etc.). The number and location of spaces will be determined by the Owner and the potential tenants.

The Owner will work closely with the tenants to insure that both employees and property management work together to provide the best shopping and dining experience for the customers, as well as allowing the most desirable parking spaces to be accessed by the customers rather than the employees.

### SUMMARY OF FINDINGS AND CONCLUSIONS

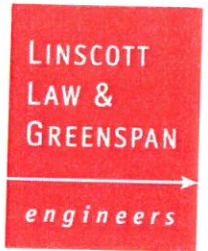
1. The proposed Project consists of development of a commercial-use 94,782 SF neighborhood shopping center and is located on the southwest corner of Ontario Ranch Road and Haven Avenue in the City of Ontario, California. The proposed Project will include a 44,662 SF market, 13,140 SF drug store, 6,745 SF of retail uses and 30,235 SF of restaurant uses with a proposed parking supply of 522 parking spaces.
2. Application of the City of Ontario parking code ratios to the development totals results in a code-parking requirement of 569 spaces. With an on-site parking supply of 522 spaces, a theoretical parking deficiency of 47 spaces is forecast.
3. The peak parking requirement for the site during a typical weekday totals 468 *parking spaces* and occurs at 12:00 PM. In addition, the peak parking requirement for the site during a weekend day totals 522 *parking spaces* and occurs at 12:00 PM. As a result, the peak shared parking demand for the Project is 522 *parking spaces* and occurs at 12:00 PM on a weekend. With an on-site parking supply of 522 parking spaces, *no deficiency of parking spaces* is forecast for the Project. It should be noted that the Project will experience a minimum parking surplus of 54 spaces on a weekday.

Therefore, we conclude that there is adequate parking on site to accommodate the Project’s tenant mix.

\* \* \* \* \*



Mr. Gavin Reid  
March 30, 2018  
Page 10



We appreciate the opportunity to prepare this shared parking demand analysis for the New Haven Marketplace project. Should you have any questions or need additional assistance, please do not hesitate to call us at (949) 825-6175.

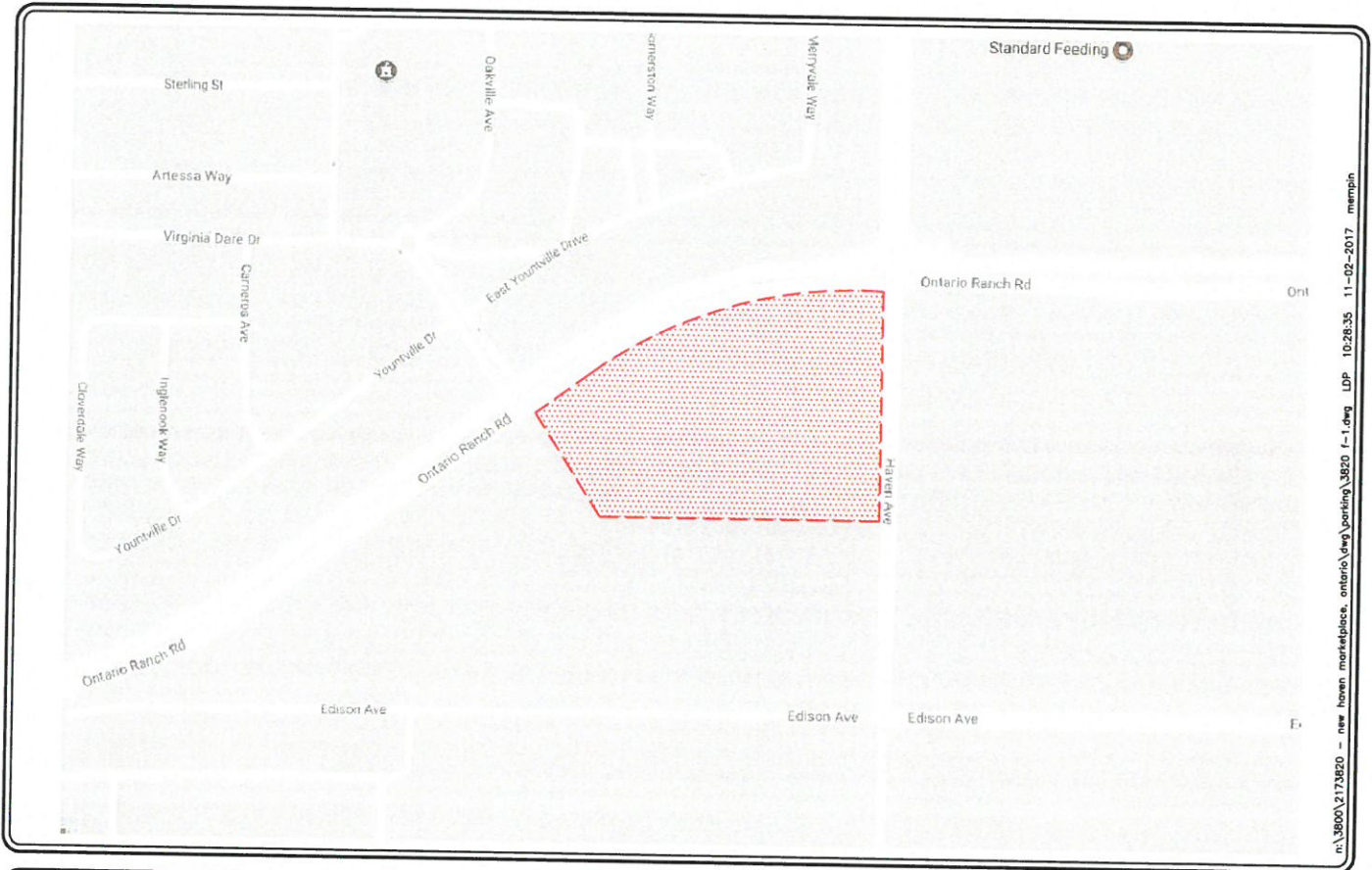
Very truly yours,  
**Linscott, Law & Greenspan, Engineers**

A handwritten signature in blue ink, appearing to read "R. Barretto", is written over the company name.

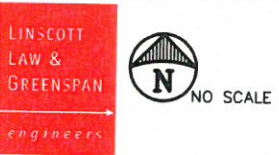
Richard E. Barretto, P.E.  
Principal

A handwritten signature in blue ink, appearing to read "Zawwar Saiyed", is written over the company name.

Zawwar Saiyed, P.E.  
Senior Transportation Engineer



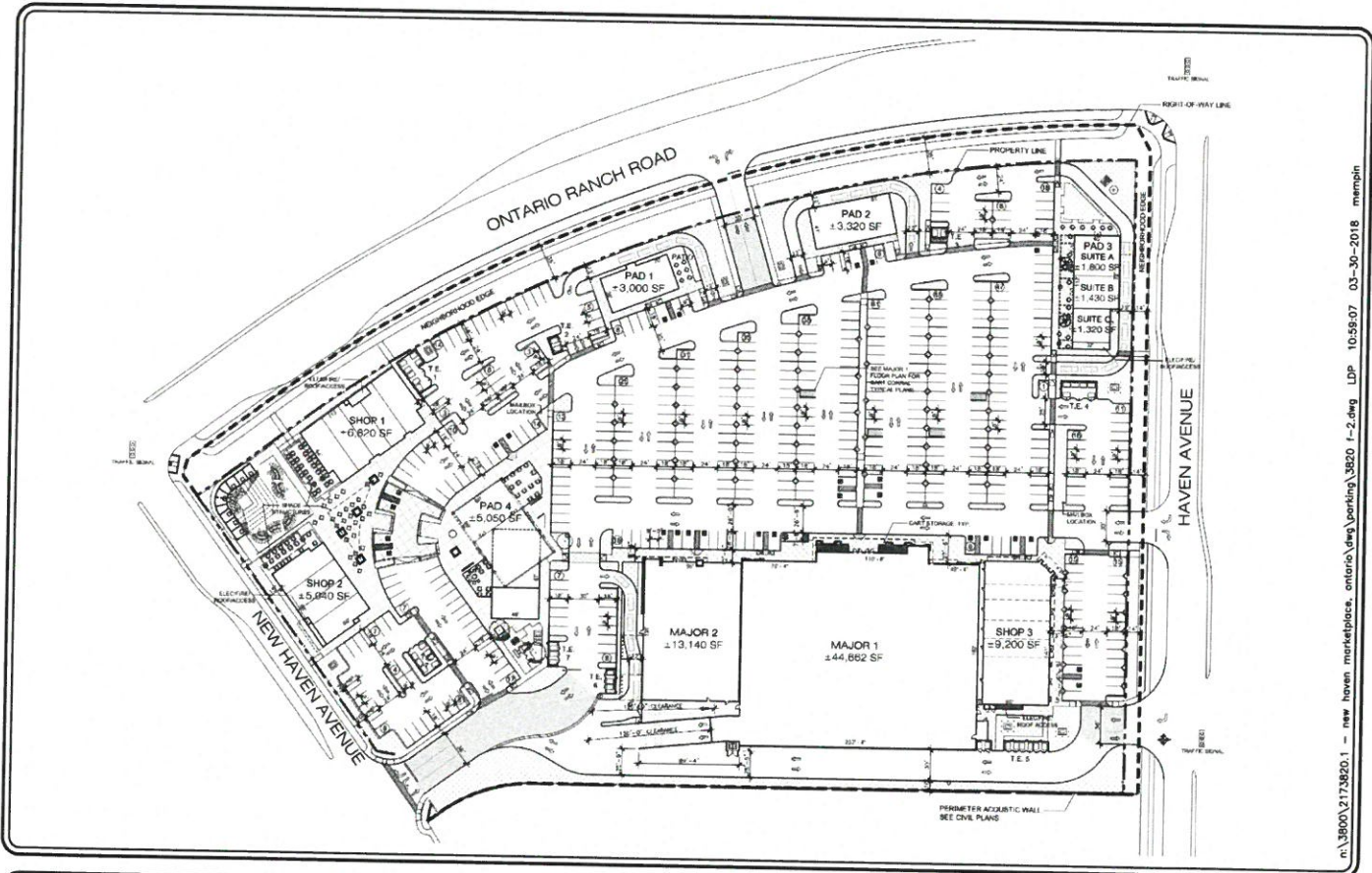
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SOURCE: GOOGLE  
 KEY  
 [Red Dotted Box] = PROJECT SITE

**FIGURE 1**

**VICINITY MAP**  
 NEW HAVEN MARKETPLACE, ONTARIO



m:\38600\2173820.1 - new haven marketplaces, ontario view\parking\3820 f-2.dwg\_LDP 10:58:07 03-30-2018 mempin

LINSCOTT  
LAW &  
GREENSPAN  
engineers

NO SCALE

SOURCE: BICKEL GROUP ARCHITECTURE

**FIGURE 2**

**PROPOSED PROJECT SITE PLAN**  
NEW HAVEN MARKETPLACE, ONTARIO

**TABLE 1**  
**PROJECT DEVELOPMENT SUMMARY<sup>1</sup>**

<b>Land Use / Project Description</b>	<b>Project Development Totals</b>
	<b>Gross Floor Area (SF)</b>
▪ Market (Major 1)	44,662 SF
▪ Drug Store/Pharmacy (Major 2)	13,140 SF
▪ Restaurant (Shop 1)	6,820 SF
▪ Restaurant (Shop 2)	5,040 SF
▪ Retail (Shop 3)	6,745 SF
▪ Restaurant (Shop 3)	2,455 SF
▪ Fast-Food (Pad 1) with drive-through	3,000 SF
▪ Fast-Food (Pad 2) with drive-through	3,320 SF
▪ Fast-Food (Pad 3) with drive-through	1,800 SF
▪ Restaurant (Pad 3)	2,750 SF
▪ Restaurant (Pad 4)	5,050 SF
<b>Total Floor Area</b>	<b>94,782 SF</b>
<b>Parking Supply</b>	<b>522 Spaces</b>

<sup>1</sup> Source: New Haven Marketplace Site Plan prepared by Bickel Group Architecture dated March 19, 2018.

TABLE 2  
CITY OF ONTARIO CODE PARKING REQUIREMENTS<sup>2,3</sup>

Land Use	Size	ULI Profile	City of Ontario Code Parking Ratio	Spaces Required
<i>Proposed Project Tenant Mix</i>				
Market (Major 1)	44,662 SF	Retail	4 Spaces/1,000 SF	179
Drug Store (Major 2)	13,140 SF	Retail	4 Spaces/1,000 SF	53
Restaurant (Shop 1)	6,820 SF	Family Restaurant	10 Spaces/1,000 SF	68
Restaurant (Shop 2)	5,040 SF	Family Restaurant	10 Spaces/1,000 SF	50
Retail (Shop 3)	6,745 SF	Retail	4 Spaces/1,000 SF	27
Restaurant (Shop 3)	2,455 SF	Family Restaurant	10 Spaces/1,000 SF	25
Fast-Food (Pad 1)	3,000 SF	Fast-Food Restaurant	13.3 Spaces/1,000 SF 1 Space Credit For Each 24 Linear Feet Of Drive-Thru Lane Behind Pick-Up Window	40 -6
Fast-Food (Pad 2)	3,320 SF	Fast-Food Restaurant	13.3 Spaces/1,000 SF 1 Space Credit For Each 24 Linear Feet Of Drive-Thru Lane Behind Pick-Up Window	44 -6
Fast-Food (Pad 3)	1,800 SF	Fast-Food Restaurant	13.3 Spaces/1,000 SF 1 Space Credit For Each 24 Linear Feet Of Drive-Thru Lane Behind Pick-Up Window	24 -8
Restaurant (Pad 3)	2,750 SF	Family Restaurant	10 Spaces/1,000 SF	28
Restaurant (Pad 4)	5,050 SF	Family Restaurant	10 Spaces/1,000 SF	51
City Code Parking Requirement				569
Proposed Parking Supply				522
<b>Parking Surplus/Deficiency (+/-)</b>				<b>-47</b>

<sup>2</sup> Source: City of Ontario Development Code (Rev. 20170606), Division 6.03 - Off-Street Parking and Loading, 6.03.015 - Number of Off-Street Parking Spaces.

<sup>3</sup> Proposed parking supply based on New Haven Marketplace Site Plan prepared by Bickel Group Architecture dated March 29, 2018.

**TABLE 3**  
**WEEKDAY SHARED PARKING DEMAND ANALYSIS**

Land Use	Retail	Family Restaurant	Fast-Food Restaurant	Total Spaces = 569 Shared Parking Demand	Comparison w/ Parking Supply 522 Spaces
Size Pkg Rate[2]	64.547 KSF 4 /KSF	22.115 KSF 10 /KSF	8.120 KSF 13.3 /KSF		
Gross Spaces	259 Spc.	222 Spc.	88 Spc.		Surplus (Deficiency)
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	7	45	6	58	464
7:00 AM	17	84	11	112	410
8:00 AM	47	100	19	166	356
9:00 AM	101	121	28	250	272
10:00 AM	162	136	51	349	173
11:00 AM	204	142	77	423	99
<b>12:00 PM</b>	<b>225</b>	<b>155</b>	<b>88</b>	<b>468</b>	<b>54</b>
1:00 PM	233	142	88	463	59
2:00 PM	225	89	80	394	128
3:00 PM	214	78	54	346	176
4:00 PM	214	78	49	341	181
5:00 PM	223	122	54	399	123
6:00 PM	223	127	76	426	96
7:00 PM	223	127	72	422	100
8:00 PM	191	127	46	364	158
9:00 PM	128	98	28	254	268
10:00 PM	74	89	19	182	340
11:00 PM	26	82	11	119	403
12:00 AM	0	42	7	49	473

**Notes:**

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

**TABLE 4**  
**WEEKEND SHARED PARKING DEMAND ANALYSIS**

Land Use	Retail	Family Restaurant	Fast-Food Restaurant	Total Spaces = 569 Shared Parking Demand	Comparison w/ Parking Supply 522 Spaces
Size	64.547 KSF	22.115 KSF	8.120 KSF		
Pkg Rate[2]	4 /KSF	10 /KSF	13.3 /KSF		Surplus (Deficiency)
Gross Spaces	259 Spc.	222 Spc.	88 Spc.		
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces		
6:00 AM	7	36	6	49	473
7:00 AM	18	72	9	99	423
8:00 AM	42	115	18	175	347
9:00 AM	101	162	26	289	233
10:00 AM	148	203	47	398	124
11:00 AM	184	203	71	458	64
<b>12:00 PM</b>	<b>218</b>	<b>222</b>	<b>82</b>	<b>522</b>	<b>0</b>
1:00 PM	238	194	82	514	8
2:00 PM	259	156	75	490	32
3:00 PM	259	101	50	410	112
4:00 PM	249	110	45	404	118
5:00 PM	235	144	50	429	93
6:00 PM	210	163	70	443	79
7:00 PM	197	163	67	427	95
8:00 PM	174	154	42	370	152
9:00 PM	138	83	26	247	275
10:00 PM	95	68	18	181	341
11:00 PM	39	49	9	97	425
12:00 AM	0	31	6	37	485

**Notes:**

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

**APPENDIX A**  
**ULI SHARED PARKING ANALYSIS WORKSHEETS**



Appendix Table A-1

SHOPPING CENTER (TYPICAL DAYS)  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)				
Size	64.547 KSF				Shared Parking Demand
Pkg Rate[2]	4 /KSF				
Gross Spaces	259 Spaces				
	209 Guest Spc.		50 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	2	9%	5	7
7:00 AM	5%	10	14%	7	17
8:00 AM	14%	29	36%	18	47
9:00 AM	32%	67	68%	34	101
10:00 AM	59%	123	77%	39	162
11:00 AM	77%	161	86%	43	204
12:00 PM	86%	180	90%	45	225
1:00 PM	90%	188	90%	45	233
2:00 PM	86%	180	90%	45	225
3:00 PM	81%	169	90%	45	214
4:00 PM	81%	169	90%	45	214
5:00 PM	86%	180	86%	43	223
6:00 PM	86%	180	86%	43	223
7:00 PM	86%	180	86%	43	223
8:00 PM	72%	150	81%	41	191
9:00 PM	45%	94	68%	34	128
10:00 PM	27%	56	36%	18	74
11:00 PM	9%	19	14%	7	26
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-2

SHOPPING CENTER (TYPICAL DAYS)  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Shopping Center (Typical Days)				
Size	64.547 KSF				Shared Parking Demand
Pkg Rate[2]	4 /KSF				
Gross Spaces	259 Spaces				
	207 Guest Spc.		52 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	1%	2	10%	5	7
7:00 AM	5%	10	15%	8	18
8:00 AM	10%	21	40%	21	42
9:00 AM	30%	62	75%	39	101
10:00 AM	50%	104	85%	44	148
11:00 AM	65%	135	95%	49	184
12:00 PM	80%	166	100%	52	218
1:00 PM	90%	186	100%	52	238
2:00 PM	100%	207	100%	52	259
3:00 PM	100%	207	100%	52	259
4:00 PM	95%	197	100%	52	249
5:00 PM	90%	186	95%	49	235
6:00 PM	80%	166	85%	44	210
7:00 PM	75%	155	80%	42	197
8:00 PM	65%	135	75%	39	174
9:00 PM	50%	104	65%	34	138
10:00 PM	35%	72	45%	23	95
11:00 PM	15%	31	15%	8	39
12:00 AM	0%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-3

FAMILY RESTAURANT  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant				
Size	22.115 KSF				Shared Parking Demand
Pkg Rate[2]	10 /KSF				
Gross Spaces	222 Spaces				
	190 Guest Spc.		32 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	18%	34	35%	11	45
7:00 AM	35%	67	53%	17	84
8:00 AM	42%	80	63%	20	100
9:00 AM	53%	101	63%	20	121
10:00 AM	60%	114	70%	22	136
11:00 AM	63%	120	70%	22	142
12:00 PM	70%	133	70%	22	155
1:00 PM	63%	120	70%	22	142
2:00 PM	35%	67	70%	22	89
3:00 PM	32%	61	53%	17	78
4:00 PM	32%	61	53%	17	78
5:00 PM	53%	101	67%	21	122
6:00 PM	56%	106	67%	21	127
7:00 PM	56%	106	67%	21	127
8:00 PM	56%	106	67%	21	127
9:00 PM	42%	80	56%	18	98
10:00 PM	39%	74	46%	15	89
11:00 PM	35%	67	46%	15	82
12:00 AM	18%	34	25%	8	42

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-4

FAMILY RESTAURANT  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Family Restaurant				
Size	22.115 KSF				Shared Parking Demand
Pkg Rate[2]	10 /KSF				
Gross Spaces	222 Spaces				
	189 Guest Spc.		33 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	10%	19	50%	17	36
7:00 AM	25%	47	75%	25	72
8:00 AM	45%	85	90%	30	115
9:00 AM	70%	132	90%	30	162
10:00 AM	90%	170	100%	33	203
11:00 AM	90%	170	100%	33	203
12:00 PM	100%	189	100%	33	222
1:00 PM	85%	161	100%	33	194
2:00 PM	65%	123	100%	33	156
3:00 PM	40%	76	75%	25	101
4:00 PM	45%	85	75%	25	110
5:00 PM	60%	113	95%	31	144
6:00 PM	70%	132	95%	31	163
7:00 PM	70%	132	95%	31	163
8:00 PM	65%	123	95%	31	154
9:00 PM	30%	57	80%	26	83
10:00 PM	25%	47	65%	21	68
11:00 PM	15%	28	65%	21	49
12:00 AM	10%	19	35%	12	31

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-5

FAST-FOOD RESTAURANT  
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fast-Food Restaurant				Shared Parking Demand
Size	8.120 KSF				
Pkg Rate[2]	13.3 /KSF				
Gross Spaces	88 Spaces				
	75 Guest Spc.		13 Emp. Spc.		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	5%	4	15%	2	6
7:00 AM	10%	8	20%	3	11
8:00 AM	20%	15	30%	4	19
9:00 AM	30%	23	40%	5	28
10:00 AM	55%	41	75%	10	51
11:00 AM	85%	64	100%	13	77
12:00 PM	100%	75	100%	13	88
1:00 PM	100%	75	100%	13	88
2:00 PM	90%	68	95%	12	80
3:00 PM	60%	45	70%	9	54
4:00 PM	55%	41	60%	8	49
5:00 PM	60%	45	70%	9	54
6:00 PM	85%	64	90%	12	76
7:00 PM	80%	60	90%	12	72
8:00 PM	50%	38	60%	8	46
9:00 PM	30%	23	40%	5	28
10:00 PM	20%	15	30%	4	19
11:00 PM	10%	8	20%	3	11
12:00 AM	5%	4	20%	3	7

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table A-6

FAST-FOOD RESTAURANT  
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fast-Food Restaurant				
Size	8.120 KSF				Shared Parking Demand
Pkg Rate[2]	13.3 /KSF				
Gross Spaces	88 Spaces				
Time of Day	75 Guest Spc.		13 Emp. Spc.		
	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	5%	4	14%	2	6
7:00 AM	9%	7	19%	2	9
8:00 AM	19%	14	28%	4	18
9:00 AM	28%	21	37%	5	26
10:00 AM	51%	38	70%	9	47
11:00 AM	79%	59	93%	12	71
12:00 PM	93%	70	93%	12	82
1:00 PM	93%	70	93%	12	82
2:00 PM	84%	63	89%	12	75
3:00 PM	56%	42	65%	8	50
4:00 PM	51%	38	56%	7	45
5:00 PM	56%	42	65%	8	50
6:00 PM	79%	59	84%	11	70
7:00 PM	75%	56	84%	11	67
8:00 PM	47%	35	56%	7	42
9:00 PM	28%	21	37%	5	26
10:00 PM	19%	14	28%	4	18
11:00 PM	9%	7	19%	2	9
12:00 AM	5%	4	19%	2	6

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Environmental, Traffic/Transportation Division, Ontario Municipal Utilities Company  
Information Technology and Management Services Department conditions incorporated herein)

<input type="checkbox"/> DEVELOPMENT PLAN <input type="checkbox"/> OTHER	<input checked="" type="checkbox"/> <b>PARCEL MAP</b>	<input type="checkbox"/> TRACT MAP  <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. <u>PM19978/PMTT17-010</u></b>  <b>RELATED FILE NO(S). <u>PDEV17-051 and TM18922-4</u></b>		
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__		

<b>CITY PROJECT ENGINEER &amp; PHONE NO:</b>	Nalim Khoury, Associate Engineer	(909) 395-2152 <i>uk</i>
<b>CITY PROJECT PLANNER &amp; PHONE NO:</b>	Henry Noh, Senior Planner	(908) 395-2429
<b>DAB MEETING DATE:</b>	August 20, 2018	
<b>PROJECT NAME / DESCRIPTION:</b>	New Haven Market Place, A parcel map to subdivide 10.06 acres of land into 9 parcels within the Retail Land Use of The Avenue Specific Plan	
<b>LOCATION:</b>	Southwest corner of Ontario Ranch Road and Haven Avenue	
<b>APPLICANT:</b>	Frontier Real Estate/Brookfield	
<b>REVIEWED BY:</b>	<i>[Signature]</i> Bryan Lirley, P.E. Principal Engineer	<u>8/9/18</u> Date
<b>APPROVED BY:</b>	<i>[Signature]</i> Khol Do, P.E. Assistant City Engineer	<u>8/9/18</u> Date



**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 PARCEL MAP APPROVAL, ISSUANCE OF PERMITS AND/OR OCCUPANCY CLEARANCE, AS SPECIFIED IN THIS REPORT PLUS THE CONDITIONS OF APPROVAL (COA) FOR PDEV17-051, TRACT MAP TM18922-4, The Avenue Specific Plan and the DA Agreement.**

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

- 1.01 Dedicate to the City of Ontario, the right-of-way, described below:**   
 Property line corner 'cut-back' required at the intersection of New Haven Drive and Commercial Entry way (northeast corner) due to a larger curb return improvements.
- 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 specified in the COA for PDEV17-051 and TM18922-4.**





- 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 No. 19978 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 Tract Map No. 18922-4.
- 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.

The CC&R document shall also include the following provisions:

- a) **Common Use and Private Utilities:** Identify all common use/ private utility systems and solid waste collection facilities and detail the Operations and Maintenance responsibilities of the HOA/POA of these facilities.

- 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 \_\_\_\_\_% 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 \_\_\_\_\_, 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	Street 1	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 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
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 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)	<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 type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation



Sewer (see Sec. 2.C)	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<input type="checkbox"/> Main <input type="checkbox"/> Lateral
Water (see Sec. 2.D)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Recycled Water (see Sec. 2.E)	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service	<input type="checkbox"/> Main <input type="checkbox"/> Service
Traffic Signal System (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
Traffic Signing and Striping (see Sec. 2.F)	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input 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 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
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 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): \_\_\_\_\_



- 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 \_\_\_\_\_ inch sewer main is available for connection by this project in \_\_\_\_\_. (Ref: Sewer plan bar code: \_\_\_\_\_)
- 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 \_\_\_\_\_ inch water main is available for connection by this project in \_\_\_\_\_. (Ref: Water plan bar code: \_\_\_\_\_)
- 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) 395-2687 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: \_\_\_\_\_

**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 Other conditions: \_\_\_\_\_



**J. SPECIAL DISTRICTS**

- 2.47 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.48 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.49 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. 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.
- 2.50 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

**L. Solid Waste**

- 2.51 Onsite solid waste shall be designed in accordance with the City's Solid Waste Manual location at:   
<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>
- 2.52 Other conditions: \_\_\_\_\_





**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: Parcel Map No. 19978**

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 for all the required improvements specified in the COA for PDEV17-051 and TM18922-4**
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: 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: Henry Noh, Senior Planner

DATE: June 22, 2018

SUBJECT: FILE #: PMTT17-010

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 **Friday, July 6, 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 10.06 acres of land into 9 parcels, located at the southwest corner of Haven Avenue and Ontario Ranch Road, within the Retail land use district of The Avenue Specific Plan (APN: 0218-412-02). Related File PDEV17-051.

- 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.

7/17/18  
Landscape Planning Carolyn Bell Sr. Landscape Architect  
Department Signature Title Date

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Henry Noh  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** June 27, 2018  
**SUBJECT:** PMTT17-010

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

---

### Conditions of Approval

1. Standard Conditions of Approval apply.

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  
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 Doug Sorel, Police Department  
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 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: Henry Noh, Senior Planner

DATE: June 22, 2018

SUBJECT: FILE #: PMTT17-010

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 **Friday, July 6, 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 10.06 acres of land into 9 parcels, located at the southwest corner of Haven Avenue and Ontario Ranch Road, within the Retail land use district of The Avenue Specific Plan (APN: 0218-412-02). Related File PDEV17-051.

- 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

7/10/18  
Date



# CITY OF ONTARIO

## MEMORANDUM

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

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

**DATE:** July 6, 2018

**SUBJECT:** PMTT17-010 – A Parcel Map to subdivide 10.06 acres of land into 9 parcels, located at the southwest corner of Haven Avenue and Ontario Ranch Road, within the Retail land use district of The Avenue Specific Plan (APN: 0218-412-02). Related File PDEV17-051

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

---

### SITE AND BUILDING FEATURES:

- A. 2013 CBC Type of Construction: Type V-B wood frame
- B. Type of Roof Materials: non-rated
- C. Ground Floor Area(s): Various
- D. Number of Stories: Two Story
- E. Total Square Footage: Various
- F. 2013 CBC Occupancy Classification(s): R-3, U

## **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.
- 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-six (26) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

### **3.0 WATER SUPPLY**

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



#### **4.0 FIRE PROTECTION SYSTEMS**

- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13 D. 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.

#### **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. Homes that do not front street shall be provided with an address entry sign at the street. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.



# Development Advisory Board Decision

August 20, 2018

**DECISION NO.:** [insert #]

**FILE NO.:** PCUP18-008

**DESCRIPTION:** A Conditional Use Permit to establish a 6-story, 208-room hotel on 4.95 acres of land generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard, within the OH (High Intensity Office) zoning district. 0210-191-29, 0210-191-30, 0210-191-31 and 0210-191-32; submitted by Heartland Alliance, LLC.

## Part I—BACKGROUND & ANALYSIS

HEARTLAND ALLIANCE, LLC, (herein after referred to as “Applicant”) has filed an application requesting Conditional Use Permit approval, File No. PCUP18-008, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 4.95 acres of land generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard, and is depicted in Exhibit A: Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant	Community Commercial	OH (High Intensity Office)	N/A
<i>North:</i>	Shopping Center	Mixed Use	SP (Specific Plan)	Garden Commercial (Ontario Festival SP)
<i>South:</i>	Interstate 10	Interstate 10	Interstate 10	Interstate 10
<i>East:</i>	Offices	Community Commercial	SP (Specific Plan)	Garden Commercial (Transpark SP)
<i>West:</i>	Vacant	Mixed Use	SP (Specific Plan)	Urban Commercial (Meredith International Center SP)

(2) **Project Description:** The applicant is requesting Development Plan approval to establish a hotel on a 4.95-acre parcel of land, generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard. The hotel is proposed at six stories in height and will contain a total of 208 guestrooms. Guest amenities proposed by the project include:

- Swimming pool and spa with an accompanying cabana shade structure;
- Outdoor gathering and seating areas with associated fire pits;
- Porte-cochere for arriving guests;
- Meeting rooms and banquet room;
- Fitness room;
- Guest courtesy lounge; and

- Rooftop sky bar with terrace seating.

Guestrooms range from 317 to 731 square feet in area. Four room configurations are available: single king (317 square feet), single king ADA (357 square feet), double queen (357 square feet), and double queen suite (731 square feet).

The minimum parking requirements for the proposed project have been exceeded. The minimum parking requirement for hotels is one parking space for each guestroom, with no fewer than one space for each 2 beds. A total of 208 parking spaces is required for the hotel and 216 spaces have been provided.

Architecturally, a building design in the modern vernacular has been proposed, incorporating stucco exterior walls in combination with a cultured grey granite ledgerstone veneer, decorative metal panels, clear vision glazing and spandrel glass.

### **Part II—RECITALS**

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("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 Development Advisory Board ("DAB") the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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 ("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 August 20, 2018, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

### **Part III—THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

**SECTION 1: *Environmental Determination and Findings.*** As the recommending body for the Project, the DAB 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 DAB, the DAB finds as follows:

(1) The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, which consists of projects characterized as in-fill development meeting the following conditions:

- (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare, or threatened species;
- (d) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- (e) The Project site can be adequately served by all required utilities and public services.

(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 DAB.

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB 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 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 DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in

conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

**SECTION 4: Concluding Facts and Reasons.** Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB 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 OH (High Intensity Office) zoning district, and the scale and intensity of land uses intended for the zoning district in which the land use is proposed to be located; 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 Hotel land use will be located within the Community Commercial land use district of the Policy Plan Land Use Map, and the OH (High Intensity Office) zoning district. The development standards, and the conditions of approval under which the proposed land use will be established, operated, and maintained, are consistent with the goals, policies, plans, and exhibits of the Vision, City Council Priorities, and Policy Plan (General Plan) components of The Ontario Plan; 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 Hotel land use is located with the Community Commercial land use district, as shown on the Policy Plan Land Use Map, and the OH (High Intensity Office) zoning district, as shown on the City's Official Zoning Map, and has been reviewed and conditioned to ensure the establishment, operation and maintenance of the proposed land use consistent with all applicable objectives, purposes, standards, and guidelines of the Development Code; 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 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; and [iv] the project will be in harmony with the surrounding area in which it is proposed to be located.

**SECTION 5: Development Advisory Board Action.** Based on the findings and conclusions set forth in Sections 1 through 4, above, the DAB hereby RECOMMENDS THE PLANNING COMMISSION APPROVE the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

- - - - -

APPROVED AND ADOPTED this 20th day of August 2018.

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Development Advisory Board Chairman

**Exhibit A—PROJECT LOCATION MAP**



**Exhibit B—SITE PLAN**

PROJECT INFORMATION						
TOTAL GROSS SITE AREA:	215,061 SF (4.94 ACRES)					
TOTAL NET SITE AREA:	187,900 SF (4.31 ACRES)					
ADDRESS:	2800 EAST INLAND EMPIRE BLVD., ONTARIO, CA 91764					
PACEL MAP NO.:	17432					
EXISTING LAND USE DESIGNATION:	AIRPORT SERVICE COMMERCIAL					
PROPOSED LAND USE DESIGNATION:	HOTEL					
ZONING:	(OH) HIGH INTENSITY OFFICE ZONING DISTRICT					
FREEWAY SETBACK:	20 FEET					
ARCHIBALD AVE SETBACK:	20 FEET					
INLAND EMPIRE BLVD SETBACK:	20 FEET					
INTERIOR SETBACK:	0 FEET					
PROPOSED LOT COVERAGE:	20%					
PROPOSED FAR:	0.62					

GUEST ROOM						
STANDARD ROOMS	TYPES	KING	KING ADA	DBL QUEEN	DBL QUEEN SUITE	TOTAL KEYS
(1) LEVEL 1		3	0	3	2	8
(2) LEVEL 2		27	2	15	6	50
(3) LEVEL 3		27	2	15	6	50
(4) LEVEL 4		27	2	15	6	50
(5) LEVEL 5		27	2	15	6	50
(6) LEVEL 6		0	0	0	0	0
<b>TOTAL</b>		<b>111</b>	<b>8</b>	<b>61</b>	<b>26</b>	<b>208</b>
		53%	4%	30%	13%	

AREA INFORMATION	
LEVELS	ADJ. GROSS SF
(1) LEVEL 1 (LOBBY, DINING, BANQUET ROOM)	28,630
(2) LEVEL 2	26,200
(3) LEVEL 3	26,200
(4) LEVEL 4	26,200
(5) LEVEL 5	26,200
(6) LEVEL 6 (ROOF TERRACE)	750
<b>TOTAL</b>	<b>134,180</b>

NOTE: ALL AREAS ARE CALCULATED TO EXTERIOR FACE OF WALL EXCLUDING ALL VERTICAL SHAFTS.

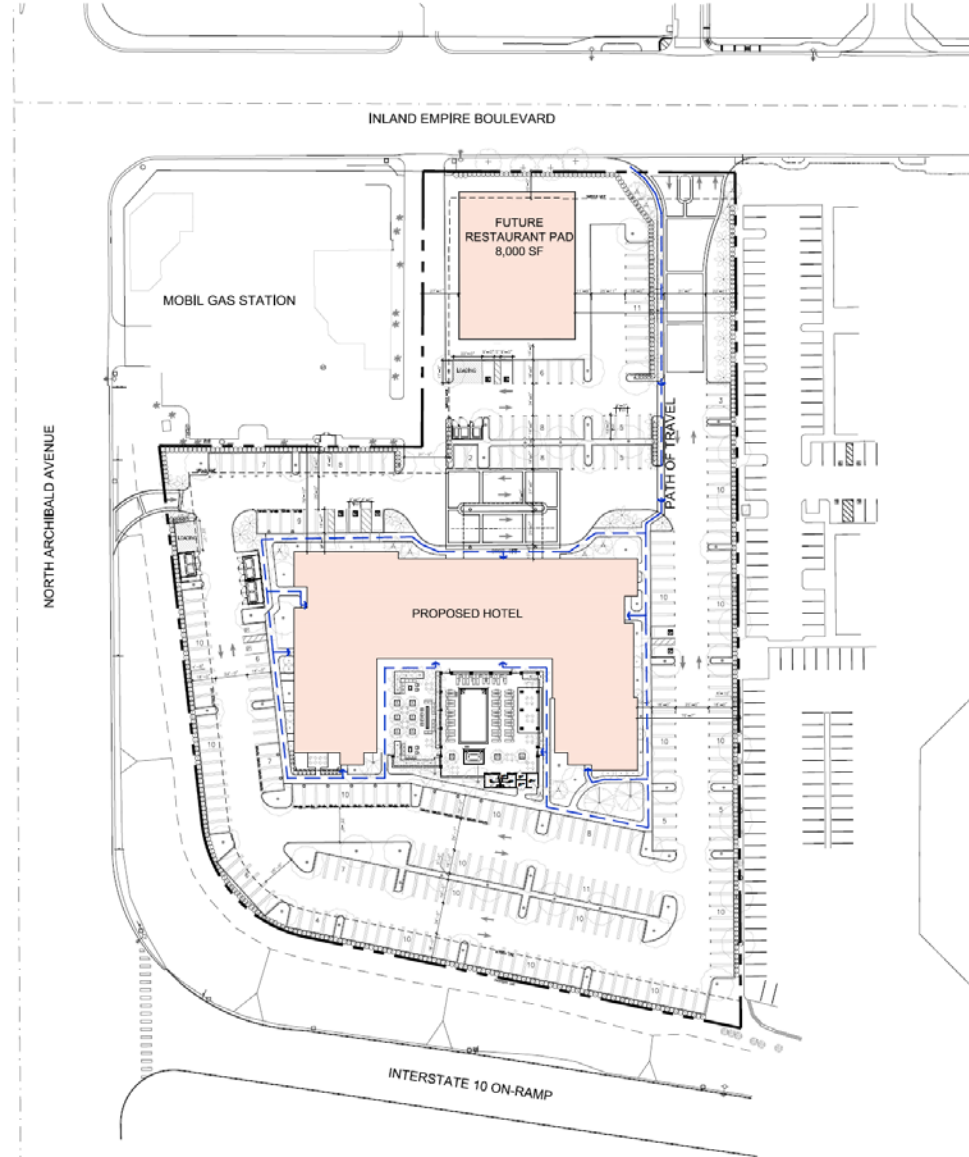
PARKING REQUIRED	
TYPE	REQUIRED
HOTEL (1 PER GUESTROOM)	208
RESTAURANT 8,000 SF (1 PER 100 SF)	80
<b>TOTAL</b>	<b>288</b>

PARKING PROVIDED				
	STANDARD	VAN/POOL/EV	HDCP	TOTAL
SURFACE PARKING	270	24	30	304

REFUSE AND RECYCLING MINIMUM WEEKLY SERVICE REQUIREMENTS	
<b>FUTURE RESTAURANT</b>	
REQUIRED: 2 BINS, 4 CY EACH WEEKLY	
PROVIDED: 2 BINS 4 CY EACH WEEKLY	
<b>HOTEL</b>	
135,405 SF / 2,500 SF = 54.20 CY YARDS (1 CY PER 2,500 SF)	
54.20 CY / 4 CY = 14 BINS WEEKLY	
PROPOSED SERVICE TO BE 1 TIMES A WEEK	
14 BINS/3 = 4.6 BINS	
REQUIRED: 5 BINS	
PROVIDED: 6 BINS, TOTAL 3 TRASH ENCLOSURES	





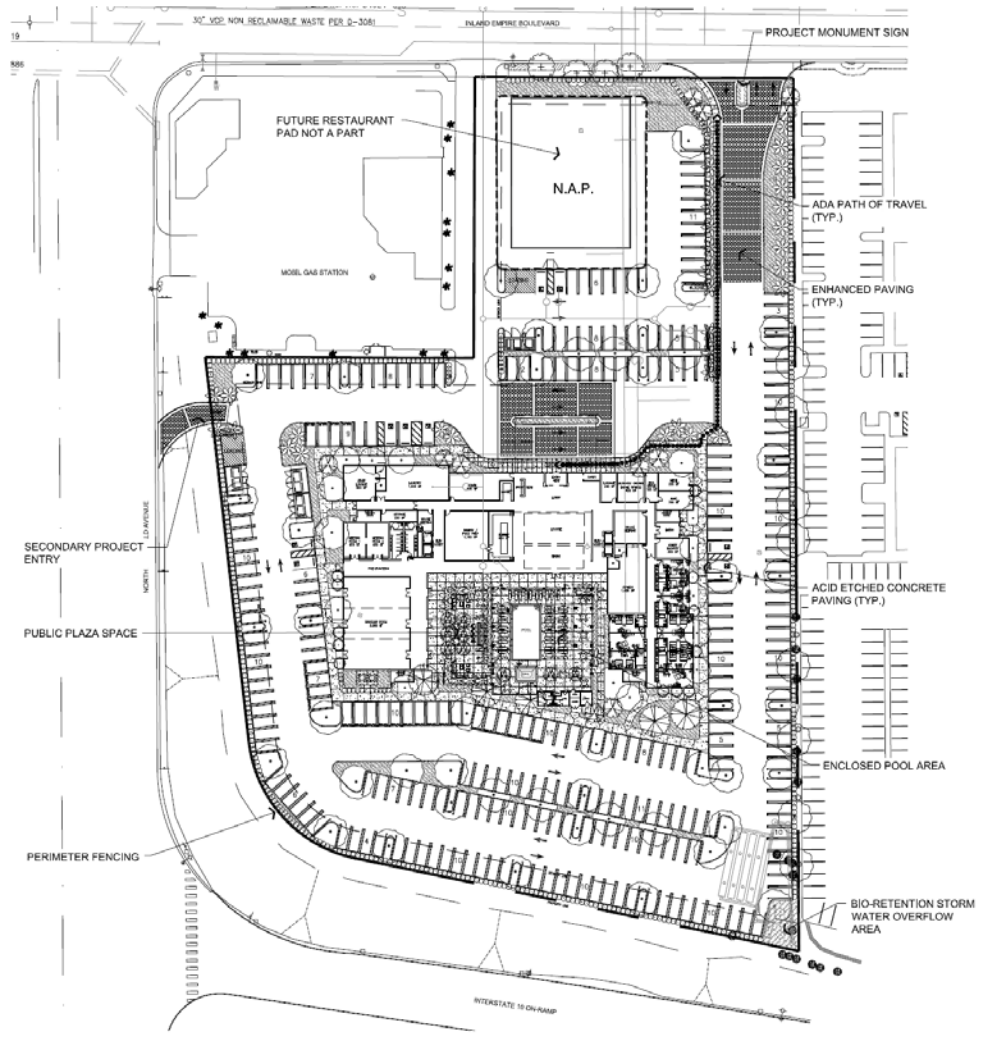
**Exhibit C-1—ELEVATIONS**



**Exhibit C-2—ELEVATIONS**



Exhibit D—LANDSCAPE PLAN



**CONCEPT PLANT SCHEDULE**

	<b>COLUMN EVERGREEN TREE</b> 24" BOX Carpinus sempervirens / Italian Cypress 24" BOX Juniperus chinensis 'Spartan' / Spartan Juniper	10
	<b>DECIDUOUS CANOPY TREE</b> 24" BOX H&L Ficus religiosa / California Sycamore Tabebuia impatiens / Pink Trumpet Tree	5
	<b>FLOWERING ACCENT TREE</b> 24" BOX H&L Cercis occidentalis / Eastern Redbud Citrusella retusa / Chinese Fringe Tree Lagerstroemia x 'Gauguin' / Grape Hyacinth Mollebrake x Chiloja laetiflora 'Pink Dawn' / Pink Dawn Chiloja	20
	<b>INLAND EMPIRE BLVD. STREET TREE</b> 18" GAL. H&L # 20" D.C. Kalmegia pinnatifida / Golden Rain Tree	4
	<b>PARKING LOT SHADE TREE</b> 24" BOX H&L Phoenix athenae / Chinese Phoenix Liriodendron tulipifera 'Green Cloud' / Green Cloud Tulip	12
	<b>VERTICAL ACCENT TREE</b> 20" B&H Phoenix laetiflora / Date Palm 20" B&H	50
	<b>ROOF TERRACE EVERGREEN TREE</b> Onee europaea 'Frutescens' / Multi-Trunk Frutescens Olive	1
	<b>ROOF TERRACE DECIDUOUS TREE</b> Acer palmatum / Mini-Trunk Japanese Maple	2
	<b>ROOF TERRACE PALM</b> Phoenix roebelenii / Royal Date Palm Mini-Trunk Phoenix excelsa / Lady Palm	6
	<b>PARKING LOT SCREEN SHRUB</b> 8" GAL. H&L Abutilon x grandiflora 'Blackand' / Glossy Abutilon Elaeagnus angustifolia 'Viregata' / Thorny Elaeagnus Lonicera japonica 'Green Cloud' / Green Cloud Tawny Ranger Xylococcus congestus 'Compact' / Compact Xylococcus	540
	<b>SHRUBS &amp; GROUNDCOVERS</b> 18" DFT 8" GAL. 8" GAL. 4" 10" GAL. PLANT MATERIAL Agave americana 'Variegata' / Variegated Century Plant Aloe vera / Medjool Aloe Argemone x 'Big Red' / Big Red Argemone Plant Berberis thunbergii 'Aureo-compacta' / Dwarf Redleaf Japanese Barberry Callisander verticillata 'Little John' / Dwarf Weeping Bottlebrush Celastrus paniculata / Summer Hedge Gibber x purpurea / Orange Rockrose Gonolobus laevis 'Yellow Star' / Golden Flax Lily Ficus californica / California Ficus Hesperaloe parviflora / Red Yucca Hemerocallis 'gracifolia' / Togo Hesperaloe parviflora / Red Yucca Juncus patens / California Dray Reed Lonicera sempervirens / Bee, Redstart Tree Malvafolium argenteum / Yellow Trumpet Vine Mandevilla laevis 'Pink H&L' Nandina domestica / Heavenly Bamboo Phoenix carolinensis 'Sings N. Light' / Bright N. Light Carolina Laurel Phoenix laetiflora 'Royal' / Colonial Cherry Rosa x 'Flower Carpet Gold' / Rose Rosa x 'Flower Carpet Red' / Rose Rosa x 'Flower Carpet White' / Rose Taxodium distichum / Yellow Baldcypress Tecoma tricolor 'Compact' / Bush Broomrape Xylococcus congestus 'Compact' / Compact Xylococcus	8754 sf
	<b>INLAND EMPIRE PARKWAY SHRUBS</b> Dioscorea bicolor / Forgetful Lily Juniperus horizontalis 'Vilani' / Blue Rug Juniper Nandina domestica 'Royal' / Dwarf Sacred Bamboo Raphanostylea fulva 'Fragrant' / Fragrant Italian Hawthorn Rosa x 'Flower Carpet Pink' / Rose	170 sf

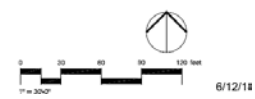
  

Minimum on-site Trees	Size	Trunk Caliper	Height	Spread
5%	48-inch box	3.50-inches	14 to 16 FT	7 to 8 FT
10%	36-inch box	2.50-inches	12 to 14 FT	6 to 7 FT
30%	24-inch box	1.50-inches	8 to 11 FT	4 to 5 FT
55%	15-gallon	1.0-inch	7 to 8 FT	2 to 3 FT

NO.	DATE	DESCRIPTION	ISSUED	APPROVED BY
1	12/12/17	REVISED	12/12/17	[Signature]
2	12/12/17	REVISED	12/12/17	[Signature]

ONTARIO AIRPORT HOTEL OVERALL  
 CONCEPTUAL SITE PLAN



## Attachment A—Departmental Conditions of Approval

*(Departmental conditions of approval follow this page)*



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

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

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**Meeting Date:** August 20, 2018  
**File No:** PCUP18-008 & PDEV18-008  
**Related Files:** N/A

**Project Description:** A Conditional Use Permit and Development Plan to establish and construct a 6-story, 208-room hotel and 8,000-square foot restaurant pad on 4.95 acres of land, generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard, within the OH (High Intensity Office) zoning district. (APNs: 0210-191-29, 0210-191-30, 0210-191-31 and 0210-191-32); **submitted by Heartland Alliance.**

**Prepared By:** Charles Mercier, Principal Planner  
Phone: 909.395.2425 (direct)  
Email: cmercier@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.

**(b)** Conditional Use Permit 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.

**(e)** The Applicant shall work with the City and Caltrans to enter into an agreement with Caltrans to landscape and maintain the portion of Caltrans right-of-way adjacent to the project site.

**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** 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 and Rooftop Equipment.

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

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

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

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

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

**2.11** Alcoholic Beverage Sales. The sale of alcoholic beverages shall not be permitted until such time that the Applicant has obtained approval of a Conditional Use Permit for the activity.

**2.12** Architecture. The exterior stucco mix shall be formulated and applied to achieve a uniform fine sand float finish, having a blend of a maximum 20/30 aggregate mix.

**2.13** Environmental Review.

(a) The Project is categorically exempt from environmental review pursuant to **Section 15301 (Class 1, Existing Facilities)** of the CEQA Guidelines, which consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible (less than 10,000 square feet) or no expansion, and is consistent with the following conditions:

(i) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the Policy Plan (General Plan) component of The Ontario Plan; and

(ii) The area in which the project is located is not environmentally sensitive.

**(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.

**2.14** 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.

**2.15** Additional Fees. 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.



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-008 & PCUP18-008

Address: Southeast Corner of Archibald Ave & Inland Empire Blvd

APN: 0210-1941-29, 30, 31& 32

Existing Land Use: Vacant

Proposed Land Use: A PUD to establish land use designations and development Standards within the MU-1 Zoning District for residential development

Site Acreage: 4.94 Proposed Structure Height: 66 FT

ONT-IAC Project Review: No

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Chuck Mercier

Date: 4/16/18

CD No.: 2018-019

PALU No.: \_\_\_\_\_

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input type="radio"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input 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>105 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.

See Attached

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-019  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

The maximum height limit for the project site is 105 feet and as such, any construction equipment such as cranes or any other equipment exceeding 105 feet in height will need a determination of "No Hazard" from the FAA. An FAA Form 7460-1 for any temporary objects will need be filed with the FAA and approved prior to operating such equipment on the project site during construction.

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

**CONDITIONS OF APPROVAL**

**Sign Off**

*Carolyn Bell*  
 Carolyn Bell, Sr. Landscape Planner

3/28/18  
 Date

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

D.A.B. File No.: PDEV18-008 Case Planner: Chuck Mercier

Project Name and Location:  
 Ontario Hotel  
 2700 E Inland Empire Blvd

Applicant/Representative:  
 Heartland Alliance LLC  
 4684 Ontario Mills Parkway  
 Ontario Ca 91764

- A Preliminary Landscape Plan (dated 2/16/18) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.**
- A Preliminary Landscape Plan (dated ) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.**

**CORRECTIONS REQUIRED**

Civil/ Site Plans

1. Show storm water infiltration areas and show basins and swales to be no greater than 50% of the landscape area width to allow for ornamental landscape. Provide a level grade minimum 4' from paving for landscape.
2. Show transformers located in planter areas, set back 5' setback for large transformers.
3. Show backflow devices shall be located in planter areas, set back min 3' from paving.
4. Locate utilities including light standards, fire hydrants, and water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
5. Revise site plan to show 15% of the site with landscaping not including right of way or paving areas. Can reduce driveway widths to 24' per fire dept standards.
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. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs, or 12" wide pavers or DG paving where parking spaces are adjacent to planters.
8. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end.

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. 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.
10. Show backflows, and transformers, with landscape screening.
11. Show all utilities on the landscape plans. Coordinate so utilities are clear of required tree

locations.

12. Show parkway landscape, sidewalks and street trees spaced 30' apart.
13. Show appropriate parking lot shade trees with min 30' canopy at maturity: Pistache, Ulmus. Etc. Show narrow trees such as Tristania along perimeter planters etc.
14. Call out type of proposed irrigation system (dripline) with preliminary MAWA calculation.
15. Show landscape hydrozones to separate low water from moderate water landscape.
16. Irrigation plans shall provide separate systems for tree stream spray bubblers with pc screens.
17. Replace short lived, high maintenance or poor performing plants: Rhus, Cercidium. Prosopis, Bambusa, Buddlea Juncus, Lantana, Lavendula, Leonotis, Liriope, Loropetalum.
18. Street trees for this project are: Koelreuteria panniculata. Parkway plants shall be: Dietes bicolor, Nandina nana, Rhapsiolepis 'Springtime', Juniper horizontalis Wiltonii, Pink Flower Carpet Rose, in large masses to match adjacent parkways to the north east.
19. Provide an appropriate hydroseed or container plant mix for water quality basins and swales.
20. Dimension basins and swales to be no greater than 50% of the on-site landscape area to allow for ornamental landscape. Provide a level grade minimum 4' from pedestrian paving for safety and min 5' along parking lots for hedge row and trees.
21. 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.
22. Call out all fences and walls, materials proposed and heights.
23. 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. Show larger trees with larger box sizes.
24. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
25. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
26. Add to Grading Plans: Landscape areas where compacted has occurred due to grading activities and where trees area located, a 12x12' area shall be loosened by soil fracturing. 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. A layer of Compost is spread over the soil before fracturing is begun and the Compost falls into the spaces between the soil chunks created by the effort. 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 will help create an A horizon soil and/or imported or reused Topsoil can be added on top of the fractured soil. 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.
27. 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
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)



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Environmental, Traffic/Transportation Division, Ontario Municipal Utilities Company  
Information Technology and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. PDEV18-008</b>  <b>RELATED FILE NO(S). PCUP18-008</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

**CITY PROJECT ENGINEER & PHONE NO:**      **Dean A. Williams, Associate Engineer (909) 395-2135**

**CITY PROJECT PLANNER & PHONE NO:**      **Charles Mercier Senior Planner (909) 395-2135**

**DAB MEETING DATE:**      **August 20, 2018**

**PROJECT NAME / DESCRIPTION:**      **6-Story, 208-room Hotel and 8,000 sf Restaurant Pad on 4.95 acres**

**LOCATION:**      **SEC of Inland Empire Boulevard and Archibald Avenue**

**APPLICANT:**      **Heartland Alliance, LLC  
Gene Fong (310) 209-7520**

**REVIEWED BY:**            8/9/18  
    **Bryan Lirley, P.E.**      **Date**  
    **Principal Engineer**

**APPROVED BY:**            8/13/18  
    **Khoi Do, 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 parcels are recognized parcels in the City of Ontario per Parcel Map No. 17422 as recorded 2/14/2008 as Doc. # 2008-0068648 in Book 226 of Parcel Maps, pages 64-65 O.R., San Bernardino County.**
- 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: \_\_\_\_\_

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) An easement for traffic signal poles, traffic signal equipment and maintenance purposes. Limits/dimensions of the easement(s) area shall be determined based on the approved traffic signal plan.   
  
2) An easement(s) for sidewalk purposes crossing the existing and proposed drive approaches on the Inland Empire Boulevard frontage. Sidewalk will be required to cross the driveways at the top of the apron in each case, encroaching on private property.

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 engineering 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. DIF fees shall be calculated by the Building Department.**
- 2.16 **Other conditions: Developer/applicant shall apply for a lot line adjustment to consolidate the four (4) existing parcels on the site into two (2).**

**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	Archibald Avenue	Inland Empire Boulevard	Street 3	Street 4
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace <input checked="" type="checkbox"/> <b>Remove existing for drive approach construction</b>	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace <input checked="" type="checkbox"/> <b>Remove existing for drive approach construction</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
<b>AC Pavement</b>	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (Truck Route Only)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> <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



<b>Sidewalk</b>	<input type="checkbox"/> New <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
<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"/> <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)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
<b>Raised Median</b>	<input type="checkbox"/> New <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
<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 (see Sec. 2.C)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Service	<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 (see Sec. 2.D)</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	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Recycled Water (see Sec. 2.E)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<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 (see Sec. 2.F)</b>	<input type="checkbox"/> New <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
<b>Traffic Signing and Striping (see Sec. 2.F)</b>	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Street Light (see Sec. 2.F)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> <b>Upgrade</b> <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 (see Sec. 2.F)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<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 (see Sec. 2G)</b>	<input type="checkbox"/> Conduit / Appurtenances	<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"/> Underground <input type="checkbox"/> Relocate	<input checked="" 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
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): \_\_\_\_\_
- 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 on-site from the previous developer.** (Ref: Sewer plan bar code: N/A)
- 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: 1) Developer/applicant shall provide a grease interceptor for the future restaurant north of the proposed hotel.**

2) The occupant/applicant shall apply for a wastewater Discharge Permit for their establishment, and shall comply with all requirements of the wastewater Discharge Permit (<http://www.ontarioca.gov/municipal-utilities-company/utilities/industrial-wastewater-discharge-permit>). Requirements of the permit may include, but not be limited to; installation of wastewater pretreatment equipment, such as a clarifier. For wastewater permit application



questions, please contact:  
**Michael Birmelin, Environmental Programs Manager** at (909) 395-2661  
([omucenvironmental@ontarioca.gov](mailto:omucenvironmental@ontarioca.gov)).

3) The on-site sewer system shall be private and as such, privately maintained.

#### D. WATER

- 2.27 A 12-inch water main is available for connection by this project in Inland Empire Boulevard (Ref: Water plan bar code: W11057)
- 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: 1) Developer/applicant shall remove and replace the existing faulty Double Check Detector Assembly (DCDA) on the Inland Empire Boulevard frontage.

2) The on-site water system is private and as such, shall be privately maintained.

#### E. RECYCLED WATER

- 2.30 A 12-inch recycled water main is available for connection by this project in Inland Empire Boulevard and a lateral has been constructed to the site with a meter box by the previous developer. (Ref: Recycled Water plan bar code: P10132)
- 2.31 Design and construct an on-site recycled water system for this project. A recycled water main exists in Inland Empire Boulevard along the property frontage.
- 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: Developer/applicant shall provide hard copies and digital files in .pdf and AutoCAD format of both on-site and off-site utilities layout.

#### 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 Developer/applicant shall obtain the necessary right-of-way for the proposed right-turn ingress from Archibald Avenue from Caltrans. Failure to obtain said right-



of-way will eliminate any access to the site from Archibald Avenue.

2) Developer/applicant shall design and construct half-width street improvements along the property frontages of Archibald Avenue and Inland Empire Boulevard, including PCC sidewalk (IEB only), landscaped parkways and a raised median on Inland Empire Boulevard between Archibald Avenue and the project's easterly drive approach on Inland Empire Boulevard, in accordance with applicable standards.

3) Developer/applicant shall design and construct a new traffic signal system at the project's easterly access on Inland Empire Boulevard. The new traffic signal shall include emergency vehicle preemption system and interconnect cable and conduit and shall also include acquisition of all easements necessary for the construction, maintenance and ultimate location of the poles and equipment for the system.

4) Developer/applicant shall provide a traffic signal construction and maintenance easement for traffic signal poles and traffic signal equipment at the project's main access on Inland Empire Boulevard. The developer/applicant shall secure a like agreement/easement for the opposing drive approach on the north side of Inland Empire Boulevard. No landscaping, utilities or other appurtenances shall be constructed that may conflict with the proposed traffic signal pole locations.

5) Developer/applicant shall construct access ramps and provide any necessary sidewalk easements at proposed drive approaches on Archibald Avenue and Inland Empire Boulevard frontages in accordance with City of Ontario standards.  
Developer/applicant shall also procure necessary easement(s) from adjacent property owner (service station) to provide for reconstruction of existing shared drive approach such that sidewalk path of travel is ADA compliant.

6) Developer/applicant shall design and install traffic striping, markings and signing along the property frontage of Inland Empire Boulevard to accommodate the proposed raised median.

7) Developer/applicant shall replace existing street lights with new LED cobra heads, if at the time of construction, they have not already been upgraded.

#### 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: See item no. 2.41, above. Developer/applicant shall provide adequate form of acceptance of drainage by Caltrans for overflow drainage into Caltrans right-of-way (drainage ditch) at the southeast corner of the site, prior to approval of the grading plan.

**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 Other conditions: \_\_\_\_\_

**J. SPECIAL DISTRICTS**

- 2.47 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.48 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.49 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole, generally located along the project frontage on Inland Empire Boulevard.
- 2.50 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

**L. Solid Waste**

- 2.51 Onsite solid waste shall be designed in accordance with the City's "Solid Waste Department Refuse and Recycling Planning Manual" located at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>



- 2.52 Other conditions: A minimum of (18 ea.) 4-cy trash bins are required for this project. Developer/applicant may opt for a combination of trash compactors *and* trash bins.

**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 18-008

**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:** PLANNING DEPARTMENT, Charles Mercier  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** February 26, 2018  
**SUBJECT:** PDEV18-008

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

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### Conditions of Approval

1. The address for the site retail pad will be: 2810 E Inland Empire Blvd
2. The address for the site hotel will be: 2830 E Inland Empire Blvd
3. The hotel is a 6-story type I Construction.

KS:lm



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Charles Mercier, Senior Planner  
Planning Department

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

**DATE:** March 6, 2018

**SUBJECT:** PDEV18-008 - A Development Plan to construct a 5 story, 208 room hotel and 10,000 retail/restaurant pad on 4.94 acres of land, within the High Intensity Office (OH) zoning district, generally located on the southeast corner of Archibald Avenue and Inland Empire Boulevard (APN: 0210-191-30 & 0210-191-32). Related File: PCUP18-008

- 
- 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 I (Per Building Official)
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): 28,630 Sq Ft
- D. Number of Stories: Six
- E. Total Square Footage: 135,405 Sq Ft
- F. 2016 CBC Occupancy Classification(s): A

## **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 2000 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.
- ☒ 3.3 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 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.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finished) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

- ☒ 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.
- ☒ 4.9 Hose valves with one and one half inch (1 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

## **5.0 BUILDING CONSTRUCTION FEATURES**

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- ☒ 5.6 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.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Charles Mercier, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** March 22, 2018

**SUBJECT: PDEV18-008 AND PCUP18-008: A DEVELOPMENT PLAN AND  
CONDITIONAL USE PERMIT TO DEVELOP A HOTEL AT  
ARCHIBALD AVENUE AND INLAND EMPIRE BLVD.**

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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 and other areas used by the public shall be provided. Required lighting shall operate on photosensor. Photometrics shall be provided and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting fixtures.
- Rooftop addresses shall be installed on the building 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 approval of this Conditional Use Permit shall not be construed so as to permit the sale of alcohol on the premises. Should the Applicant desire to sell alcohol on-site, the Applicant shall apply for a modification to this Conditional Use Permit.

The Applicant is invited to call Douglas Sorel at (909) 395-2873 regarding any questions or concerns





# Development Advisory Board Decision

August 20, 2018

**DECISION NO.:** [insert #]

**FILE NO.:** PDEV18-008

**DESCRIPTION:** A Development Plan to construct a 6-story, 208-room hotel and 8,000-square foot restaurant pad on 4.95 acres of land, generally located on the southeast corner of Archibald Avenue and Inland Empire Boulevard, within the OH (High Intensity Office) zoning district. 0210-191-29, 0210-191-30, 0210-191-31 and 0210-191-32; **submitted by Heartland Alliance, LLC.**

## Part I—BACKGROUND & ANALYSIS

HEARTLAND ALLIANCE, LLC, (herein after referred to as “Applicant”) has filed an application requesting Development Plan approval, File No. PDEV18-008, as described in the subject of this Decision (herein after referred to as “Application” or “Project”).

(1) **Project Setting:** The project site is comprised of 4.95 acres of land generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard, and is depicted in Exhibit A: Aerial Photograph, attached. Existing land uses, General Plan and zoning designations, and specific plan land uses on and surrounding the project site are as follows:

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site:</i>	Vacant	Community Commercial	OH (High Intensity Office)	N/A
<i>North:</i>	Shopping Center	Mixed Use	SP (Specific Plan)	Garden Commercial (Ontario Festival SP)
<i>South:</i>	Interstate 10	Interstate 10	Interstate 10	Interstate 10
<i>East:</i>	Offices	Community Commercial	SP (Specific Plan)	Garden Commercial (Transpark SP)
<i>West:</i>	Vacant	Mixed Use	SP (Specific Plan)	Urban Commercial (Meredith International Center SP)

(2) **Project Description:** The applicant is requesting Development Plan approval to construct a hotel and 8,000-square foot restaurant pad on a 4.95-acre parcel of land, generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard. The hotel is proposed at six stories in height and will contain a total of 208 guestrooms. Guest amenities proposed by the project include:

- Swimming pool and spa with an accompanying cabana shade structure;
- Outdoor gathering and seating areas with associated fire pits;
- Porte-cochere for arriving guests;
- Meeting rooms and banquet room;
- Fitness room;
- Guest courtesy lounge; and

- Rooftop sky bar with terrace seating.

Guestrooms range from 317 to 731 square feet in area. Four room configurations are available: single king (317 square feet), single king ADA (357 square feet), double queen (357 square feet), and double queen suite (731 square feet).

The minimum parking requirements for the proposed project have been exceeded, providing a total of 304 off-street parking spaces. The minimum parking requirement for hotels is one parking space for each guestroom, with no fewer than one space for each 2 beds. A total of 208 parking spaces is required for the hotel and 216 spaces have been provided.

The minimum parking requirement for restaurants is 10 parking spaces for each 1,000 square feet of gross floor area (includes outdoor seating area up to 25 percent of gross floor area). A total of 80 parking spaces is required for the proposed 8,000-square foot restaurant pad, and 88 spaces have been provided.

Architecturally, a building design in the modern vernacular has been proposed, incorporating stucco exterior walls in combination with a cultured grey granite ledgestone veneer, decorative metal panels, clear vision glazing and spandrel glass.

The Development Plan application will only establish the restaurant building pad location on the project site. The building layout and architecture is not known at this time, and will be reviewed at a later date, under a separate Development Plan application.

#### **Part II—RECITALS**

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("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 Development Advisory Board ("DAB") the responsibility and authority to review and make recommendation to the Planning Commission on the subject Application; and

WHEREAS, all members of the DAB of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed development; 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 ("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 August 20, 2018, the DAB of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

### **Part III—THE DECISION**

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Development Advisory Board of the City of Ontario, as follows:

**SECTION 1: *Environmental Determination and Findings.*** As the recommending body for the Project, the DAB 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 DAB, the DAB finds as follows:

(1) The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, which consists of projects characterized as in-fill development meeting the following conditions:

- (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations;
- (b) The proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses;
- (c) The project site has no value as habitat for endangered, rare, or threatened species;
- (d) Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality;
- (e) The Project site can be adequately served by all required utilities and public services.

(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 DAB.

**SECTION 2: *Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the recommending body for the Project, the DAB 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 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 DAB has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

**SECTION 4: Concluding Facts and Reasons.** Based upon the substantial evidence presented to the DAB during the above-referenced hearing and upon the specific findings set forth in Sections 1 through 4, above, the DAB 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 Community Commercial land use district of the Policy Plan Land Use Map, and the OH (High Intensity Office) 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; 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 OH (High Intensity Office) zoning district, including standards relative to the particular land use proposed (Hotel), 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 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; 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 Development 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 (hotel and restaurant pad). 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: Development Advisory Board Action.** Based on the findings and conclusions set forth in Sections 1 through 4, above, the DAB hereby RECOMMENDS THE PLANNING COMMISSION

APPROVE the Application subject to each and every condition set forth in the Department reports included as Attachment A of this Decision, 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. The records are available for inspection by any interested person, upon request.

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APPROVED AND ADOPTED this 20th day of August 2018.

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Development Advisory Board Chairman

**Exhibit A—PROJECT LOCATION MAP**



**Exhibit B—SITE PLAN**

PROJECT INFORMATION	
TOTAL GROSS SITE AREA:	215,061 SF (4.94 ACRES)
TOTAL NET SITE AREA:	187,900 SF (4.31 ACRES)
ADDRESS:	2800 EAST INLAND EMPIRE BLVD., ONTARIO, CA 91764
PACEL MAP NO.:	17432
EXISTING LAND USE DESIGNATION:	AIRPORT SERVICE COMMERCIAL
PROPOSED LAND USE DESIGNATION:	HOTEL
ZONING:	(OH) HIGH INTENSITY OFFICE ZONING DISTRICT
FREEWAY SETBACK:	20 FEET
ARCHIBALD AVE SETBACK:	20 FEET
INLAND EMPIRE BLVD SETBACK:	20 FEET
INTERIOR SETBACK:	0 FEET
PROPOSED LOT COVERAGE:	20%
PROPOSED FAR:	0.62

GUEST ROOM						
STANDARD ROOMS	TYPES	KING	KING ADA	DBL QUEEN	DBL QUEEN SUITE	TOTAL KEYS
(1) LEVEL 1		3	0	3	2	8
(2) LEVEL 2		27	2	15	6	50
(3) LEVEL 3		27	2	15	6	50
(4) LEVEL 4		27	2	15	6	50
(5) LEVEL 5		27	2	15	6	50
(6) LEVEL 6		0	0	0	0	0
<b>TOTAL</b>		<b>111</b>	<b>8</b>	<b>61</b>	<b>26</b>	<b>208</b>
		53%	4%	30%	13%	

AREA INFORMATION	
LEVELS	ADJ. GROSS SF
(1) LEVEL 1 (LOBBY, DINING, BANQUET ROOM)	28,630
(2) LEVEL 2	26,200
(3) LEVEL 3	26,200
(4) LEVEL 4	26,200
(5) LEVEL 5	26,200
(6) LEVEL 6 (ROOF TERRACE)	750
<b>TOTAL</b>	<b>134,180</b>

NOTE: ALL AREAS ARE CALCULATED TO EXTERIOR FACE OF WALL EXCLUDING ALL VERTICAL SHAFTS.

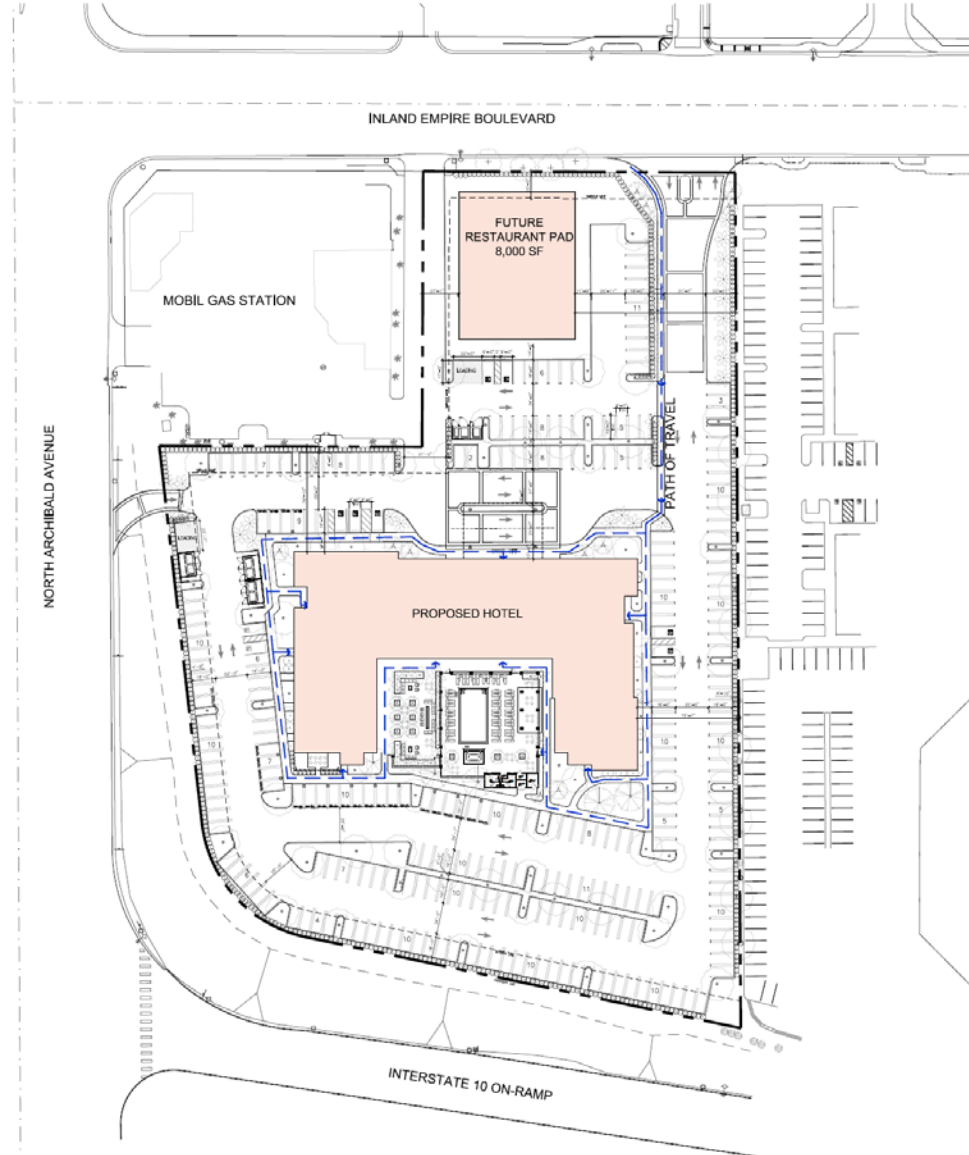
PARKING REQUIRED	
TYPE	REQUIRED
HOTEL (1 PER GUESTROOM)	208
RESTAURANT 8,000 SF (1 PER 100 SF)	80
<b>TOTAL</b>	<b>288</b>

PARKING PROVIDED	
	TOTAL
SURFACE PARKING	306

REFUSE AND RECYCLING MINIMUM WEEKLY SERVICE REQUIREMENTS	
<b>FUTURE RESTAURANT</b>	
REQUIRED: 2 BINS, 4 CY EACH WEEKLY	
PROVIDED: 2 BINS 4 CY EACH WEEKLY	
<b>HOTEL</b>	
134,180 SF / 2,500 SF = 54.20 CY YARDS (1 CY PER 2,500 SF)	
54.20 CY / 4 CY = 14 BINS WEEKLY	
PROPOSED SERVICE TO BE 1 TIMES A WEEK	
14 BINS / 3 = 4.6 BINS	
REQUIRED: 5 BINS	
PROVIDED: 6 BINS, TOTAL 3 TRASH ENCLOSURES	



**Exhibit C-1—ELEVATIONS**

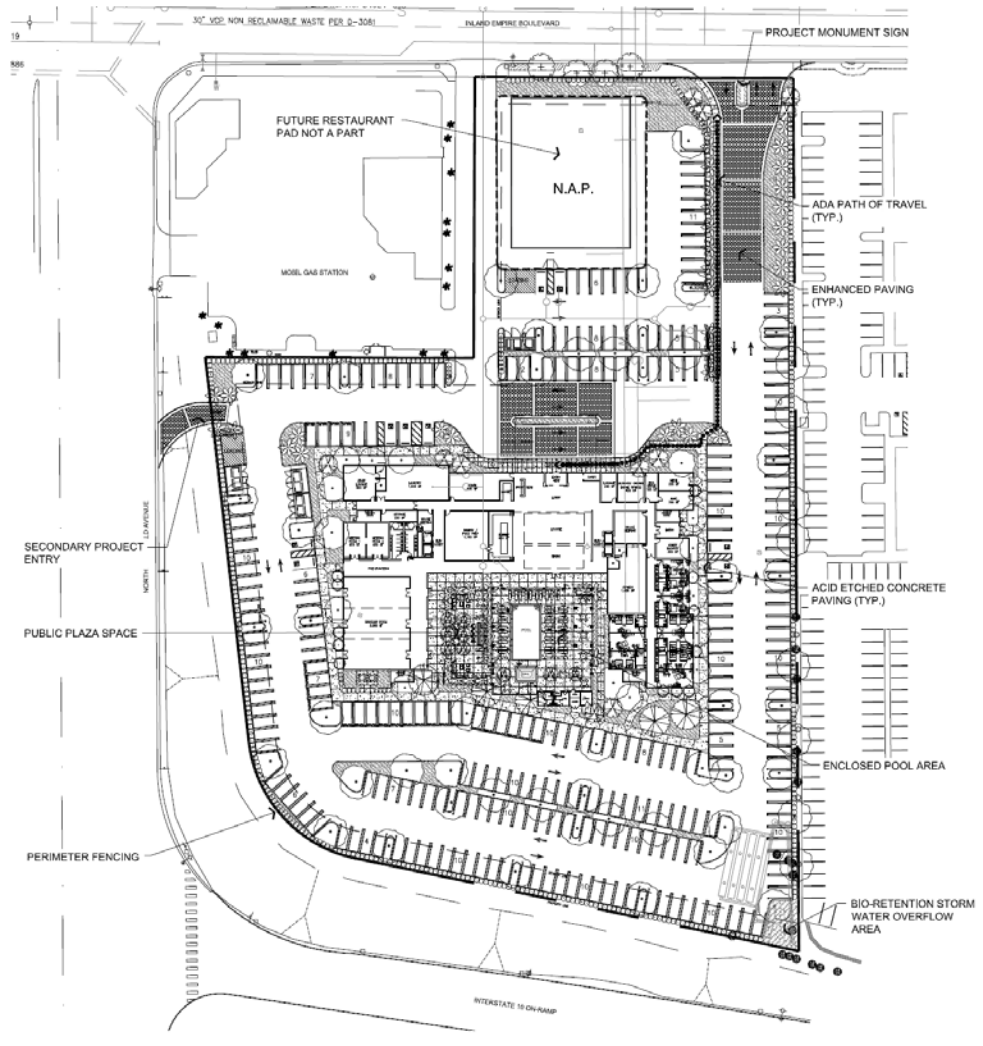




**Exhibit C-2—ELEVATIONS**



Exhibit D—LANDSCAPE PLAN



**CONCEPT PLANT SCHEDULE**

	<b>COLUMN EVERGREEN TREE</b> 24" BOX Carpinus sempervirens / Italian Cypress 24" BOX Juniperus chinensis 'Spartan' / Spartan Juniper	10
	<b>DECIDUOUS CANOPY TREE</b> 24" BOX H&L Ficus religiosa / California Sycamore Tabebuia impatiens / Pink Trumpet Tree	5
	<b>FLOWERING ACCENT TREE</b> 24" BOX H&L Cercis occidentalis / Eastern Redbud Citrusella retusa / Chinese Fringe Tree Lagerstroemia x 'Eugenia' / Craple Myrtle Malvaceae x Chrysothamnus 'Pink Dawn' / Pink Dawn Cholla	20
	<b>INLAND EMPIRE BLVD. STREET TREE</b> 18" GAL. H&L # 20' O.C. Kalmegia pinnatifida / Golden Rain Tree	4
	<b>PARKING LOT SHADE TREE</b> 24" BOX H&L Phoenix athenae / Chinese Phoenix Liriodendron tulipifera 'Green' / Tree Green Elm	12
	<b>VERTICAL ACCENT TREE</b> 20" B&H Phoenix saccifera / Date Palm 20" B&H	50
	<b>ROOF TERRACE EVERGREEN TREE</b> Onee europaea 'Frutescens' / Multi-Trunk Frutescens Olive	1
	<b>ROOF TERRACE DECIDUOUS TREE</b> Acer palmatum / Mini-Trunk Japanese Maple	2
	<b>ROOF TERRACE PALM</b> Phoenix roebelenii / Royal Date Palm Mini-Trunk Phoenix areolaris / Lady Palm	6
	<b>PARKING LOT SCREEN SHRUB</b> 8" GAL. H&L Abutilon x grandiflorum 'Black-and-White' / Glossy Abutilon Elaeagnus angustifolia 'Variegata' / Thorny Elaeagnus Lonicera japonica 'Green Cloud' / Green Cloud Tawny Ranger Xylococcus congestus 'Compact' / Compact Xylococcus	540
	<b>SHRUBS &amp; GROUNDCOVERS</b> 18" O.C. 18" GAL. 4" ID GAL. PLANT MATERIAL Agave americana 'Variegata' / Variegated Century Plant Aloe vera / Medjool Aloe Argemone x 'Big Red' / Big Red Argemone Plant Berberis thunbergii 'Aureo-Variegata' / Dwarf Red-Tipped Japanese Barberry Callisander verticillata 'Little John' / Dwarf Weeping Bottlebrush Celastrus paniculatus / Summer Hedge Gibber x purpurea / Orange Rockrose Gonolobus laevis 'Fascia Stripa' / Golden Flax Lily Ficus collina / California Ficus Hesperaloe parviflora / Red Yucca Hemerocallis 'Gulfstream' / Tiger Hesperaloe parviflora / Red Yucca Jatropha curcas / California Dracaena Lonicera sempervirens / Beech-Leafed Tree Malvaceae angustifolia / Pink Malva Nandina domestica / Heavenly Bamboo Phoenix carolinensis 'Sunglo' / N.Y. Bird's Nest Fern Phoenix 'Harrisii' / Catalpa Cherry Rosa x 'Flower Carpet Gold' / Rose Rosa x 'Flower Carpet Red' / Rose Rosa x 'Flower Carpet White' / Rose Taxodium distichum / Yellow Baldpate Tecoma triflora 'Compact' / Bush Serranoid Xylococcus congestus 'Compact' / Compact Xylococcus	8,754 sf
	<b>INLAND EMPIRE PARKWAY SHRUBS</b> Dioscorea alata / Forgetting-Me-Not Juniperus horizontalis 'Vander' / Blue Rug Juniper Nandina domestica 'Nana' / Dwarf Sacred Bamboo Raphanistrum 'Yellow' / Yellow Butterfly Bush Rosa x 'Flower Carpet Pink' / Rose	170 sf

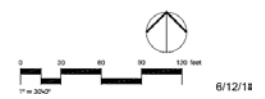
  

Minimum on-site Trees	Size	Trunk Caliper	Height	Spread
5%	48-inch box	3.50-inches	14 to 16 FT	7 to 8 FT
10%	36-inch box	2.50-inches	12 to 14 FT	6 to 7 FT
30%	24-inch box	1.50-inches	8 to 11 FT	4 to 5 FT
55%	15-gallon	1.0-inch	7 to 8 FT	2 to 3 FT

NO.	DATE	DESCRIPTION	ISSUED	APPROVED BY
1	11/12/17	ISSUED FOR PERMIT	11/12/17	[Signature]
2	11/12/17	ISSUED FOR PERMIT	11/12/17	[Signature]

ONTARIO AIRPORT HOTEL OVERALL  
 CONCEPTUAL SITE PLAN



## Attachment A—Departmental Conditions of Approval

*(Departmental conditions of approval follow this page)*



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

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

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**Meeting Date:** August 20, 2018  
**File No:** PCUP18-008 & PDEV18-008  
**Related Files:** N/A

**Project Description:** A Conditional Use Permit and Development Plan to establish and construct a 6-story, 208-room hotel and 8,000-square foot restaurant pad on 4.95 acres of land, generally located at the southeast corner of Archibald Avenue and Inland Empire Boulevard, within the OH (High Intensity Office) zoning district. (APNs: 0210-191-29, 0210-191-30, 0210-191-31 and 0210-191-32); **submitted by Heartland Alliance.**

**Prepared By:** Charles Mercier, Principal Planner  
Phone: 909.395.2425 (direct)  
Email: cmercier@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.

**(b)** Conditional Use Permit 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.

**(e)** The Applicant shall work with the City and Caltrans to enter into an agreement with Caltrans to landscape and maintain the portion of Caltrans right-of-way adjacent to the project site.

**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** 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 and Rooftop Equipment.

(a) All exterior roof-mounted mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by parapet walls or roof screens that are architecturally treated so as to be consistent with the building architecture.

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

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

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

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

**2.11** Alcoholic Beverage Sales. The sale of alcoholic beverages shall not be permitted until such time that the Applicant has obtained approval of a Conditional Use Permit for the activity.

**2.12** Architecture. The exterior stucco mix shall be formulated and applied to achieve a uniform fine sand float finish, having a blend of a maximum 20/30 aggregate mix.

**2.13** Environmental Review.

(a) The Project is categorically exempt from environmental review pursuant to **Section 15301 (Class 1, Existing Facilities)** of the CEQA Guidelines, which consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible (less than 10,000 square feet) or no expansion, and is consistent with the following conditions:

(i) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the Policy Plan (General Plan) component of The Ontario Plan; and

(ii) The area in which the project is located is not environmentally sensitive.

**(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.

**2.14** 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.

**2.15** Additional Fees. 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.

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-008 & PCUP18-008

Address: Southeast Corner of Archibald Ave & Inland Empire Blvd

APN: 0210-1941-29, 30, 31& 32

Existing Land Use: Vacant

Proposed Land Use: A PUD to establish land use designations and development Standards within the MU-1 Zoning District for residential development

Site Acreage: 4.94 Proposed Structure Height: 66 FT

ONT-IAC Project Review: No

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Chuck Mercier

Date: 4/16/18

CD No.: 2018-019

PALU No.: \_\_\_\_\_

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

Safety	Noise Impact	Airspace Protection	Overflight Notification
<input type="radio"/> Zone 1	<input type="radio"/> 75+ dB CNEL	<input type="radio"/> High Terrain Zone	<input type="radio"/> Avigation Easement Dedication
<input type="radio"/> Zone 1A	<input type="radio"/> 70 - 75 dB CNEL	<input checked="" type="checkbox"/> FAA Notification Surfaces	<input checked="" type="checkbox"/> Recorded Overflight Notification
<input type="radio"/> Zone 2	<input checked="" type="checkbox"/> 65 - 70 dB CNEL	<input checked="" type="checkbox"/> Airspace Obstruction Surfaces	<input 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>105 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.

See Attached

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



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-019  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

The maximum height limit for the project site is 105 feet and as such, any construction equipment such as cranes or any other equipment exceeding 105 feet in height will need a determination of "No Hazard" from the FAA. An FAA Form 7460-1 for any temporary objects will need be filed with the FAA and approved prior to operating such equipment on the project site during construction.

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

**CONDITIONS OF APPROVAL**

**Sign Off**

<i>Carolyn Bell</i>	3/28/18
Carolyn Bell, Sr. Landscape Planner	Date

Reviewer's Name: <b>Carolyn Bell, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2237</b>
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D.A.B. File No.: PDEV18-008	Case Planner: Chuck Mercier
--------------------------------	--------------------------------

Project Name and Location:

Ontario Hotel  
 2700 E Inland Empire Blvd

Applicant/Representative:

Heartland Alliance LLC  
 4684 Ontario Mills Parkway  
 Ontario Ca 91764

<input checked="" type="checkbox"/>	<b>A Preliminary Landscape Plan (dated 2/16/18) meets the Standard Conditions for New Development and has been approved with the consideration that the following conditions below be met upon submittal of the landscape construction documents.</b>
<input type="checkbox"/>	<b>A Preliminary Landscape Plan (dated ) has not been approved. Corrections noted below are required prior to Preliminary Landscape Plan approval.</b>

**CORRECTIONS REQUIRED**

Civil/ Site Plans

1. Show storm water infiltration areas and show basins and swales to be no greater than 50% of the landscape area width to allow for ornamental landscape. Provide a level grade minimum 4' from paving for landscape.
2. Show transformers located in planter areas, set back 5' setback for large transformers.
3. Show backflow devices shall be located in planter areas, set back min 3' from paving.
4. Locate utilities including light standards, fire hydrants, and water and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans
5. Revise site plan to show 15% of the site with landscaping not including right of way or paving areas. Can reduce driveway widths to 24' per fire dept standards.
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. Dimension all planters to have a minimum 5' wide inside dimension with 6" curbs and 12" wide curbs, or 12" wide pavers or DG paving where parking spaces are adjacent to planters.
8. Show parking lot island tree planters 1 for every 10 parking spaces and at each row end.

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. 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.
10. Show backflows, and transformers, with landscape screening.
11. Show all utilities on the landscape plans. Coordinate so utilities are clear of required tree

locations.

12. Show parkway landscape, sidewalks and street trees spaced 30' apart.
13. Show appropriate parking lot shade trees with min 30' canopy at maturity: Pistache, Ulmus. Etc. Show narrow trees such as Tristania along perimeter planters etc.
14. Call out type of proposed irrigation system (dripline) with preliminary MAWA calculation.
15. Show landscape hydrozones to separate low water from moderate water landscape.
16. Irrigation plans shall provide separate systems for tree stream spray bubblers with pc screens.
17. Replace short lived, high maintenance or poor performing plants: Rhus, Cercidium. Prosopis, Bambusa, Buddlea Juncus, Lantana, Lavendula, Leonotis, Liriope, Loropetalum.
18. Street trees for this project are: Koelreuteria panniculata. Parkway plants shall be: Dietes bicolor, Nandina nana, Rhapsiolepis 'Springtime', Juniper horizontalis Wiltonii, Pink Flower Carpet Rose, in large masses to match adjacent parkways to the north east.
19. Provide an appropriate hydroseed or container plant mix for water quality basins and swales.
20. Dimension basins and swales to be no greater than 50% of the on-site landscape area to allow for ornamental landscape. Provide a level grade minimum 4' from pedestrian paving for safety and min 5' along parking lots for hedge row and trees.
21. 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.
22. Call out all fences and walls, materials proposed and heights.
23. 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. Show larger trees with larger box sizes.
24. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
25. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
26. Add to Grading Plans: Landscape areas where compacted has occurred due to grading activities and where trees area located, a 12x12' area shall be loosened by soil fracturing. 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. A layer of Compost is spread over the soil before fracturing is begun and the Compost falls into the spaces between the soil chunks created by the effort. 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 will help create an A horizon soil and/or imported or reused Topsoil can be added on top of the fractured soil. 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.
27. 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
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)



**ENGINEERING DEPARTMENT  
CONDITIONS OF APPROVAL**

(Environmental, Traffic/Transportation Division, Ontario Municipal Utilities Company  
Information Technology and Management Services Department conditions incorporated herein)

<input checked="" type="checkbox"/> <b>DEVELOPMENT PLAN</b> <input type="checkbox"/> OTHER	<input type="checkbox"/> PARCEL MAP <input type="checkbox"/> TRACT MAP <input type="checkbox"/> FOR CONDOMINIUM PURPOSES
<b>PROJECT FILE NO. PDEV18-008</b>  <b>RELATED FILE NO(S). PCUP18-008</b>	
<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> REVISED: __/__/__	

**CITY PROJECT ENGINEER & PHONE NO:**      **Dean A. Williams, Associate Engineer (909) 395-2135**

**CITY PROJECT PLANNER & PHONE NO:**      **Charles Mercier Senior Planner (909) 395-2135**

**DAB MEETING DATE:**      **August 20, 2018**

**PROJECT NAME / DESCRIPTION:**      **6-Story, 208-room Hotel and 8,000 sf Restaurant Pad on 4.95 acres**

**LOCATION:**      **SEC of Inland Empire Boulevard and Archibald Avenue**

**APPLICANT:**      **Heartland Alliance, LLC  
Gene Fong (310) 209-7520**

**REVIEWED BY:**            8/9/18  
    **Bryan Lirley, P.E.**      **Date**  
    **Principal Engineer**

**APPROVED BY:**            8/13/18  
    **Khoi Do, 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 parcels are recognized parcels in the City of Ontario per Parcel Map No. 17422 as recorded 2/14/2008 as Doc. # 2008-0068648 in Book 226 of Parcel Maps, pages 64-65 O.R., San Bernardino County.**
- 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: \_\_\_\_\_

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) An easement for traffic signal poles, traffic signal equipment and maintenance purposes. Limits/dimensions of the easement(s) area shall be determined based on the approved traffic signal plan.

2) An easement(s) for sidewalk purposes crossing the existing and proposed drive approaches on the Inland Empire Boulevard frontage. Sidewalk will be required to cross the driveways at the top of the apron in each case, encroaching on private property.

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 engineering 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. DIF fees shall be calculated by the Building Department.**
- 2.16 **Other conditions: Developer/applicant shall apply for a lot line adjustment to consolidate the four (4) existing parcels on the site into two (2).**

**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	Archibald Avenue	Inland Empire Boulevard	Street 3	Street 4
<b>Curb and Gutter</b>	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace <input checked="" type="checkbox"/> <b>Remove existing for drive approach construction</b>	<input type="checkbox"/> New; ___ ft. from C/L <input type="checkbox"/> Replace <input checked="" type="checkbox"/> <b>Remove existing for drive approach construction</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
<b>AC Pavement</b>	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions	<input type="checkbox"/> Replacement <input type="checkbox"/> Widen ___ additional feet along frontage, including pavm't transitions
<b>PCC Pavement (Truck Route Only)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Drive Approach</b>	<input checked="" type="checkbox"/> <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





<b>Sidewalk</b>	<input type="checkbox"/> New <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
<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"/> <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)	<input type="checkbox"/> Trees <input type="checkbox"/> Landscaping (w/irrigation)
<b>Raised Median</b>	<input type="checkbox"/> New <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
<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 (see Sec. 2.C)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Service	<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 (see Sec. 2.D)</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	<input type="checkbox"/> Main <input type="checkbox"/> Service
<b>Recycled Water (see Sec. 2.E)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<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 (see Sec. 2.F)</b>	<input type="checkbox"/> New <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
<b>Traffic Signing and Striping (see Sec. 2.F)</b>	<input type="checkbox"/> New / Upgrade <input type="checkbox"/> Relocation	<input checked="" type="checkbox"/> <b>New</b> <input checked="" type="checkbox"/> <b>Modify existing</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input type="checkbox"/> New <input type="checkbox"/> Modify existing
<b>Street Light (see Sec. 2.F)</b>	<input type="checkbox"/> New <input type="checkbox"/> Modify existing	<input checked="" type="checkbox"/> <b>Upgrade</b> <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 (see Sec. 2.F)</b>	<input type="checkbox"/> Main <input type="checkbox"/> Lateral	<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 (see Sec. 2G)</b>	<input type="checkbox"/> Conduit / Appurtenances	<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"/> Underground <input type="checkbox"/> Relocate	<input checked="" 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
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): \_\_\_\_\_
- 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 on-site from the previous developer.** (Ref: Sewer plan bar code: N/A)
- 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: 1) Developer/applicant shall provide a grease interceptor for the future restaurant north of the proposed hotel.**

2) The occupant/applicant shall apply for a wastewater Discharge Permit for their establishment, and shall comply with all requirements of the wastewater Discharge Permit (<http://www.ontarioca.gov/municipal-utilities-company/utilities/industrial-wastewater-discharge-permit>). Requirements of the permit may include, but not be limited to; installation of wastewater pretreatment equipment, such as a clarifier. For wastewater permit application



questions, please contact:  
**Michael Birmelin, Environmental Programs Manager** at (909) 395-2661  
 ([omucenvironmental@ontarioca.gov](mailto:omucenvironmental@ontarioca.gov)).

3) The on-site sewer system shall be private and as such, privately maintained.

**D. WATER**

- 2.27 A 12-inch water main is available for connection by this project in Inland Empire Boulevard (Ref: Water plan bar code: W11057)
  - 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: 1) Developer/applicant shall remove and replace the existing faulty Double Check Detector Assembly (DCDA) on the Inland Empire Boulevard frontage.
- 2) The on-site water system is private and as such, shall be privately maintained.

**E. RECYCLED WATER**

- 2.30 A 12-inch recycled water main is available for connection by this project in Inland Empire Boulevard and a lateral has been constructed to the site with a meter box by the previous developer. (Ref: Recycled Water plan bar code: P10132)
  - 2.31 Design and construct an on-site recycled water system for this project. A recycled water main exists in Inland Empire Boulevard along the property frontage.
  - 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: Developer/applicant shall provide hard copies and digital files in .pdf and AutoCAD format of both on-site and off-site utilities layout.

**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 Developer/applicant shall obtain the necessary right-of-way for the proposed right-turn ingress from Archibald Avenue from Caltrans. Failure to obtain said right-



of-way will eliminate any access to the site from Archibald Avenue.

2) Developer/applicant shall design and construct half-width street improvements along the property frontages of Archibald Avenue and Inland Empire Boulevard, including PCC sidewalk (IEB only), landscaped parkways and a raised median on Inland Empire Boulevard between Archibald Avenue and the project's easterly drive approach on Inland Empire Boulevard, in accordance with applicable standards.

3) Developer/applicant shall design and construct a new traffic signal system at the project's easterly access on Inland Empire Boulevard. The new traffic signal shall include emergency vehicle preemption system and interconnect cable and conduit and shall also include acquisition of all easements necessary for the construction, maintenance and ultimate location of the poles and equipment for the system.

4) Developer/applicant shall provide a traffic signal construction and maintenance easement for traffic signal poles and traffic signal equipment at the project's main access on Inland Empire Boulevard. The developer/applicant shall secure a like agreement/easement for the opposing drive approach on the north side of Inland Empire Boulevard. No landscaping, utilities or other appurtenances shall be constructed that may conflict with the proposed traffic signal pole locations.

5) Developer/applicant shall construct access ramps and provide any necessary sidewalk easements at proposed drive approaches on Archibald Avenue and Inland Empire Boulevard frontages in accordance with City of Ontario standards.  
 Developer/applicant shall also procure necessary easement(s) from adjacent property owner (service station) to provide for reconstruction of existing shared drive approach such that sidewalk path of travel is ADA compliant.

6) Developer/applicant shall design and install traffic striping, markings and signing along the property frontage of Inland Empire Boulevard to accommodate the proposed raised median.

7) Developer/applicant shall replace existing street lights with new LED cobra heads, if at the time of construction, they have not already been upgraded.

#### 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: See item no. 2.41, above. Developer/applicant shall provide adequate form of acceptance of drainage by Caltrans for overflow drainage into Caltrans right-of-way (drainage ditch) at the southeast corner of the site, prior to approval of the grading plan.

**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 Other conditions: \_\_\_\_\_

**J. SPECIAL DISTRICTS**

- 2.47 File an application, together with an initial payment deposit (if required), to establish a Community Facilities District (CFD) pursuant to the Mello-Roos Community facilities District Act of 1982. The application and fee shall be submitted a minimum three (3) months prior to final subdivision map approval, and the CFD shall be established prior to final subdivision map approval or issuance of building permits, whichever occurs first. The CFD shall be established upon the subject property to provide funding for various City services. An annual special tax shall be levied upon each parcel or lot in an amount to be determined. The special tax will be collected along with annual property taxes. The City shall be the sole lead agency in the formation of any CFD. Contact the Management Services Department at (909) 395-2353 to initiate the CFD application process.
- 2.48 Other conditions: \_\_\_\_\_

**K. FIBER OPTIC**

- 2.49 Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole, generally located along the project frontage on Inland Empire Boulevard.
- 2.50 Refer to the City's Fiber Optic Master Plan for design and layout guidelines. Contact the Information Technology Department at (909) 395-2000, regarding this requirement.

**L. Solid Waste**

- 2.51 Onsite solid waste shall be designed in accordance with the City's "Solid Waste Department Refuse and Recycling Planning Manual" located at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>



- 2.52 **Other conditions: A minimum of (18 ea.) 4-cy trash bins are required for this project. Developer/applicant may opt for a combination of trash compactors and trash bins.**

**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 18-008

**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:** PLANNING DEPARTMENT, Charles Mercier  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** February 26, 2018  
**SUBJECT:** PDEV18-008

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

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### Conditions of Approval

1. The address for the site retail pad will be: 2810 E Inland Empire Blvd
2. The address for the site hotel will be: 2830 E Inland Empire Blvd
3. The hotel is a 6-story type I Construction.

KS:lm



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Charles Mercier, Senior Planner  
Planning Department

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

**DATE:** March 6, 2018

**SUBJECT:** PDEV18-008 - A Development Plan to construct a 5 story, 208 room hotel and 10,000 retail/restaurant pad on 4.94 acres of land, within the High Intensity Office (OH) zoning district, generally located on the southeast corner of Archibald Avenue and Inland Empire Boulevard (APN: 0210-191-30 & 0210-191-32). Related File: PCUP18-008

- 
- 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 I (Per Building Official)
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): 28,630 Sq Ft
- D. Number of Stories: Six
- E. Total Square Footage: 135,405 Sq Ft
- F. 2016 CBC Occupancy Classification(s): A

## **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 2000 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.
- ☒ 3.3 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 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.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finished) before the building is enclosed.
- ☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

- ☒ 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.
- ☒ 4.9 Hose valves with one and one half inch (1 ½”) connections will be required on the roof, in locations acceptable to the Fire Department. These hose valves shall be take their water supply from the automatic fire sprinkler systems, and shall be included in the design submitted for these systems. Identification shall be provided for all hose valves per Standard #D-004.

## **5.0 BUILDING CONSTRUCTION FEATURES**

- ☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.
- ☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.
- ☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.
- ☒ 5.4 Multiple unit building complexes shall have building directories provided at the main entrances. The directories shall be designed to the requirements of the Fire Department, see Section 9-1 6.06 of the Ontario Municipal Code and Standard #H-003.
- ☒ 5.6 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.



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Charles Mercier, Planning Department

**FROM:** Douglas Sorel, Police Department

**DATE:** March 22, 2018

**SUBJECT:** PDEV18-008 AND PCUP18-008: A DEVELOPMENT PLAN AND  
CONDITIONAL USE PERMIT TO DEVELOP A HOTEL AT  
ARCHIBALD AVENUE AND INLAND EMPIRE BLVD.

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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 and other areas used by the public shall be provided. Required lighting shall operate on photosensor. Photometrics shall be provided and include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting fixtures.
- Rooftop addresses shall be installed on the building 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 approval of this Conditional Use Permit shall not be construed so as to permit the sale of alcohol on the premises. Should the Applicant desire to sell alcohol on-site, the Applicant shall apply for a modification to this Conditional Use Permit.

The Applicant is invited to call Douglas Sorel at (909) 395-2873 regarding any questions or concerns