

# CITY OF ONTARIO PLANNING COMMISSION/ HISTORIC PRESERVATION MEETING AGENDA

September 25, 2018

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

6:30 PM

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

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

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

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## **ROLL CALL**

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

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

**ANNOUNCEMENTS**

- 1) Agenda Items
- 2) Commissioner Items

**PUBLIC COMMENTS**

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

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

**CONSENT CALENDAR ITEMS**

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

**A-01. MINUTES APPROVAL**

Planning/Historic Preservation Commission Minutes of August 28, 2018, approved as written.

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

**FOR FILE NO. PDEV18-013:** A Development Plan (File No. PDEV18-013) to construct 79 single-family dwellings on approximately 19.30 gross acres of land located at the southeast corner of Eucalyptus and Celebration Avenues, within Planning Area 22 of the Subarea 29 Specific Plan. The environmental impacts of this project were reviewed in conjunction with the Subarea 29 Specific Plan Environmental Impact Report (File No. PSP03-003, SCH# 200411009), certified by the City Council on October 17, 2006. The 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). 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: 0218-014-03 and 0218-014-04) **submitted by Richmond American Homes of Maryland, Inc.**

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

**FOR FILE NO. PDEV18-020:** A Development Plan (File No. PDEV18-020) to construct 48 single-family homes (6-Pack Cluster), 126 multi-family homes (Rowtowns) and 91 multi-family homes (Townhomes) on 23.66 acres of land located at the northeast

corner of Archibald Avenue and Ontario Ranch Road, within the Low Medium Density Residential (LMDR) district of Planning Area 7 of The Avenue Specific Plan. The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109), certified by the City Council on June 17, 2014. 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). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APN: 0218-201-18) **submitted by Brookfield Homes Southern California.**

- A-04. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV18-018:** A Development Plan (File No. PDEV18-018) to construct 47 single-family dwellings on 8.9 acres of land located near the southwest corner of Celebration Avenue and Eucalyptus Avenue, within PA 21 of the Subarea 29 Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with an Addendum to the Subarea 29 Specific Plan Environmental Impact Report (File No. PSPA14-002, SCH #2004011009), certified by the City Council on April 21, 2015. 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). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics. (APN: 0218-014-02) **submitted by Pulte Homes.**

### **PUBLIC HEARING ITEMS**

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

### **PLANNING COMMISSION ITEMS**

- B. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA18-004:** A Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district. The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (File No. PGPA06-001, SCH# 2008101140), certified by

the City of Ontario City Council on January 27, 2010. 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). **City Initiated. City Council action is required.**

**1. CEQA Determination**

No action necessary – use of previous Addendum to EIR

**2. File No. PDCA18-004** (Development Code Amendment)

Motion to recommend Approval/Denial

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

- 1) Old Business
  - Reports From Subcommittees
    - Historic Preservation (Standing): Met on September 13, 2018
- 2) New Business
- 3) Nominations for Special Recognition

**DIRECTOR'S REPORT**

- 1) Monthly Activity Report

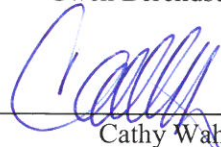
*If you wish to appeal any decision of the Planning/Historic Preservation Commission, you must do so within ten (10) days of the Commission action. Please contact the Planning Department for information regarding the appeal process.*

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



I, Gwen Berendsen, Administrative Assistant, of the City of Ontario, or my designee, hereby certify that a true, accurate copy of the foregoing agenda was posted on **September 21, 2018**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East "B" Street, Ontario.

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

  
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Cathy Wahlstrom, Planning Director  
Planning/Historic Preservation  
Commission Secretary

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

**MINUTES**

**August 28, 2018**

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

**MINUTES**

**August 28, 2018**

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

**COMMISSIONERS**

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

**Absent:** Chairman Delman

**OTHERS PRESENT:** Planning Director Wahlstrom, Assistant Planning Director  
Zeledon, City Attorney Duran, Principal Planner Mercier, Senior  
Planner Noh, Assistant City Engineer Do, Assistant Building  
Official Rico and Planning Secretary Berendsen

**PLEDGE OF ALLEGIANCE TO THE FLAG**

The Pledge of Allegiance was led by Commissioner DeDiemar.

**ANNOUNCEMENTS**

Ms. Wahlstrom stated that there are three changes on the agenda. The first change pertains to the file number for Item C, which should be PWIL18-003. The other changes are pertaining to the items before them, which are an updated Exhibit C for Item E and an email received for Item F regarding questions and comments about the project.

**PUBLIC COMMENTS**

No one responded from the audience.

**CONSENT CALENDAR ITEMS**

**A-01. MINUTES APPROVAL**

Planning/Historic Preservation Commission Minutes of July 24, 2018, approved as written.

*It was moved by DeDiemar, seconded by Downs, to approve the Planning Commission Minutes of July 24, 2018, as written. The motion was carried 6 to 0.*

**PUBLIC HEARING ITEMS**

**B. ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. PMTT17-010/TPM 19978:** A Tentative Parcel Map (File No. PMTT17-010/PM 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) 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.**

Senior Planner Noh, presented the staff report. He described the location and the surrounding area. He explained the history of the New Haven Commercial Center project that was approved several months ago. He described the parcel sizes and the CC&R's that include the reciprocal access, landscape maintenance and the shared parking agreement and parking management plan. He stated that staff is recommending the Planning Commission approve File No. PMTT17-010, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

**PUBLIC TESTIMONY**

Mr. Gavin Reed, Frontier Real Estate Investments, appeared and stated that things are moving forward on the project with the grading plans in for review and Stater Bros. finally signed the lease.

Mr. Reyes asked about other tenants in place.

Mr. Reed stated that they have been holding off on signing other leases because they wanted to get Stater Bros. on board first. He stated some of the clients they have been working with are Jersey Mikes, Dunkin Donuts, Chase Bank, Carl's Jr, Great Clips, and Pacific Dental. He stated they have been holding off on leasing Shop Areas 1 and 2 because they want those to be big draws once they are built.

Mr. Willoughby wanted clarification if sit-down restaurants are going in within Areas 1 and 2.

Mr. Reed stated yes, on the end caps closest to the landscape portion those are designed for sit-down restaurants and enclosed patio areas with alcohol services.

Mr. Willoughby wanted to know if they had a start time for construction.

Mr. Reed stated that they are starting with the Stater Bros. building. He stated the grading plans should be approved in about 6 weeks. He stated the first part of the year they will start construction concurrently with Stater Bros., so everything comes online at the same time.

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



testimony

Mr. Gage stated he is looking forward to the project being completed.

**PLANNING COMMISSION ACTION**

*It was moved by Gage, seconded by Gregorek, to adopt a resolution to approve the Parcel Map File No., PMTT17-010, subject to conditions of approval. Roll call vote: AYES, DeDietmar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

**C. ENVIRONMENTAL ASSESSMENT AND REVIEW FOR TENTATIVE TRACT MAP REVIEW FILE NO. PMTT13-016/TT 18929 AND TENTATIVE WILLIAMSON ACT CANCELLATION FOR FILE NO. PWIL 18-003 (#77-515):**

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, and a petition to cancel Williamson Act Contract 77-515 (File No. PWIL18-003), 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) certified 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. City Council Action is only required for the Williamson Act Contract Cancellation.**

**D. 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 Merrill 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) certified 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. (APN: 0218-271-19) **submitted by Richland Communities.**

- E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT FOR FILE NO. PDA18-001:** A Development Agreement (File No. PDA18-001) between the City of Ontario and Roseville Investments, LLC, to establish the terms for the development of Tentative Tract Map 18929 (File No. PMTT13-016) to subdivide 54.81 acres of land into 207 residential numbered lots and 24 lettered lots and Tentative Tract Map18930 (File No. PMTT13-017) to subdivide 49.45 acres of land into 225 residential numbered lots and 26 lettered lots. The properties are bounded by Eucalyptus Avenue to the north, Merrill Avenue to the south, Archibald Avenue to the east and the Cucamonga Flood Control channel to the west, and located 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) certified 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 and 0218-271-19) **submitted by Richland Communities. City Council action is required.**

Senior Planner Noh, presented the staff reports. He described the location and the use history of the site, and the surrounding area. He explained the lot sizes and product types, the landscape and pocket park areas they are proposing. He described the Williamson Act Cancellation and the fees involved. He explained the Development Agreement and the key points that are included: 10 year term, with 5 year option, the infrastructure improvements, public service funding, and the park, school district and affordable housing requirements. He stated that staff is recommending the Planning Commission approve File Nos. PMTT13-016 & PMTT13-017, and recommend approval to City Council for File Nos. PWIL18-003 & PDA18-001, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Downs wanted clarification on the park locations.

Mr. Noh explained where they would be.

Mr. Reyes wanted clarification if they will get to look at the parks in more detail with the development plan.

Mr. Noh stated yes when the development plan comes in they will see more detail and the amenities being offered.

Mr. Willoughby wanted clarification regarding ground water retention in park areas.

Mr. Noh stated that yes according to the requirements of the WQMP they need to have percolation areas for water runoff.

Mr. Willoughby wanted clarification if they would be improving or widening the bridges over the channel.

Mr. Noh stated yes this is part of the Development Agreement improvements.

### **PUBLIC TESTIMONY**

Mr. Mike Buyer, representing Richland Communities, appeared and thanked Mr. Noh for his presentation and stated that Richland is bringing in a new coastal builder for this project that they are very excited about.

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

Mr. Gregorek stated he likes the larger lots and layout of the project.

### **PLANNING COMMISSION ACTION**

*It was moved by Gregorek, seconded by Downs, to adopt a resolution to approve the Tentative Tract Map, File No. PMTT13-016. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

*It was moved by Gage, seconded by DeDiemar, to recommend adoption of a resolution to approve the Williamson Act Cancellation, File No. PWIL18-003, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

*It was moved by Gregorek, seconded by Downs, to adopt a resolution to approve the Tentative Tract Map, File No. PMTT13-017. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

*It was moved by Downs, seconded by Gage, to recommend adoption of a resolution to approve the Development Agreement, File No. PDA18-001, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

F. **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. City Council action is required.**

Principal Planner Mercier, presented the staff report. He described the surrounding area and the location of the project. He explained the proposed hotel site and the proposed amenities offered. He explained the access points, landscape and the Caltrans right-of-way driveway access condition. He described the architectural elements and the elevations. He went over the market feasibility report. He addressed the letter received regarding the project. He stated that staff is recommending the Planning Commission approve File No. PDEV18-008, and recommending approval to City Council for File No. PCUP18-008, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Reyes wanted clarification regarding where Mr. Maury, who submitted the letter is located and what is his business.

Mr. Mercier stated Mr. Maury is immediately east of the project, located in Transpark development and he had already talked with him.

Mr. Reyes requested that Engineering address the board regarding the issues within the letter.

Mr. Do, Assistant City Engineer, went through each question. He stated the first question regarding the additional traffic signal on Inland Empire Blvd, falls within our design guideline for traffic signal spacing, and is warranted due to the volume of traffic generated by the project and geometry of the street, that it would be unsafe to provide unprotected left turns out knowing the speeds of the divided arterial highway.

Mr. Willoughby wanted clarification if the traffic signal would be open for both east and west bound traffic on Inland Empire Blvd.

Mr. Do stated that it would be a 4 lane intersection that would line up with the driveway to the north so it would provide movement from all four directions. He stated the west bound left lane turn pocket is already there, as it was always the intention to have this signal here. He addressed item 1a regarding the three signals that cars exiting out of Transpark would have to go through to get to the 10 freeway off Archibald and stated the signals will be interconnected to minimize the impacts. He stated item B regarding that a U-turn would be allowed here as well as at both Archibald and Turner.

Mr. Willoughby wanted clarification regarding traffic going west from Haven.

Mr. Do stated that the signal saves them from having to go to Archibald to make a U-turn. He addressed the next item regarding ingress and egress inlands works against what Mr. Myers is stating and that median cuts would slow down traffic and allows for unprotected left turns. Mr. Do stated these concerns were brought up 2 years ago and were denied then for the same reasons.

Mr. Willoughby stated that it would seem less safe and allow more hazards with these cuts.

Mr. Do stated that was correct and then deferred the last question about paint palettes to planning.

Mr. Reyes wanted clarification regarding engineering's knowledge of the Caltrans driveway.

Mr. Do stated the previous applicant had gotten a conceptual approval from Caltrans and he explained the Caltrans strip for the driveway, would have to be purchased by the applicant from Caltrans and Caltrans would have to go through a decertification process which is basically a vacation of their right-of-way.

Mr. Reyes wanted clarification regarding the driveway being right turn-in only.

Mr. Do stated that was correct that it would be turn-in only for the reasons he had previously stated regarding turns across multiple lanes.

Mr. Willoughby wanted clarification regarding if Caltrans had approved of this project.

Mr. Do stated not at this time.

Mr. Reyes wanted clarification regarding the colors and if the applicant could address that.

### **PUBLIC TESTIMONY**

Mr. Gene Fong, Axis GFA, the architect of the hotel, appeared and spoke. He clarified that the hotel is only five stories, not six stories, but is proposed with a terrace lounge area on the rooftop deck to take advantage of the views. He stated that because of the terrace, building and safety classified it as an A occupancy rather than a B occupancy, so they may need to adjust this item to comply with code depending on the type of construction needed.

Mr. Willoughby asked if the rooftop terrace is a design element that might change.

Mr. Fong stated that was correct.

Mr. Willoughby addressed staff regarding the height of this project compared to the Hilton across.

Mr. Mercier stated it was a shorter.

Mr. Reyes wanted clarification regarding the colors.

Mr. Fong stated the concept is create a sense of movement and with different facades and treatments.

Mr. Reyes stated the landscape plan looks great but wanted clarification on the site amenities that go with the hotel.

Mr. Fong described the guest experience and the transparency of the design, to see through to see what amenities are offered as they arrive. The idea is to have an indoor/outdoor effect on the terrace alongside the ballroom.

Mr. Downs wanted clarification regarding the restaurant pad and for an inside restaurant.

Mr. Fong stated that the idea is to have a third party restaurant but also to offer food and beverage within the hotel.

Mr. Willoughby wanted asked if the hotel will have food and beverage within.

Mr. Fong stated yes it will.

Mr. Downs wanted to know if there was a tenant for the restaurant pad.

Mr. Fong stated not yet.

Mr. Gage wanted to know if the egress off Archibald with Caltrans, was still something the applicant would pursue.

Mr. Fong stated yes that was the intent, but the right turn-in is ideal.

Mr. Willoughby wanted clarification regarding the main entrance location.

Mr. Fong stated the main entrance faces towards Inland Empire Blvd.

Mr. Reyes stated the terrace is something unique and would like to see this stay good feature to keep.

Mr. Fong stated they intend to keep it, but it may have be smaller to comply with building and safety. He stated they wouldn't be able to have food and beverage service up there, but would use the terrace for guest to enjoy the views.

Mr. Willoughby stated this is a nice asset that none of the other hotels have and would be an attraction for meetings.

Mr. Fong stated they recognize that as well.

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

Mr. Gage asked if there was anything the city can do to encourage the rooftop terrace.

Mr. Mercier stated it is a building code issue and a construction type issue.

Mr. Fong stated it is a construction type issue because typically for 5 stories there would be a concrete construction at the base and four stories of Type 3 wood construction, but because of the terrace on the roof, which would exceed 750 square feet, that triggers a Type 1 construction which is either steel or concrete construction. He stated it then becomes a financial issue.

Mr. Gage stated it's a money thing.

Mr. Reyes stated the terrace is an important item and it's hard to make a decision on this item without the guarantee that this terrace will be included.

Ms. Wahlstrom clarified that a terrace can be achieved at 750 square feet, which would give certainty for tonight's decision.

Mr. Reyes wanted clarification regarding beverages being served on the terrace.

Mr. Fong stated yes they can have beverages and food, it just limits the space.

Mr. Willoughby wanted clarification regarding the maximum number of people allowed in the 750 square feet.

Ms. Wahlstrom stated she would work with the building official regarding this space and other ways to expand the space

Mr. Reyes stated he was glad the applicant brought their team so they could get more information and he likes the colors and landscape.

Mr. Willoughby stated the color pallet has a modern look.

Mr. Gregorek stated the terrace amenity is a different amenity that adds to the project and he likes the whole design.

#### **PLANNING COMMISSION ACTION**

*It was moved by Gregorek, seconded by Downs, to recommend adoption of a resolution to approve the Conditional Use Permit, File No. PCUP18-008, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

*It was moved by Downs, seconded by DeDiemar, to adopt a resolution to approve the Development Plan, File No. PDEV18-008. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

#### **G. ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN AMENDMENT**

**REVIEW FOR FILE NO. PSPA18-004:** An Amendment to the Meredith International Centre Specific Plan, revising the sign standards/guidelines for freeway identification signs and for uses over 200,000 square feet in area, within the Urban Commercial land use district. Staff is recommending the adoption of an Addendum to the Meredith International Centre Environmental Impact Report (SCH# 2014051020), reviewed in conjunction with File Nos. PGPA13-005 and File No. PSPA14-003, and certified by the City Council on April 7, 2015. 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). (APNs: 0110-311-52, 0110-311-53, 0110-311-54, 0110-311-55, 0110-321-29, 0110-321-68, 0110-321-72, 0110-321-73, 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-77, 0110-321-78, 0110-321-79); **submitted by Real Development Solutions, LLC. City**

**Council action is required.**

Principal Planner Mercier, presented the staff report. He described the location and the sign standards for one freeway identification sign for the Meredith International Centre Specific Plan. He explained the standards for the more than 200,000 square foot occupant. He stated that staff is recommending the Planning Commission recommend approval to the City Council for the Addendum to an EIR and File No. PSPA18-004, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

Mr. Gage wanted clarification how this project sign compares to other signs in the area.

Mr. Mercier stated the Mark Christopher sign directly across the freeway is 60 feet in height, but only includes one business. He stated the auto center signs in the City range from 75 feet to 85 feet in height.

Mr. Gage wanted to know the height of the Ontario Center Sign.

Mr. Mercier stated the Ontario Center sign is 60 feet high.

Mr. Willoughby wanted to know the height of the billboard sign at Mountain and I-10.

Mr. Mercier stated that sign was 80 feet high.

Mr. Willoughby wanted to know the digital space square footage of that sign.

Mr. Zeledon stated the digital portion is the size of a billboard.

Mr. Willoughby wanted to know if the sign face was comparable in size.

Mr. Mercier stated it was comparable.

Ms. DeDiemar wanted clarification of why the height is almost double the height of some of the other signs in the city.

Mr. Mercier stated the reason for the height of the sign is due to the overpasses that block the views and landscaping aspects of the site.

Ms. DeDiemar wanted to know who proposed this height.

Mr. Mercier stated the applicant did, based on a study they did on various heights on the property.

Ms. DeDiemar wanted clarification if the sign would introduce all the businesses within the Meredith Plan.

Mr. Mercier stated that was correct, the 105 foot sign is for all the businesses within Meredith Specific Plan. He stated that the portion of the sign that adds height is mostly architectural.

Ms. DeDiemar wanted to know if the topper that makes up a large portion of the sign is needed



and how much height does it contribute.

Mr. Mercier deferred to the applicant regarding the need.

Ms. Wahlstrom stated the LED display portion of the sign would be 1344 square feet per sign face. She stated that the sight line studies that were done took into account bridges, trees and other obstacles that you don't really notice. She stated the height for the LED portion was derived based on these studies and they needed to add an architectural aspect so it didn't look like just a billboard sign, which it isn't a billboard because it would be promoting all the different retailers within the Meredith Specific Plan.

Mr. Willoughby wanted to know if it would be used as a landmark for the whole Meredith Center.

Ms. Wahlstrom stated yes that this is a significant center and location within the city and the sign is meant to add prominence to this location and the design is important. She stated that tonight they are approving the Specific Plan Amendment to allow this type of sign, not the sign itself.

Mr. Willoughby wanted clarification if this sign would be about 20 feet above the main Auto Center sign.

Ms. Wahlstrom stated yes but the Auto Center sign is a different type of sign aesthetically and the LED facing of that sign is actually located higher than where this LED portion would be.

Mr. Reyes wanted clarification regarding the specific location and Planning Commissioners approval of the sign at a different time.

Mr. Mercier stated that the specifics would be done through staff review only and that if they wanted to review those aspects that Planning Commission approval could be added to the Specific Plan Amendment.

Mr. Reyes stated there needs to be a specific sign layout plan to really highlight where the signs will sit and he wanted clarification if there were locations already.

Mr. Mercier stated the sign that identifies the Meredith Specific Plan, a location has been identified which would be on the QVC Way cul-de-sac, adjacent to the freeway.

Mr. Reyes wanted clarification on how would we address future retailers and how they have their signs.

Mr. Mercier stated those signs would be subject to the requirements of the city's development code.

Ms. Wahlstrom stated this is a long freeway frontage and 2 signs are currently allowed. This amendment is allowing for the height essentially.

Mr. Mercier stated the freeway sign for the retailer does not include a LED display.

Mr. Willoughby clarified that the retailer would need to occupy 200,000 square feet or more.

Mr. Mercier stated that was correct and they would also need 600 feet of frontage along the freeway.

Ms. Wahlstrom stated it was imperative to have this size of sign to attract future auto dealerships to this area.

Ms. DeDiemar wanted clarification that if they recommend this amendment to City Council, are we opening the possibility that staff could approve future signs going up without the Planning Commission having any input.

Mr. Mercier stated no.

Ms. DeDiemar wanted clarification that this would be the only sign of this size within the Meredith Specific Plan.

Mr. Mercier stated that is correct.

### **PUBLIC TESTIMONY**

Mr. Perry Banner, of Michael Baker International, representing the applicants Craig Development Corporation and Real Development Solutions, appeared and spoke. He stated he would like to provide clarity regarding the two proposed parts to the amendments: one for the one freeway identification sign which is meant to be a gateway sign, and the second part of the amendment is to attract the big box retailers to the center to the Meredith Center. He stated that tonight we are creating the codes for these types of opportunities, not approving the signs. This Amendment allows for greater flexibility to attract more to the city. He stated the reasons from the height of the sign in regards to embankments and future tenant buildings that would block it, and they want to create an iconic sign that is taller and appears the more slender not something that looks short and dumpy, and also to be a partnership with the city, for free advertising for events and having their name on the sign.

Mr. Reyes asked for clarification on the location of the sign west of the Audi dealer.

Mr. Banner stated that is correct, it would be about 115 feet off the freeway right-of-way on QVC Way cul-de-sac.

Mr. Reyes wanted to know the difference in grade elevations from the freeway to the ground of the sign.

Mr. Banner stated where the freeway right-of-way is there isn't that much of a grade difference, but the embankment on the lower right of I-10 is an issue.

Mr. Willoughby stated the curve of the interstate heading east the development does drop the view off.

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

Mr. Reyes commented that tonight we are dealing more with the Specific Plan Amendment but feels they should take a look at the design as a planning commission.

Mr. Willoughby asked if the Commissioners would like to condition this approval regarding seeing the proposed design elements in the future.

Mr. Gregorek concurred.

Ms. Wahlstrom wanted clarification that it would be the freeway identification sign that would come back to the Commission.

Mr. Reyes stated without a location or a site plan, he wants them to be able to look over the design for consistency.

Mr. Willoughby stated there is a location for the sign.

Mr. Reyes stated yes there is a rough location without the completed site plan and his concern about the sign is the design more than the location.

Mr. Willoughby clarified that it was the Meredith International Center sign that would be reviewed only.

Mr. Reyes stated that was correct.

Mr. Banner wanted clarification if a sign review was a normal occurrence for other developments within the city.

Mr. Willoughby stated yes the Commission has reviewed other signs within the city. He wanted clarification if this could be brought forward quickly.

Ms. Wahlstrom stated yes we could bring it forward quickly once the design is submitted.

Mr. Willoughby stated that they have been working on the Meredith Center for quite a while and they want to keep it looking as good as possible.

Vice-Chairman Willoughby reopened the public hearing for Item G

Mr. Willoughby stated the request that the sign design comes before the Commission

Mr. Reyes stated yes that is correct and not meant to slow down the process.

Mr. Banner wanted clarification if the Commissioners are weighing in or are they making a motion on the design.

Ms. Wahlstrom stated a sign program would not be required, being that this is a Specific Plan area, and there are already standards in place. She stated that staff would work with the applicant, then bring it forward as information at briefing or bring it for review and approval when the sign permit comes in.

Mr. Willoughby clarified that the Commissioners would like to see the final design and have approval of the design.

Mr. Gregorek stated yes.

Ms. DeDiemar stated she would like to see it at briefing and as a consent item.

Ms. Wahlstrom stated they would see it at briefing and put on consent calendar.

Mr. Willoughby stated that is correct.

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

### **PLANNING COMMISSION ACTION**

*It was moved by Reyes, seconded by Gregorek, to recommend adoption of the Addendum to an EIR, the Specific Plan Amendment, File No., PSPA18-004, with the addition of Planning Commission review of the sign design, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Downs, Gage, Gregorek, Reyes, and Willoughby; NOES, none; RECUSE, none; ABSENT, Delman. The motion was carried 6 to 0.*

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

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

**Historic Preservation (Standing):** This subcommittee met on August 9, 2018.

\* 6 properties requested for removal.

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

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

#### **New Business**

### **NOMINATIONS FOR SPECIAL RECOGNITION**

None at this time.

### **DIRECTOR'S REPORT**

Ms. Wahlstrom stated the Monthly Activity Reports are in their packets.

### **ADJOURNMENT**

Gage motioned to adjourn, seconded by Reyes. The meeting was adjourned at 8:31 PM.

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Secretary Pro Tempore

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Chairman, Planning Commission



**PLANNING COMMISSION  
STAFF REPORT**  
September 25, 2018

**SUBJECT:** A Development Plan (**File No. PDEV18-013**) to construct 79 single-family dwellings on 19.30 gross acres of land located at the southeast corner of Eucalyptus and Celebration Avenues, within Planning Area 22 of the Subarea 29 Specific Plan. APNs: 0218-014-03 and 0218-014-04; **submitted by Richmond American Homes of Maryland, Inc.**

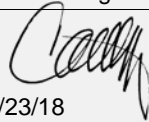
**PROPERTY OWNER:** Richmond American Homes of Maryland, Inc.

**RECOMMENDED ACTION:** That the Planning Commission approve File No. PDEV18-013, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

**PROJECT SETTING:** The project site is comprised of 19.30 gross acres of land located at the southeast corner of Eucalyptus and Celebration Avenues, within the Planning Area 22 (PA 22 – Conventional Large Lot, 3-6 du/ac) land use designation of the Subarea 29 Specific Plan, and is depicted in Figure 1: Project Location, below. The project site gently slopes from north to south and is currently rough graded. The property to the north of the project site is currently vacant and is located within the SP-AG (Agricultural) zoning designation with a future use of open space/parkland per The Ontario Plan (TOP). The property to the south of the project site is currently under construction (single-family residential), and is located within the PA 23 (Conventional Small Lot, 5-9 du/ac) land use designation of the Subarea 29 Specific Plan. The property to the east is currently vacant, and is within the PA 30 (Conventional Large Lot, 3-6 du/ac) land use designation of the Subarea 29 Specific Plan.



**Figure 1: Project Location**

Case Planner:	Alexis Vaughn	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	9/17/18	Approve	Recommend
Submittal Date:	4/23/18	PC	9/25/18		Final
		CC			

The property to the west is currently rough graded, and is located within the PA 21 (Conventional Medium Lot, 4-6 du/ac) land use designation of the Subarea 29 Specific Plan.

### **PROJECT ANALYSIS:**

[1] Background — The Subarea 29 Specific Plan (539 acres) and the Environmental Impact Report (EIR) were approved by the City Council on November 7, 2006. The Specific Plan established the land use designations, development standards, and design guidelines for Subarea 29, which includes the potential development of 2,293 single-family units and 87,000 square feet of commercial space.

On January 23, 2007, the Planning Commission approved Tentative Tract Map 18067 (PMTT06-009) which subdivided 21.3 acres of Planning Area 22 into 79 residential numbered lots and two lettered lots (a neighborhood pocket park and an enhanced landscape buffer) (see **Exhibit A – Project Location Map**). The lots range in size from 6,300 square feet to 12,863 square feet, with an average residential lot size of 6,884 square feet. On April 23, 2018 the Applicant submitted a Development Plan application for the construction of the 79 single-family units.

[2] Site Design/Building Layout - The Project proposes the development of 79 single-family homes within Planning Area 22 of the Subarea 29 Specific Plan (see **Exhibit B – Site Plan**). The homes are all oriented toward the street (architecture forward). Three single-story floor plans are proposed, each with three elevations per plan. The three plans include the following:

- Plan 1 (“Paige”): 2,494 square feet, 3 bedrooms, 2 bathrooms, flex space/optional 4<sup>th</sup> bedroom with 3<sup>rd</sup> bathroom, optional 5<sup>th</sup> bedroom with 4<sup>th</sup> bathroom, and a 3-car garage.
- Plan 2 (“Dominic”): 2,495 square feet, 3 bedrooms, 2 bathrooms, a den/optional dining room, a teen room/optional 4<sup>th</sup> bedroom, a 2-car garage and a 1-car side-on garage.
- Plan 3 (“Oxford”): 2,610 square feet, 3 bedrooms, 2.5 bathrooms, a study/optional 4<sup>th</sup> bedroom, and a 2-car garage.

All plans incorporate various design features, such as varied entryways, covered porches, and a mixture of hipped and gabled roofs. A 3-car garage is proposed for Plan 1 and Plan 2, and a 2-car garage is proposed for Plan 3. To create visual interest along the streetscape, varied rooflines and architectural projections are provided for the front and enhanced elevations of the homes.

[3] Site Access/Circulation – On August 27, 2013, the Planning Commission approved Tentative Tract 17821 (“A” Map) to facilitate the construction of the backbone streets within the Specific Plan, which include the primary access points to the Subarea 29 community from Archibald Avenue. The applicant will construct Eucalyptus Avenue and the interior tract streets to provide access to the future residents.

[4] Parking – Each unit provides at least 4 on-site parking spaces (a two-car garage and two-car driveway). In addition, 53 units offer a third parking space (with an option for conversion to living space) providing a maximum of 369 on-site parking spaces. The minimum total on-site parking provided is 330 spaces, with a ratio of 4.2 parking spaces per dwelling unit. Approximately 119 on-street parking spaces will also be available throughout the neighborhood.

[5] Architecture – The proposed architectural designs of the homes are reflective of those found within the Park Place community within the Subarea 29 Specific Plan. The elevations’ scale, massing, and design details are consistent with the design style and plan mix outlined within the Subarea 29 Specific Plan Residential Design Guidelines. The architectural styles proposed include Spanish, Andalusian, and Craftsman. The styles complement one another through the overall scale, massing, proportions, and details. The proposed home designs are consistent with the design guidelines of the Specific Plan.

The three architectural styles proposed will include the following (see **Exhibit C - Exterior Elevations** for all plans proposed):

- Spanish: Low-pitched “S” tile rooflines, decorative shutters and gable end elements, arched entryways and windows, tile, and stucco exterior.
- Andalusian: Low-pitched “S” tile rooflines, decorative stone veneer, arched entries and windows, and pot shelves.
- Craftsman: High-pitched rooflines with concrete tiles, decorative popouts and shutters, stone veneer, and horizontal wood siding.

[6] Landscaping/Park and Paseos – The related Tentative Tract Map (File No. PMTT06-009/ TT 18067) will facilitate the construction of sidewalks, parkways, and open space areas within the project site. TOP Policy Plan (Policy PR1-1) requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The proposed project is required to provide 0.60 acres of park to meet the minimum Policy Plan private park requirement. To satisfy the requirement, the applicant is constructing a 1.4-acre neighborhood park that is centrally located within the tract (see **Exhibit B – Site Plan**). The park will feature both passive and active areas, including a large earth-themed and small moon-themed playground and play equipment, picnic tables, and open turf play area (see **Exhibit E – Conceptual Park Plan**). In addition, residents of the proposed community will have access to the 6.8-acre park, amenities, and clubhouse located north



of Ontario Ranch Road within the center of the New Haven Community (Planning Area 10). Amenities include a pool and cabana, tennis courts, and playground area.

The Project features sidewalks separated by landscaped parkways, which provides visual interest and promotes pedestrian mobility. All homes will be provided with front lawn landscaping (lawn, shrubs, and trees) and an automatic irrigation system to be installed by the applicant (see **Exhibit D—Typical/Conceptual Landscape Plan**). The homeowner will be responsible for front, side, and rear yard landscaping maintenance and for side and rear landscape improvements, and the homeowner's association will be responsible for the maintenance of landscaping and irrigation within the park, common areas, and parkways.

Decorative 6' split-face walls with pilasters are proposed for all public-facing front, side, and rear walls, and the interior property line privacy fencing will be 6' high colored masonry block material to match.

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

[1] City Council Goals.

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

[2] Vision.

**Distinctive Development:**

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

[3] Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

- G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

**Land Use Element:**

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

- LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

- LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).

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

- LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

**Housing Element:**

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

- H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

**Community Economics Element:**

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

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

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

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

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

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

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

**Safety Element:**

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

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

**Community Design Element:**

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

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

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

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

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

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

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

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

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

- A pattern of smaller, walkable blocks that promote access, activity and safety;

- Variable setbacks and parcel sizes to accommodate a diversity of housing types;

- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;

- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and

- Landscaped parkways, with sidewalks separated from the curb.

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

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

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

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

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

#### **HOUSING ELEMENT COMPLIANCE:**

The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (79) and density (3.7 du/ac) specified in the Subarea 29 Specific Plan. Per the Available Land Inventory, the Subarea 29 Specific Plan is required to provide 2,291 dwelling units with a maximum overall density of 5 dwelling units per acre.

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

**ENVIRONMENTAL REVIEW:** The application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. The

environmental documentation for this project is available for review at the Planning Department public counter.

The environmental impacts of this project were previously reviewed in conjunction with File No. PSP03-003, the Subarea 29 Specific Plan, for which an Environmental Impact Report (SCH#2004011009) was certified by the City Council on November 7, 2006. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are be a condition of project approval and are incorporated herein by reference.

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

**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA 22 - Conventional Large Lot (3-6 du/ac)
<i>North</i>	Vacant	Open Space - Parkland	AG (Agricultural)	N/A
<i>South</i>	Single-Family Residential	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA 23 - Conventional Small Lot (5-9 du/ac)
<i>East</i>	Vacant	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA 30 - Conventional Large Lot (3-6 du/ac)
<i>West</i>	Vacant	Low Density (2.1-5 du/ac)	Subarea 29 Specific Plan	PA 21 - Conventional Medium Lot (4-6 du/ac)

**General Site & Building Statistics**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Maximum coverage (in %):</i>	55%	25.1% to 51.2%	Y
<i>Minimum lot size (in SF):</i>	5,000 SF	6,300 SF – 12,864 SF	Y
<i>Minimum lot depth (in FT):</i>	100'	105' – 181.1'	Y
<i>Minimum lot width (in FT):</i>	50' – standard lot 35' – cul-de-sac or knuckle	35.5' – 121.2'	Y
<i>Front yard setback (in FT):</i>	12' – living space 10' – porch 20' – garage 10' – side-on garage	12' – living space 10' – porch 20' – garage 10' – side-on garage	Y
<i>Side yard setback (in FT):</i>	5'	5'	Y
<i>Rear yard setback (in FT):</i>	15'	15'	Y
<i>Maximum height (in FT):</i>	35'	19' – 24'	Y
<i>Parking – resident:</i>	2-car garage	2-3 car garage	Y
<i>Parking – guest:</i>	0	119 on-street	Y

**Exhibit A—PROJECT LOCATION MAP**

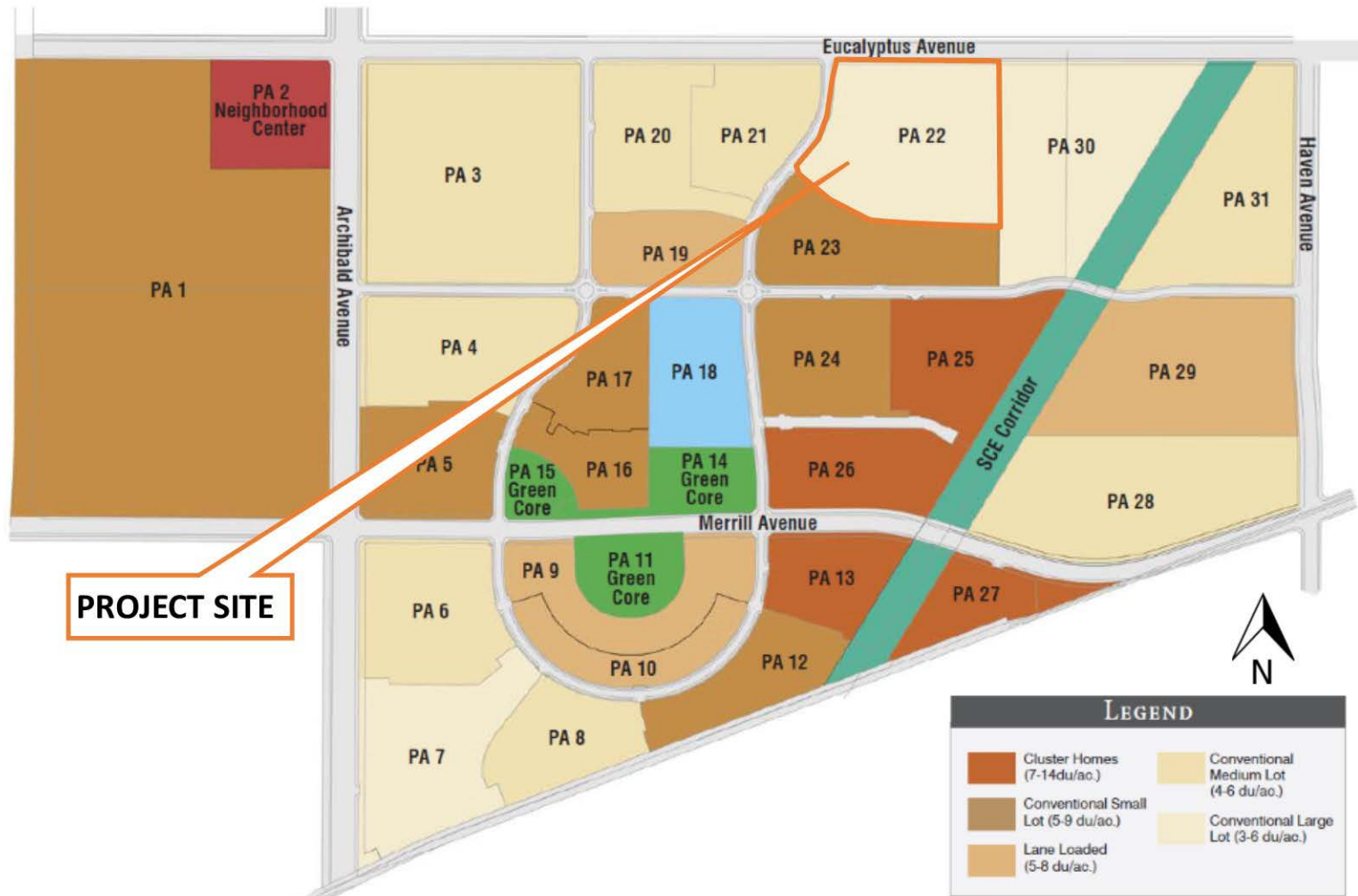


EXHIBIT 3—LAND USE PLAN



**Exhibit B—SITE PLAN**



***Exhibit C—EXTERIOR ELEVATIONS***

***Paige Front Elevation – Architectural Styles***



**A | Spanish**



**C | Craftsman**



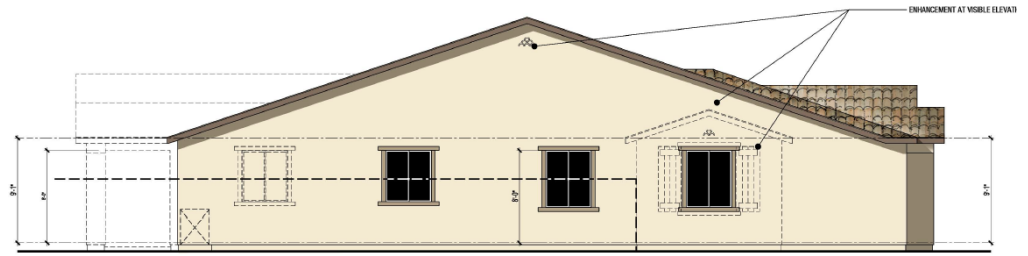
**B | Andalusian**

**PAIGE S24P**  
Front Elevations

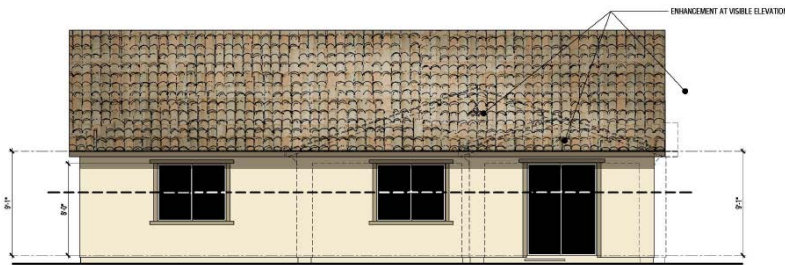
*Paige Spanish Elevations*



Front

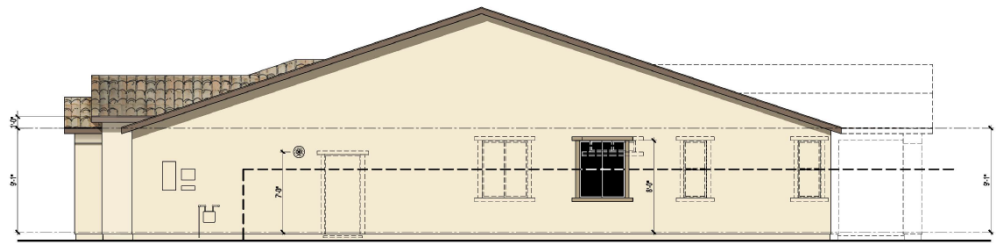


Left



Rear

**PAIGE S24P | A - SPANISH**  
Building Elevations



Right

**PAIGE S24P | A - SPANISH**  
Building Elevations

***Dominic Front Elevation – Architectural Styles***



**A | Spanish**



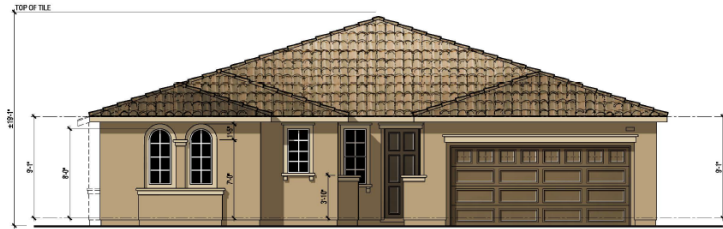
**C | Craftsman**



**B | Andalusian**

**DOMINIC S254**  
Front Elevations

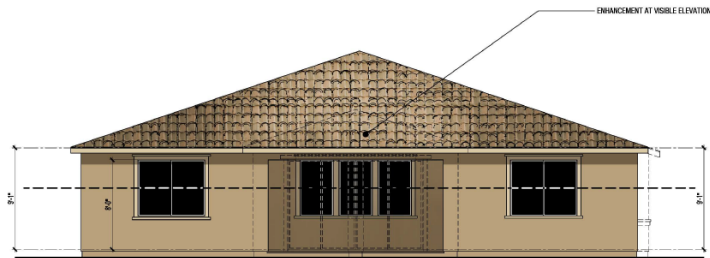
***Dominic Andalusian Elevations***



Front



Left



Rear

**DOMINIC S254 | B - ANDALUSIAN**  
Building Elevations



Right

**DOMINIC S254 | B - ANDALUSIAN**  
Building Elevations

***Oxford Front Elevation – Architectural Styles***



**A | Spanish**



**C | Craftsman**



**B | Andalusian**

**OXFORD S760**  
Front Elevations

**Oxford Craftsman Elevations**



Front



Left



Rear

**OXFORD S760 | C - Craftsman**  
Building Elevations



Right




**OXFORD S760 | C - Craftsman**  
Building Elevations

**Exhibit D—TYPICAL/CONCEPTUAL LANDSCAPE PLAN**





**Exhibit E—CONCEPTUAL PARK PLAN**

- CONCEPT PLANT SCHEDULE
-  VERTICAL ACCENT TREES
  -  CANOPY TREES
  -  FLOWERING ACCENT TREES

 TURF AREA

- SHRUB AND GROUNDCOVER AREA (TO INCLUDE BUT NOT LIMITED TO):
- ALICE STRATA
  - ARGENTONIA X 'SILV' RES'
  - SEPIA ARTEMISIOIDES
  - DAISY-BROWN VIBURNUM
  - DANIELLA REVOLUTA 'MARY BERRY'
  - DIETICHA BICOLORATA
  - ECHINUS CANDIDUS
  - FESTUCA VARIEGATA
  - RHIZIS QUATA
  - RUSSELLIA EQUISSETIFORMIS
  - SENECIO MANDRAKAE
  - Coral Aloe
  - Bush Kangaroo Paw
  - Flowering Cassia
  - Shrub Spirea
  - Baby Blue Lily Plant
  - Shrub Red Flowering Vine
  - Pride of Madeira
  - Albizia Roseum
  - Super Bush
  - Prostrata Plant
  - Blue Chair Shrub

 PARKWAY PER SEPERATE STREETSCAPE PLANS

ALL EQUIPMENT SUPPLIED BY PACIFIC PLAN SYSTEMS, INC.  
 PAM FLEMING 760 599 7355

**LEGEND**

SYMBOL	AMENITY
①	BENCH
②	TRASH RECEPTACLE
③	PICNIC BENCH
④	LARGE PLAY AREA WITH RESILIENT SURFACING AND WOOD CHIP MIX TO CREATE EARTH IMAGE ON THE GROUND PLANE
⑤	DRINKING FOUNTAIN
⑥	BIKE RACK
⑦	SMALL PLAY AREA WITH WOOD CHIPS, MOON THEMED
⑧	DOG WASTE BAG STATION



**A** SPACE SHUTTLE SPRING RIDER PC 1302



**B** DYNAMO GENESIS DX 101



**C** BIGGO DUO SWING DX 3200

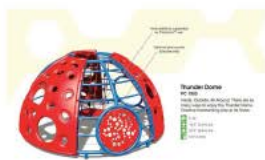


**E** ASTRO RIDER PC 1347

**EARTH PLAY AREA (LARGE PLAY AREA)**



**D** TELESCOPE



**G** THUNDER DOME PC 1905



**F** SPIN MAX GO-ROUND PC 2477



**E** ASTRO RIDER PC 1347

**MOON PLAY AREA (SMALL PLAY AREA)**

## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-013, A DEVELOPMENT PLAN TO CONSTRUCT 79 SINGLE-FAMILY DWELLINGS ON 19.30 GROSS ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF EUCALYPTUS AND CELEBRATION AVENUES, WITHIN PLANNING AREA 22 OF THE SUBAREA 29 SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF— APNS: 0218-014-03 AND 0218-014-04.

WHEREAS, RICHMOND AMERICAN HOMES OF MARYLAND, INC ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-013, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 19.30 acres of land generally located at the southeast corner of Eucalyptus and Celebration Avenues, within the Planning Area 22 (Conventional Large Lot) land use designation of the Subarea 29 Specific Plan, and is presently rough graded; and

WHEREAS, the property to the north of the project site is currently vacant and is located within the SP-AG (Agricultural) zoning designation with a future use of open space/parkland per The Ontario Plan (TOP). The property to the south of the project site is currently under construction (single-family residential), and is located within the PA 23 (Conventional Small Lot, 5-9 du/ac) land use designation of the Subarea 29 Specific Plan. The property to the east is currently vacant, and is within the PA 30 (Conventional Large Lot, 3-6 du/ac) land use designation of the Subarea 29 Specific Plan. The property to the west is currently rough graded, and is located within the PA 21 (Conventional Medium Lot, 4-6 du/ac) land use designation of the Subarea 29 Specific Plan.; and

WHEREAS, the application proposes the development of 79 single-family conventional homes; and

WHEREAS, the Development Plan to construct 79 single-family, one-story homes is consistent with the PA 22 Design Guidelines and Development Standards of the Subarea 29 Specific Plan; and

WHEREAS, the application proposes three single-story floor plans with three elevations per plan, as follows:

- Plan 1 ("Paige"): 2,494 square feet, 3 bedrooms, 2 bathrooms, flex space/optional 4<sup>th</sup> bedroom with 3<sup>rd</sup> bathroom, optional 5<sup>th</sup> bedroom with 4<sup>th</sup> bathroom, and a 3-car garage.

- Plan 2 (“Dominic”): 2,495 square feet, 3 bedrooms, 2 bathrooms, a den/optional dining room, a teen room/optional 4<sup>th</sup> bedroom, a 2-car garage and a 1-car side-on garage.
- Plan 3 (“Oxford”): 2,610 square feet, 3 bedrooms, 2.5 bathrooms, a study/optional 4<sup>th</sup> bedroom, and a 2-car garage; and

WHEREAS, the architectural design styles of Spanish, Andalusian, and Cottage are consistent with the Design Guidelines and Development Standards of the Subarea 29 Specific Plan; and

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, for which an Environmental Impact Report (SCH#2004011009) was adopted by the City Council on November 7, 2006, and this Application introduces no new significant environmental impacts; and

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

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (“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 September 17, 2018, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB18-053, recommending the Planning Commission approve the Application; and

WHEREAS, on September 25, 2018, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

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

(1) The environmental impacts of this project were reviewed in conjunction with the previously adopted Subarea 29 Specific Plan Environmental Impact Report, certified by the City Council on November 7, 2006 (SCH#2004011009), in conjunction with File No. PSP03-003.

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

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

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

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

**SECTION 2: Subsequent or Supplemental Environmental Review Not Required.** Based on the information presented to the Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the

preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

**SECTION 3: Housing Element Compliance.** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (79) and density (3.7 du/ac) specified in the Subarea 29 Specific Plan. Per the Available Land Inventory, the Subarea 29 Specific Plan is required to provide 2,291 dwelling units with a maximum overall density of 5 dwelling units per acre.

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

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Low Density (2.1-5 du/ac) land use district of the Policy Plan Land Use Map, and Planning Area 22 (Conventional Large Lot residential district) of the Subarea 29 Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan; 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 Planning Area 22 (Conventional Large Lot residential district) of the Subarea 29 Specific Plan, including standards relative to the particular land use proposed (single-family residential), as-well-

as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions. The site is physically suitable for the proposed development of 79 single-family homes. The related Tentative Tract Map 18067, which subdivided the land, was approved by the Planning Commission in January of 2007; and

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Planning Commission has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Subarea 29 Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Subarea 29 Specific Plan. The Development Plan will facilitate the construction of 79 single-family homes. The environmental impacts of this project were analyzed in the EIR (SCH#2004011009), prepared for the Subarea 29 Specific Plan (File No. PSP03-003). All adopted mitigation measures of the related EIR shall be a condition of project approval and are incorporated herein by reference; 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 Subarea 29 Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (single-family homes). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Subarea 29 Specific Plan.

**SECTION 6: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of September, 2018, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Richard D. Delman  
Planning Commission Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary of Planning Commission



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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC18-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on September 25, 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV18-013  
Departmental Conditions of Approval**

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



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

*Planning Department  
Land Development Division  
Conditions of Approval*

**Meeting Date:** September 25, 2018

**File No:** PDEV18-013

**Related Files:** PMTT 06-009 (TT 18067)

**Project Description:** A Development Plan to construct 79 single-family dwellings on approximately 19.30 gross acres of land located at the southeast corner of Eucalyptus and Celebration Avenues, within Planning Area 22 of the Subarea 29 Specific Plan. APNs: 0218-014-03 and 0218-014-04; **submitted by Richmond American Homes of Maryland, Inc.**

**Prepared By:** Alexis Vaughn, Assistant Planner  
Phone: 909.395.2416 (direct)  
Email: [avaughn@ontarioca.gov](mailto:avaughn@ontarioca.gov)

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

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

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

**2.1** Time Limits.

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

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

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

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

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

**(d)** The development of this project shall conform to the City's Development Code and the regulations of the Subarea 29 Specific Plan.

**(e)** All applicable conditions of approval of the Subarea 29 Specific Plan (File No. PSP03-003) shall apply to this Development Plan.

**(f)** All applicable conditions of approval of the related TT18067 (File No. PMTT06-009) shall apply.

### **2.3** Landscaping.

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

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

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

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

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

**(a)** A six-foot high decorative masonry block wall, with a decorative cap, shall be constructed at the following locations:

**(i)** Along the perimeter of all new residential developments, including all interior side and rear project boundaries, and street frontages without front-on units.

**(ii)** Along all street side and interior side yard property lines, and connecting between dwellings, with appropriate gates for rear yard access. Within the front yard setback, walls shall be reduced to three feet in height.

**(iii)** Along all rear property lines.

**(b)** Long expanses of fence or wall adjacent to public right-of-way shall have offset areas (decorative pilasters) and shall be architecturally designed to prevent monotony.

**(c)** Construction drawings shall indicate materials, colors, and height of proposed and existing walls/fences, and shall include a cross section of walls/fences indicating adjacent grades. Walls shall be designed as an integral part of the architecture for the development.

### **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).

### **2.6** Mechanical Equipment.

(a) All residential mechanical, heating and air conditioning equipment, and all appurtenances thereto, shall be completely screened from public view by walls.

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

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

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

(a) Off-Site Subdivision Signs:

(i) 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 signage is authorized.** (For additional information, contact the Baldy View Chapter BIA at (909) 945-1884.)

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

**2.10** 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, 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) Utility and drainage easements.

(d) 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.

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

(f) 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.

#### **2.11** 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.

#### **2.12** Environmental Review.

**(a)** The environmental impacts of this project were previously reviewed in conjunction with the Subarea 29 Specific Plan, File No. PSP03-003, for which an EIR (SCH# 200411009) was previously adopted 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.

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

#### **2.14** Additional Fees.

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

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

**2.15** Additional Requirements.

**(a)** The neighborhood park (Lot A) shall be constructed prior to the issuance of the certificate of occupancy of the 40<sup>th</sup> home.

**(b)** Enhanced elevations shall be provided for all elevations significantly visible from all public rights-of-way, including streets, paseos, parks, etc.

**(c)** Final sets of architectural plans shall be supplied to the Planning Department that include corrected elevations, call outs, roof plans, etc. Corrections shall also be reflected on the construction plans.

**(d)** Final architecture for the proposed project shall be reviewed and approved by the Planning Department prior to the issuance of building permits.

**(e)** The applicant shall contact the Ontario Post Office to determine the quantity, size, and location of mailboxes for this project.



# CITY OF ONTARIO

## MEMORANDUM

### ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

**DATE:** August 20, 2018

**DAB MEETING DATE:** September 5, 2018

**PROJECT ENGINEER:** Jesus Plasencia, Senior Associate Civil Engineer  
909-395-2128

**PROJECT PLANNER:** Alexis Vaughn, Assistant Planner  
909-395-2416

**PROJECT:** PDEV18-013 - A Development Plan to construct 79 single-family dwellings on approximately 19.30 gross acres of land generally located at the southeast corner of Eucalyptus and Celebration Avenues, within Planning Area 22 of the Subarea 29 Specific Plan. Related File: PMTT06-009 (TT 18067).

**APPLICANT:** Richmond American Homes of Maryland, Inc.  
**LOCATION:** SEC of Eucalyptus Avenue and Celebration Avenue

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

1. The applicant/developer shall be responsible for the completion of all conditions of approval for TM-18067 and the Development Agreement.
2. 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).

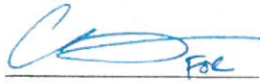
3. The applicant/developer shall submit all final survey documents prepared by a Licensed Surveyor registered in the State of California detailing all survey monuments that have been preserved, revised, adjusted or set along with any maps, corner records or Records of Survey needed to comply with these 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.
4. 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.
5. Prior to issuance of any permits or approval of any plans, a Sewer Sub-Area Master Plan with Sewer Sizing and Design Calculations (SSAMP) 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.
6. 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. Appropriately sized public and private mains shall be installed throughout the Tract to meet this requirement, as approved by the City.
7. In order to receive recycled water service, the applicant shall comply with each of the following:
  - a. *Prior to Precise Grading Plan Approval and Building Permits Issuance:*
    - i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
    - ii. Submit an Engineering Report (ER) to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
  - b. *Prior to Occupancy Release/Finalizing:*
    - i. Pass start-up and cross-connection test successfully.
    - ii. Provide evidence demonstrating the training of on-site supervisor or designee as determined in the ER.
8. Prior to approval of any building permits, a Solid Waste Handling Plan Sheet shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. The SWHP Sheet shall demonstrate compliance with the Services Standards in the City's Solid Waste Planning Manual (<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>) and shall contain, at a minimum, the following elements:
  - a. A statement identifying the Service Requirements being used (e.g. Single Family Detached with automated cans, Multi-family/ Commercial with bins, etc.) and describing the solid waste handling operation (for instance, will there be scouting services, etc.)
  - b. A table utilizing the metrics on Page 8 of the Planning Manual and calculating the volume

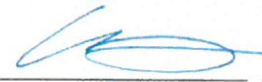


(gallons or cubic yards), quantity, and service schedule for each type of can and bin required for each Service Category (refuse, recycled, etc.).

c. An Engineering Site Plan drawn to scale that shows:

- A detail of the Solid Waste Vehicle with dimensions and annotation that states the minimum turning radii and path of travel widths actually being used on the plan.
- The Solid Waste Vehicle turning movements and paths of travel in each direction of travel and at all intersections. All paths of travel shall be 15 feet wide minimum.
- All parking stalls and parallel parking spaces along all streets, alleys, or aisles.
- All proposed curbs and areas designated and striped/signed as "No Parking".
- All proposed trash enclosures and the ADA paths of travel from the buildings.
- A detail for each enclosure footprint delineating the number and size of the bins in order to demonstrate that the enclosure is adequately sized and oriented.

  
Bryan Lirley, P.E.      8/21/10  
Principal Engineer      Date

  
Khoi Do, P. E.      8/21/10  
Assistant City Engineer      Date

cc: Khoi Do, P.E., Engineering/Land Development  
Bryan Lirley, P.E., Engineering/Land Development



# 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: Alexis Vaughn, Assistant Planner

DATE: July 23, 2018

SUBJECT: FILE #: PDEV18-013 Finance Acct#:

The following project has been resubmitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Monday, August 6, 2018**.

**PROJECT DESCRIPTION:** A Development Plan to construct 79 single-family dwellings on approximately 19.30 gross acres of land generally located at the southeast corner of Eucalyptus and Celebration Avenues, within Planning Area 22 of the Subarea 29 Specific Plan (APNs: 0218-014-03, 0218-014-04). Related File: PMTT06-009 (TT 18067).

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

Department: Landscape Planning      Signature: Carolyn Bell      Title: Sr. Landscape Architect      Date: 8/8/18

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

**PRELIMINARY PLAN CORRECTIONS**

Sign Off

*Carolyn Bell*  
 Carolyn Bell, Sr. Landscape Planner

8/8/18  
 Date

Reviewer's Name:  
**Carolyn Bell, Sr. Landscape Planner**

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

D.A.B. File No.:  
 PDEV18-013 Rev 1

Case Planner:  
 Alexis Vaughn

Project Name and Location:  
 Park Place PA 22  
 TM18067 SEC Eucalyptus and Celebration

Applicant/Representative:  
 Richmond American Homes – Edgar Gomez, Sr. Project manager  
 5171 California Ave ste 120  
 Irvine, CA

<input checked="" type="checkbox"/>	<b>A Preliminary Landscape Plan (dated 7/17/18) 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 – REVISION 1 CORRECTION IN ITALICS**

Civil/ Site Plans

- Show roughly transformer locations set back 3' from paving for small units and 5' setback for large transformer greater than 4' high. Located on level grade. Coordinate with landscape plans. *See SCE aesthetics Improvement Manual pages 3, 7, 11 and 13 for landscaping at transformers. Provide space for landscape screening.*
- Locate utilities including light standards, fire hydrants, water and sewer lines to not conflict with required street tree locations. Coordinate civil plans with landscape plans. Show utilities at the minimum set back to allow an 8' clear space for street trees 30' apart. *Not corrected. Move utilities to allow even spacing for street trees. Coordinate with landscape architect. See parkway lots 2, 8,9, 19, 20, 32, 61,*
- Note and show on plans: all AC units shall be located in utility or trash storage areas away from proposed patio spaces or locate in side yards, Provide a second gate and solid surface path on the opposite side yard for access if AC unit block side yard access path. *Not corrected, AC units shall be shown in side yards clear of main access path to make full use on the back yard space.*

Landscape Plans

- Change Pyrus calleryana trees; not allowed due to disease and short life span
- Add Pistache to plant legend as noted on the response sheet.
- After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:
 

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

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



# CITY OF ONTARIO

## MEMORANDUM

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

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

**DATE:** May 9, 2018

**SUBJECT:** PDEV18-013 - A Development Plan to construct 79 single-family dwellings on approximately 19.30 gross acres of land generally located at the southeast corner of Eucalyptus and Celebration Avenues, within Planning Area 22 of the Subarea 29 Specific Plan (APNs: 0218-014-03, 0218-014-04). Related File: PMTT06-009 (TT 18067).

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

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

- A. 2016 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): 2,000 Sq. Ft. (Varies)
- D. Number of Stories: One
- E. Total Square Footage: 2,000 Sq. Ft. (Varies)
- F. 2016 CBC Occupancy Classification(s): R

## CONDITIONS OF APPROVAL:

### **1.0 GENERAL**

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

### **2.0 FIRE DEPARTMENT ACCESS**

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

### **3.0 WATER SUPPLY**

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

### **4.0 FIRE PROTECTION SYSTEMS**

- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard Choose an item.. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.

### **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.
- 5.5 All residential chimneys shall be equipped with an approved spark arrester meeting the requirements of the California Building Code.





CITY OF ONTARIO  
MEMORANDUM

TO: 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  
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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: April 25, 2018

SUBJECT: FILE #: PDEV18-013 Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Wednesday, May 9, 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 Development Plan approval to construct 79 single-family dwellings on approximately 19.30 gross acres of land located at the southeast corner of Eucalyptus and Celebration Avenues, within PA22 of the Subarea 29 Specific Plan (APNs: 0218-014-03, 0218-014-04). Related File: PMTT06-009.

- 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

*5/16/18*  
Date

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-013

Address: SEC Eucalyptus Ave and Celebration Ave

APN: 218-014-03 & 218-014-04

Existing Land Use: Vacant

Proposed Land Use: A Development Plan to construct 79 Single Family homes

Site Acreage: 19.30 acres Proposed Structure Height: 25 FT

ONT-IAC Project Review: n/a

Airport Influence Area: ONT

Reviewed By: Lorena Mejia

Contact Info: 909-395-2276

Project Planner: Henry Noh

Date: 6/12/18

CD No.: 2018-034

PALU No.: n/a

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

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

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

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

Allowable Height: 90 FT - 130 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.

See Attached Real Estate Disclosure Condition:

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-034  
PALU No.: \_\_\_\_\_

### PROJECT CONDITIONS

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

#### NOTICE OF AIRPORT IN VICINITY

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

# CITY OF ONTARIO MEMORANDUM

**TO:** PLANNING DEPARTMENT, Henry Noh  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** May 7, 2018  
**SUBJECT:** PDEV18-013

- 
- 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: 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  
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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: April 25, 2018

SUBJECT: FILE #: PDEV18-013

Finance Acct#:

The following project has been submitted for review. Please send one (1) copy and email one (1) copy of your DAB report to the Planning Department by **Wednesday, May 9, 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 Development Plan approval to construct 79 single-family dwellings on approximately 19.30 gross acres of land located at the southeast corner of Eucalyptus and Celebration Avenues, within PA22 of the Subarea 29 Specific Plan (APNs: 0218-014-03, 0218-014-04). Related File: PMTT06-009.

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

Department

Signature

Title

Date

*Building*



# 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  
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 Jimmy Chang , IT Department  
 David Simpson, IT Department (Copy of memo only)

FROM: Henry Noh, Senior Planner

DATE: April 25, 2018

SUBJECT: FILE #: PDEV18-013

Finance Acct#:

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- The plan does not adequately address the departmental concerns.
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*Ad. Planning*  
Department

*Clarice Burde*  
Signature

*Assa Plomer*  
Title

*4/30/18*  
Date



# 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  
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 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: April 25, 2018

SUBJECT: FILE #: PDEV18-013

Finance Acct#:


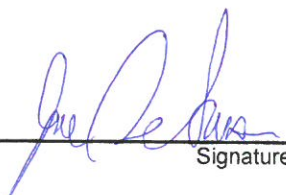

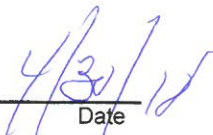


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Department \_\_\_\_\_ Signature \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_



# PLANNING COMMISSION STAFF REPORT

September 25, 2018

**SUBJECT:** A Development Plan (**File No. PDEV18-020**) to construct 48 single-family homes (6-Pack Cluster), 126 multi-family homes (Rowtowns) and 91 multi-family homes (Townhomes) on 23.66 acres of land located at the northeast corner of Archibald Avenue and Ontario Ranch Road, within the Low Medium Density Residential (LMDR) district of Planning Area 7 of The Avenue Specific Plan. APN: 0218-201-18; **submitted by Brookfield Homes Southern California.**

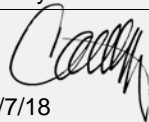
**PROPERTY OWNER:** Brookcal Ontario, LLC

**RECOMMENDED ACTION:** That the Planning Commission approve File No. PDEV18-020, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

**PROJECT SETTING:** The project site is comprised of 23.66 acres of land located at the northeast corner of Archibald Avenue and Ontario Ranch Road, within the Low Medium Density Residential (LMDR) district of Planning Area 7 of The Avenue Specific Plan, and is depicted in **Figure 1: Project Location**, below. The project site slopes gently from north to south and is currently vacant. The property to the north of the project site is within the Low Density Residential district of Planning Area 6A of The Avenue Specific Plan and is currently under construction with single-family residential uses. The property to the east is within the Low Density Residential district of Planning Area 8A of The Avenue Specific Plan and is currently vacant. The property to the south is within the High Density Residential district of Planning Areas 7 and 8 of the Grand Park Specific Plan and is currently developed with agricultural/dairy uses. The property to the west of the project site is within the Low Medium Density Residential, Open



**Figure 1: Project Location**

Case Planner:	Henry K. Noh	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	9/17/18	Approve	Recommend
Submittal Date:	6/7/18	ZA			
		PC	9/25/18		Final
		CC			



Space and Elementary School districts of Planning Area 5 of The Avenue Specific Plan and is currently developed with agricultural and dairy uses.

**PROJECT ANALYSIS:**

[1] Background — The Avenue Specific Plan and Environmental Impact Report (EIR) were approved by the City Council on December 19, 2006. The Avenue Specific Plan established the land use designations, development standards, and design guidelines for 568 acres, which includes the potential development of 2,875 dwelling units and approximately 131,000 square feet of commercial.

On October 24, 2017, the Planning Commission approved Tentative Tract Map 18937 (File No. PMTT17-002) to subdivide 23.66 acres of land into: 1) 48 single-family numbered lots (6-Pack Cluster); 2) 7 multi-family numbered lots for Condominium Purposes (Lots 49 thru 55); and 3) 41 lettered lots for public streets, landscape neighborhood edges and common open space purposes (**Figure 2: The Avenue Specific Plan Land Use Map**). The residential lots range in size from 2,854 to 3,361 square feet for the single-family cluster lots and from 30,820 to 91,237 square feet for the multi-family attached condominium lots. Brookfield Homes Southern California has submitted a development plan application to construct 48 single-family homes (6-Pack Cluster), 126 multi-family homes (Solstice Rowtowns) and 91 multi-family homes (Holiday Townhomes).

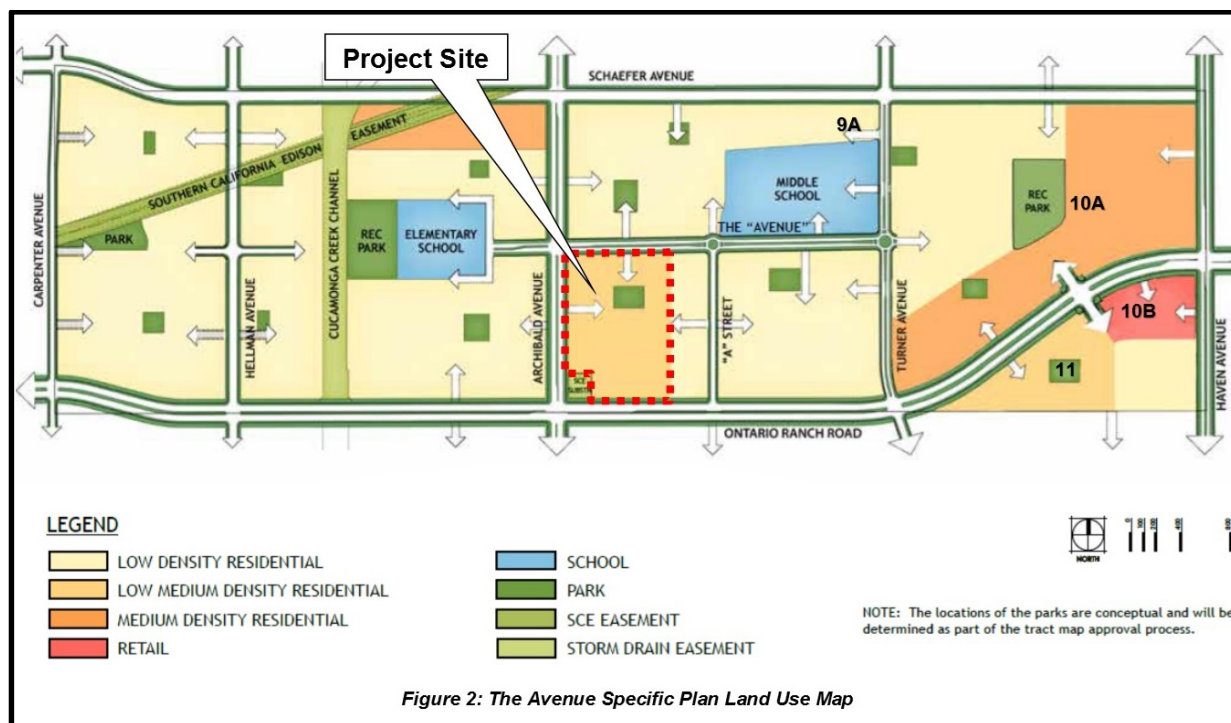


Figure 2: The Avenue Specific Plan Land Use Map

[2] Site Design/Building Layout — The project proposes the development of 48 single-family homes (6-Pack Cluster), 126 multi-family homes (Solstice Rowtowns) and 91 multi-family homes (Holiday Townhomes), within the Low Medium Density Residential (LMDR) district of Planning Area 7 of The Avenue Specific Plan (**Exhibit A – Site Plan**).

The 6-Pack Cluster includes three floor plans and three architectural styles per plan. The three floor plans include the following:

- Plan 1: 2,158 square feet, 4 bedrooms, great room and 3 baths.
- Plan 2: 2,275 square feet, 4 bedrooms, great room and 3 baths.
- Plan 3: 2,513 square feet, 4 bedrooms (option for 5<sup>th</sup> bedroom), great room and 3 baths.

The proposed multi-family Rowtown product proposes 6-unit complexes within the proposed project that includes three (3) floor plans and two architectural styles. The three (3) floor plans include the following:

- Plan 1: 1,125 square feet, 2 bedroom and 2 baths.
- Plan 2: 1,306 square feet, 3 bedrooms and 2.5 baths.
- Plan 3: 1,552 square feet, 3 bedrooms and 2.5 baths.

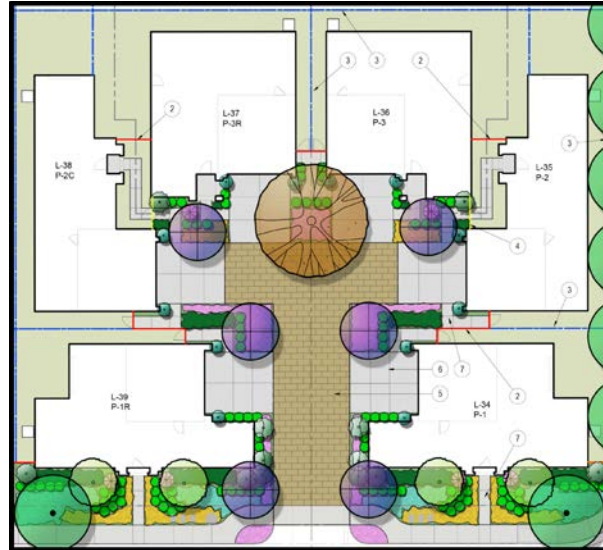
The proposed multi-family Townhome product proposes 14-unit complexes within the proposed project that includes six (6) floor plans and two architectural styles. The six (6) floor plans include the following:

- Plan 1: 974 square feet, 1 bedroom and 1 bath.
- Plan 2: 1,050 square feet, 2 bedrooms and 2.5 baths.
- Plan 3: 1,529 square feet, 2 bedrooms and 2 baths.
- Plan 4: 1,693 square feet, 3 bedrooms and 2.5 baths.
- Plan 5: 1,754 square feet, 3 bedrooms and 2.5 baths.
- Plan 6: 1,814 square feet, 3 bedrooms and 2.5 baths.

The proposed 6-Pack Cluster incorporates various design features, such as single and two-story massing, varied entries and a great room. The Cluster product is characterized by a decorative paved private lane that provides both garage and front entry access to each unit. Each unit will provide a two-car garage and a two-car driveway for a total of four parking spaces per unit.

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

the Plan 2 lots to provide a more useable yard area for the Plan 3 lots (see **Figure 3: 6-Pack Cluster Site Plan**).



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

The proposed multi-family Townhome and Rowtown products have garage access from a private lane with main entrances of the units fronting the street or garden court. The primary access into each unit will be from a garden court area landscaped with accent trees and decorative lighted bollards to provide visual interest and promote pedestrian mobility (see **Figure 4: Conceptual Rowtown Site Plan** and **Figure 5: Conceptual Townhome Site Plan**).

All plans incorporate various design features such as horizontal and vertical building articulation, varied entry designs, private patios, 1<sup>st</sup> or 2<sup>nd</sup> floor laundry facilities, and 2<sup>nd</sup> floor decks/balconies. All homes will have a two-car garage with the exception of the townhome Plan 1, which will provide a one-car garage. To minimize the visual impact of garages, the applicant proposes access off a private lane/autocourt and includes varied massing, second story projections over garages, recessed garage doors, landscaped finger planters and varied roof lines.



**Figure 4: Conceptual Rowtown Site Plan**



**Figure 5: Conceptual Townhome Site Plan**

[3] Site Access/Circulation — A portion of the project street frontage improvements along Archibald Avenue and Ontario Ranch Road were constructed as part of the adjacent New Haven Community (Tract Map 18922 (“A” Map) and various “B” Maps). The project site will have access from Archibald Avenue and La Avenida Drive, which runs east and west along the northern frontage of the site and has direct access to Archibald Avenue. The project will be required to complete the remaining street improvements along the projects Archibald Avenue and Ontario Ranch Road frontages. The Archibald Avenue improvements will include an additional 15-foot wide lane, a 26-foot wide parkway and a

19-foot wide neighborhood edge. The Ontario Ranch Road improvements will include additional 12-foot and 15-foot wide lanes, a 15-foot wide parkway and a 35-foot wide neighborhood edge. Adjacent to the SCE Substation a 15-foot wide parkway will be improved. Additionally, the applicant is required to construct the interior tract streets and private lanes that will provide access to the future residents.

[4] Parking — The proposed 6-pack Cluster single-family homes will each provide an enclosed two-car garage, which is consistent with the requirements of The Avenue Specific Plan and Development Code. In addition, each unit will have a standard two-car driveway and 41 on-street parking spaces are provided in the vicinity of the 6-Pack Cluster single-family homes. As demonstrated within Table 1 below, the project is required to provide a total of 96 parking spaces that are within an enclosed garage. The project is providing a total of 233 parking spaces (garage, driveway and on-street parking), based on the parking requirements the 6-Pack Cluster development will be over parked by 137 parking spaces and will provide 4.85 spaces per unit, which should be more than adequate to accommodate both resident and visitor parking.

Summary of Parking Analysis						
Product	Number of Units	Required 2-Car Garage Spaces	2-Car Driveway Spaces	On-Street Parking	Total Provided	+/- Parking
SF 6-Pack Cluster	48	96	96	41	233	+137
					4.85 spaces per unit	

The parking requirement for the multi-family attached products are consistent with The Avenue Specific Plan, requiring 1.75 spaces (one within a garage) for one-bedroom units, 2 spaces (one within a garage) for two-bedroom units, and 2.5 spaces (one within a garage) for three-bedroom units. Visitor parking is required at 1 parking space for every five units following (**Exhibit B – Parking Plan**).

For the proposed for multi-family development, the one-bedroom units will have a one-car garage and the two and three-bedroom units will have a two-car garage. With the 217 units proposed, a total of 802 parking spaces are being provided (542 required). Additional resident and visitor parking will be provided along the neighborhood streets and private lanes within the community. Based on the parking requirements, the multifamily development (Rowtown and Townhomes) will be over parked by 260 parking spaces and provide 3.70 spaces per unit (**Summary of Parking Table** below), providing more than adequate parking on-site to accommodate visitors and residents of the proposed development.

Summary of Parking Analysis						
Number of Units	Req. Parking Per Unit	Req. Guest Parking	Total Req. Parking	Garage Space Provided	On-Street/ Driveway Parking Spaces	Total Provided
1 Bedroom – 13 units	1.75 – Including 1-car garage (22.75 spaces)	1 space per 5 units (2.6 spaces)	25.35	1-car garage (13 spaces)		13
2 Bedrooms – 68 units	2 – Including 1-car garage (136 spaces)	1 space per 5 units (13.6 spaces)	149.6	2-car garage (102 spaces)		136
3 Bedrooms – 136 units	2.5 – Including 1-car garage (340 spaces)	1 space per 5 units (27.2 spaces)	367.2	2-car garage (272 spaces)		272
<b>217 units</b>	<b>498.75</b>	<b>43.4</b>	<b>542</b>	<b>387</b>	<b>415</b>	<b>802</b>
					<b>3.70 spaces per unit</b>	

The total parking required for all products (6-Pack Cluster and multi-family: Solstice Rowtown and Holiday Townhome) is 638 parking spaces. The project is providing a total of 1,035 parking spaces (garage, driveway and on-street parking). Based on the specific plan parking requirements, the development will be over-parked by 397 parking spaces and will provide 3.91 spaces per unit, which should be more than adequate to accommodate both resident and visitor parking.

[5] Architecture —The architectural styles proposed for the 6-Pack Cluster product include Spanish Colonial, California Ranch and American Farmhouse. Each architectural style will include the following (***Exhibit C – 6-Pack Cluster Floor Plans and Elevations***):

Spanish Colonial: Varying gable and shed roofs with “S” concrete roof tiles; stucco finish; arched entries; cantilevered elements with corbels; decorative foam eaves; decorative barrel tile elements below gable ends; decorative shutters and window framing.

California Ranch: Varying gable roofs with flat concrete roof tiles, wooden knee braces and vertical siding below gable ends, a combination of horizontal siding, stone veneer and stucco exterior, cantilevered elements with corbels; gable front entries treated with horizontal siding and stone veneer bases; decorative shutters and window framing.

American Farmhouse: Varying gable and shed roofs with flat concrete roof tiles, vertical siding below gable ends, a combination of vertical siding, brick veneer and stucco exterior; cantilevered elements with corbels; gable front entries with either

vertical siding and brick veneer bases or square columns; decorative shutters and window framing.

The proposed Rowtown (Solstice) architecture include Spanish and Farmhouse. The two architectural styles proposed will include the following (see ***Exhibit D – Rowtown Floor Plans and Elevations***):

Spanish: Varying gable and shed roofs with concrete “S” roof tiles; a moderate roof overhang; second story pop-out features; stucco exterior; square entry openings with stucco trim; decorative barrel clay barrel accents below gable ends; decorative wrought iron balcony railing; square window openings with stucco trim; decorative window sills; corbels; decorative wood trellises; and false chimneys.

Farmhouse: Varying gable roofs with concrete roof tile; a moderate roof overhang; second story pop-out features; decorative wood out-lookers; stucco exterior; square entry openings with stucco surrounds; decorative vent accents below gable ends; square window openings with stucco trim; corbels; decorative standing metal seam awnings; and vertical siding.

The proposed Townhome (Holiday) architecture includes Spanish and Monterey. The two architectural styles proposed will include the following (***Exhibit E – Townhome Floor Plans and Elevations***):

Monterey: Varying gable, Dutch gable and hipped roofs with concrete roof tile; a moderate roof overhang; second-story pop-out features; decorative wood out-lookers; stucco exterior; square entry openings with stucco surround; decorative clay barrel accents below gable ends; wood balconies; square window openings with stucco trim; corbels; decorative wood shutters; and first-story pot shelves with stucco trim.

Spanish: Varying gable and hipped roofs with concrete “S” tile roof; a moderate roof overhang; second story pop-out features; two-inch recessed arches; stucco exterior; square and arched entry openings with stucco trim; decorative wrought iron accents below gable ends; decorative wrought iron balcony railing; square window openings with stucco trim; decorative wrought iron pot shelves; corbels; decorative wood shutters; and first-story pot shelves with a decorative cap.

The architectural styles proposed for all products complement one another through the overall scale, massing, proportions and details. The proposed home designs are consistent with the design guidelines of the Specific Plan.

[6] Landscaping/Open Space — The related Tentative Tract Map (File No. PMTT17-002/TT 18937) will facilitate the construction of sidewalks, parkways, and open space areas within the project site. TOP Policy Plan (Policy PR1-1) requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. The proposed project

is required to provide 1.83 acres of park to meet the minimum Policy Plan private park requirement. To satisfy the park requirement, the applicant is constructing a 1.98 acre neighborhood park that is centrally located within the tract (**Exhibit F – Park Renderings**). The park is divided into three areas: 1) The Plunge (Pool), 2) The Lawn, and 3) The Trees. The park will include various amenities such as, a pool, restroom and shower facilities, BBQ's, picnic tables, shade structure, nature playground, exercise stations and open turf play area. In addition, residents of the proposed community will have access to the 6.8 acre park, amenities, and clubhouse located north of Ontario Ranch Road within the center of the New Haven Community (Planning Area 10).

The existing SCE Substation will remain, therefore the surrounding landscape buffer along the perimeter of the substation is vital to minimize the visual impact for the future adjacent residents. An approximate 47-foot landscape buffer will be provided along the northern frontage between the SCE perimeter wall and the closest adjacent Solstice patio wall. The buffer along the eastern substation frontage is approximately 79-feet (25' landscape buffer, 24' drive aisle, 20' parking stalls, and 4' sidewalk and 6' landscape planter) between the SCE perimeter wall and the closest adjacent Holiday patio wall (**Exhibit G – SCE Substation Landscape Renderings**). The landscape design will include: Trailing Lantana ground cover, Fortnight Lily and Indian Laurel hedges, and Broad-Leaved Paperbark and California Pepper trees.

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

[1] City Council Goals.

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

[2] Vision.

**Distinctive Development:**



- Commercial and Residential Development

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

[3] Governance.

**Decision Making:**

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.

- G1-2 Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision

[4] Policy Plan (General Plan)

**Land Use Element:**

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

- LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

- LU1-6 Complete Community: We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario. (Refer to Complete Community Section of Community Economics Element).

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

- LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

**Housing Element:**

- Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

➤ H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

➤ H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

▪ Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

### **Community Economics Element:**

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

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

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

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

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

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

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

### **Safety Element:**

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

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

**Community Design Element:**

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

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

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

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

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

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

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

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

- Landscaped parkways, with sidewalks separated from the curb.
- CD2-7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.
- CD2-8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.
- CD2-9 Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
- CD2-13 Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the maximum number of dwelling units (287) and density (9.5 DU/AC) specified within The Avenue Specific Plan. Per the Available Land Inventory, The Avenue Specific Plan is required to provide 2,552 dwelling units with a density range of 2-12 DU/AC.

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

**ENVIRONMENTAL REVIEW:** The environmental impacts of this project were previously reviewed in conjunction with a previous addendum to The Avenue Specific Plan EIR (SCH# 2005071109) and supporting documentation. Based upon the facts and information contained in the previous addendum to The Avenue Specific Plan EIR (SCH# 2005071109). This Application introduces no new significant environmental impacts. All previously adopted mitigation measures are be a condition of project approval and are incorporated herein by reference.

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

**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Vacant	Low Density Residential	The Avenue Specific Plan	Planning Area 7 – (LMDR)
<i>North</i>	SFR – Under Construction	Low Density Residential	The Avenue Specific Plan	Planning Area 6A – (LDR)
<i>South</i>	Agriculture/Dairy	Medium Density Residential	Grand Park Specific Plan	Planning Areas 7 and 8 – (HDR)
<i>East</i>	Vacant	Low Density Residential	The Avenue Specific Plan	Planning Area 8A – (LDR)
<i>West</i>	Agriculture/Dairy	Low Density Residential	The Avenue Specific Plan	Planning Area 5 – (LDR, OS and Elem. School)

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

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Maximum coverage (in %):</i>	65%	47%-49%	Y
<i>Minimum lot size (in SF):</i>	2,000 SF	2,854 SF	Y
<i>Front yard setback (in FT):</i>	10'	13'	Y
<i>Side yard setback (in FT):</i>	4'	4'	Y
<i>Rear yard setback (in FT):</i>	5'	5'	Y
<i>Maximum height (in FT):</i>	35'	33'	Y

**General Site & Building Statistics – Rowtown and Townhome:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	N/A	23.66	Y
<i>Maximum project density (dwelling units/ac):</i>	20	15.72	Y
<i>Maximum coverage (in %):</i>	60	56	Y
<i>Minimum lot size (in SF):</i>	14,000	17,220	Y
<i>Front yard setback (in FT):</i>	10	17.67 (Townhome) 10 (Rowtown)	Y
<i>Side yard setback (in FT):</i>	10 (Townhome) 5 (Rowtown)	13.85 (Townhome) 7 (Rowtown)	Y
<i>Rear yard setback (in FT):</i>	10 (Townhome) 5 (Rowtown)	22.6 (Townhome) 5 (Rowtown)	Y
<i>Structure setbacks (in FT):</i>	20	24	Y
<i>Maximum height (in FT):</i>	35	31.2 (Townhome) 30 (Rowtown)	Y

**Exhibit A—SITE PLAN**

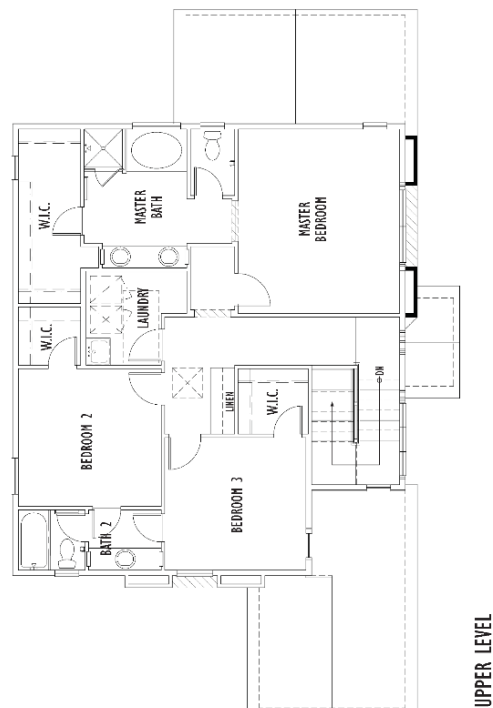
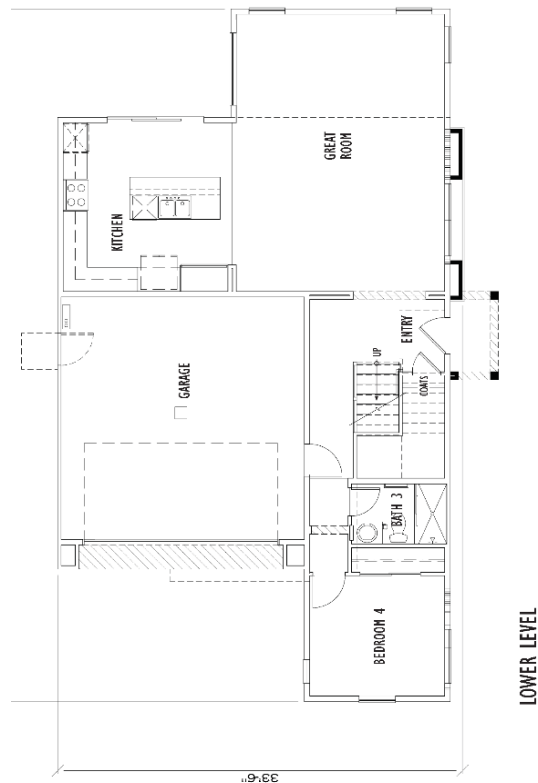


**Exhibit B — PARKING PLAN**





**Exhibit C— 6-PACK CLUSTER FLOOR PLANS AND EXTERIOR ELEVATIONS – PLAN 1**



**Exhibit C—6-PACK CLUSTER FLOOR PLANS AND EXTERIOR ELEVATIONS – PLAN 1**



ELEVATION 1A - CALIFORNIA RANCH

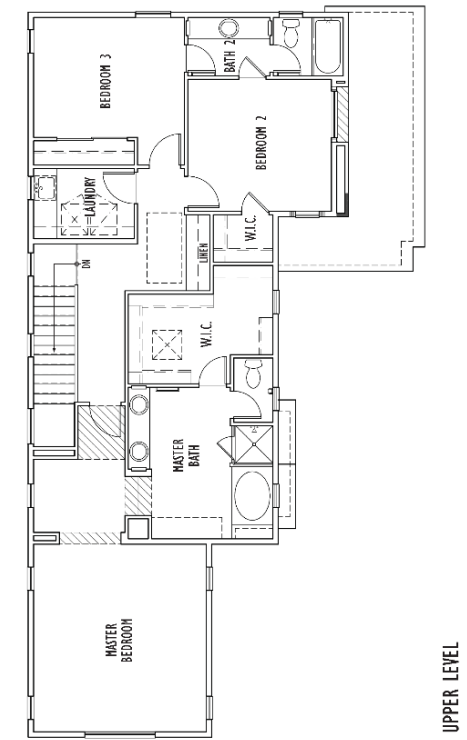
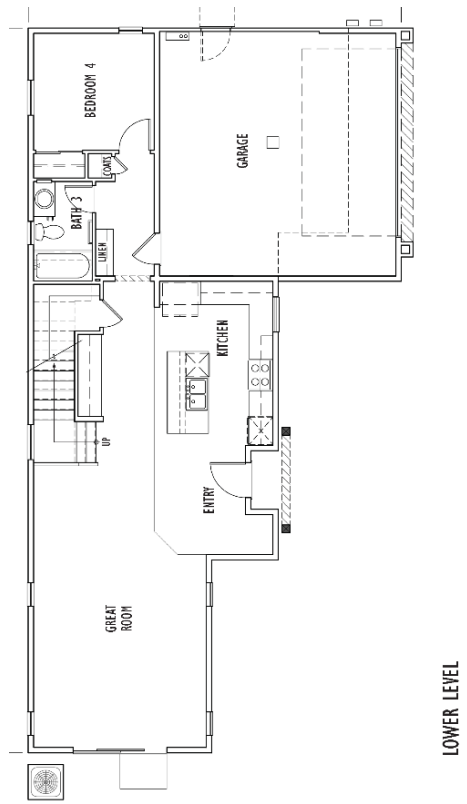


ELEVATION 1B - AMERICAN FARMHOUSE



ELEVATION 1C - SPANISH COLONIAL

**EXHIBIT D — 6-PACK CLUSTER FLOOR PLANS AND EXTERIOR ELEVATIONS – PLAN 2**



**Exhibit C— 6-PACK CLUSTER FLOOR PLANS AND EXTERIOR ELEVATIONS – PLAN 2**



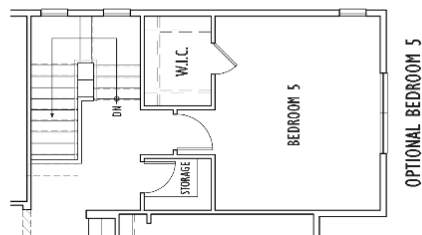
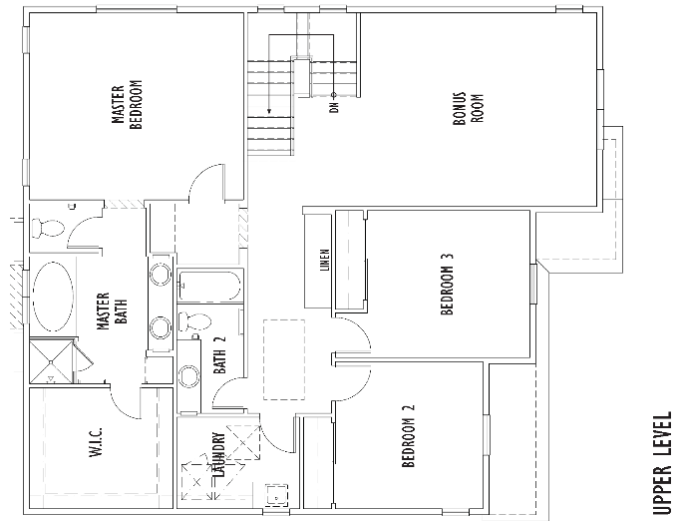
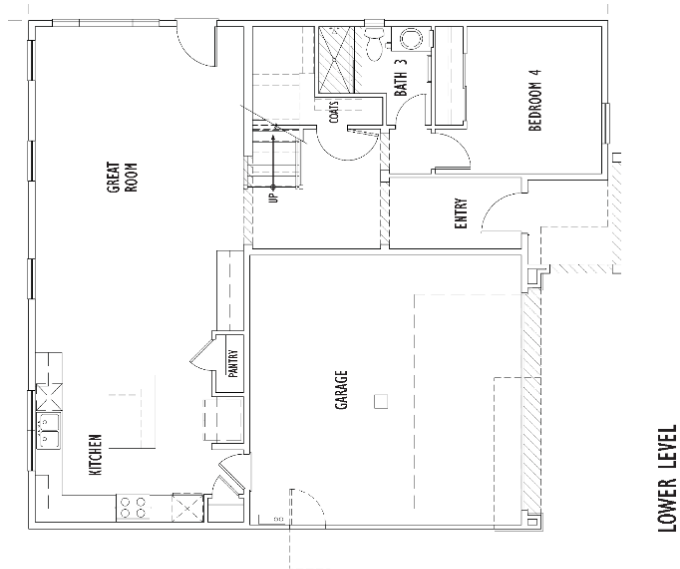
ELEVATION 2A - CALIFORNIA RANCH



ELEVATION 2B - AMERICAN FARMHOUSE

ELEVATION 2C - SPANISH COLONIAL

**Exhibit C— 6-PACK CLUSTER FLOOR PLANS AND EXTERIOR ELEVATIONS – PLAN 3**

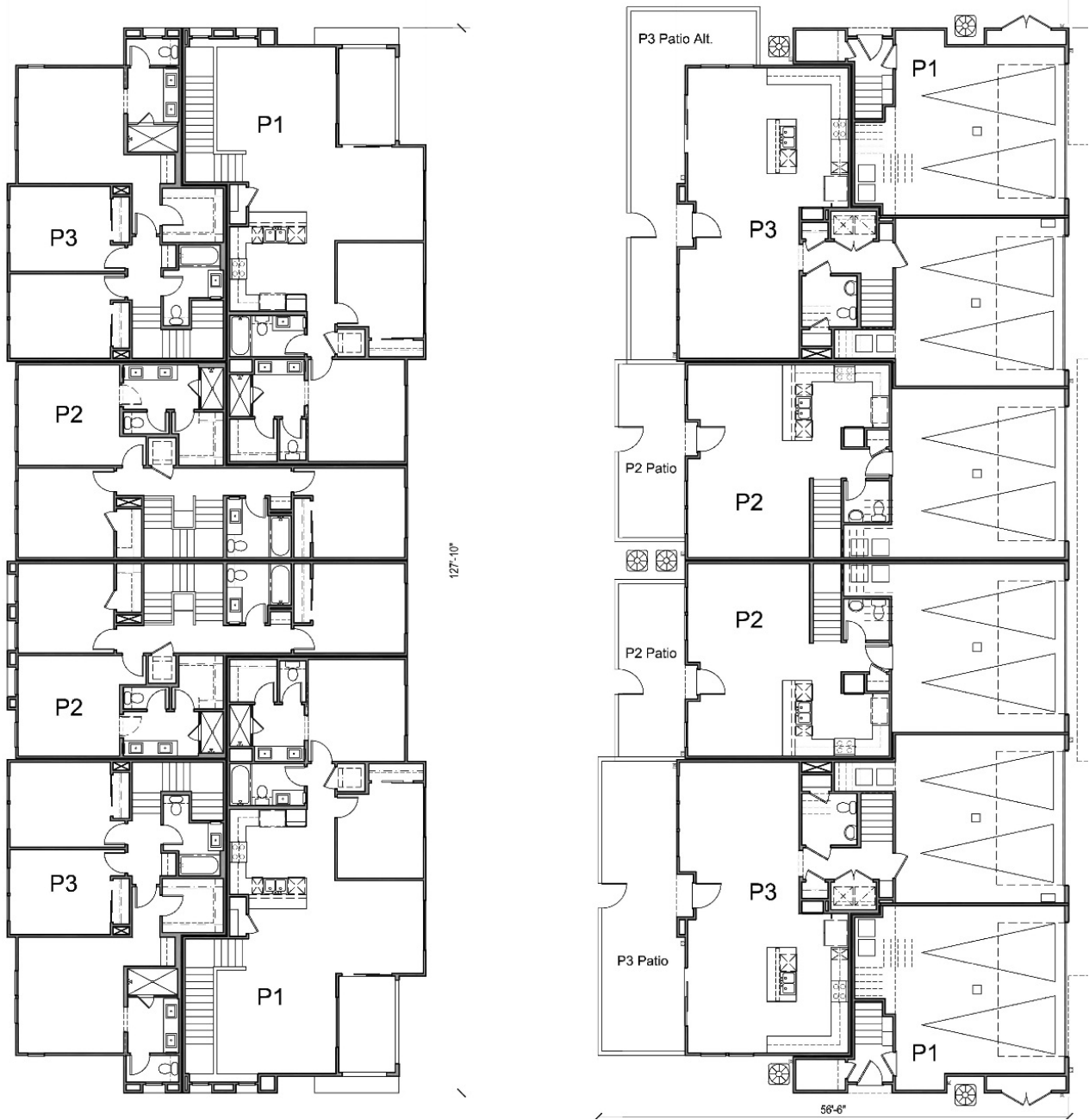


**Exhibit C— 6-PACK CLUSTER FLOOR PLANS AND EXTERIOR ELEVATIONS – PLAN 3**



ELEVATION 3C - SPANISH COLONIAL

**Exhibit D—ROWTOWN FLOOR PLANS AND EXTERIOR ELEVATIONS**



***Exhibit D—ROWTOWN FLOOR PLANS AND EXTERIOR ELEVATIONS - SPANISH***



1. Left Elevation



2. Right Elevation



3. Front Elevation



4. Rear Elevation



**Exhibit D—ROWTOWN FLOOR PLANS AND EXTERIOR ELEVATIONS – FARMHOUSE**



1. Left Elevation



2. Right Elevation

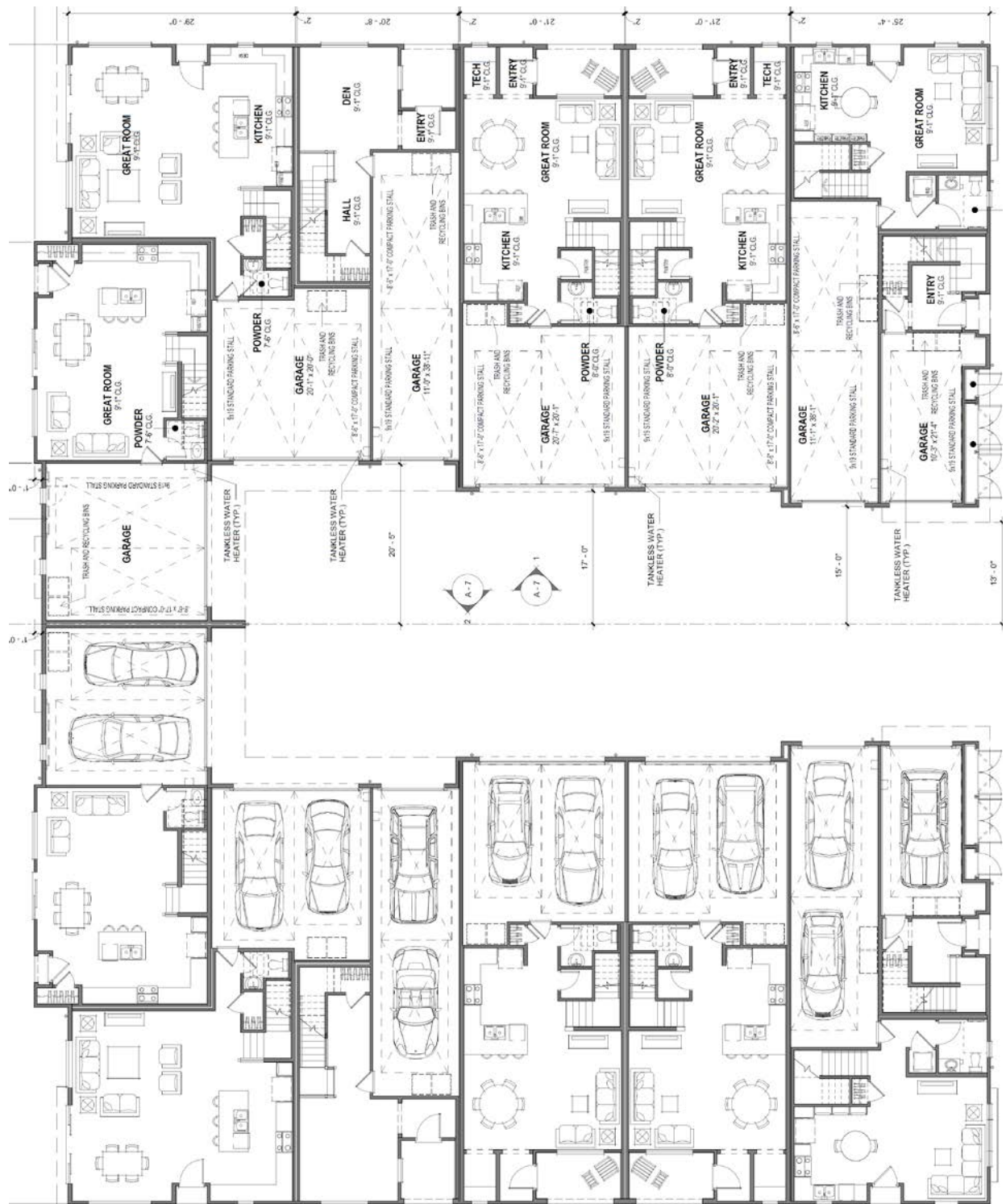


3. Front Elevation

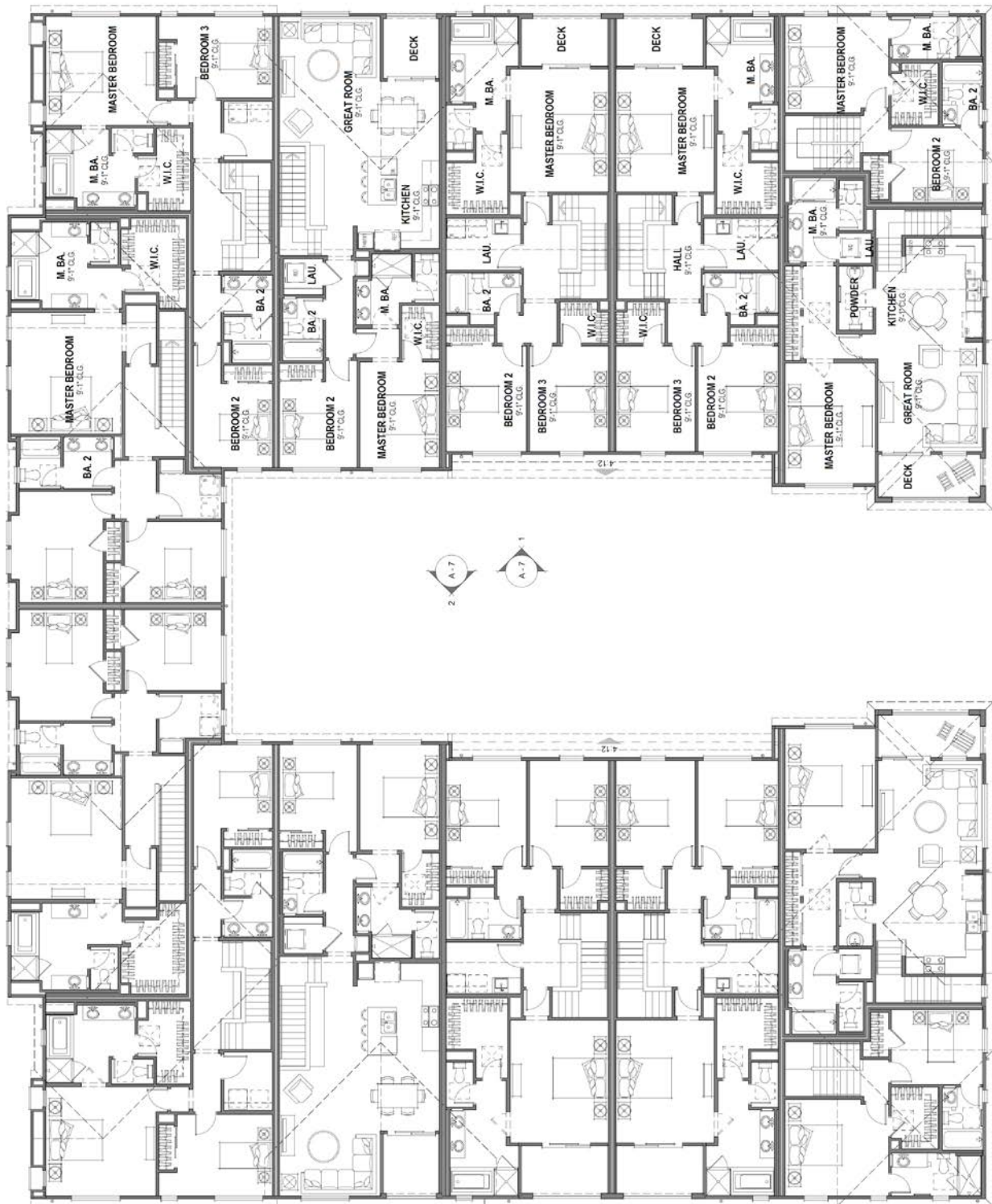


4. Rear Elevation

**Exhibit E—TOWNHOME FLOOR PLANS AND EXTERIOR ELEVATIONS – 1<sup>ST</sup> FLOOR PLAN**



**Exhibit E—TOWNHOME FLOOR PLANS AND EXTERIOR ELEVATIONS – 2<sup>ND</sup> FLOOR PLAN**



**Exhibit E—TOWNHOME FLOOR PLANS AND EXTERIOR ELEVATIONS – SPANISH**



SPANISH - 14 PLEX  
COLOR SCHEME S-3



SPANISH - 14 PLEX  
COLOR SCHEME S-3

**Exhibit E—TOWNHOME FLOOR PLANS AND EXTERIOR ELEVATIONS – 2<sup>ND</sup> FLOOR PLAN**



MONTEREY - 7 PLEX  
COLOR SCHEME M-1



MONTEREY - 7 PLEX  
COLOR SCHEME M-1

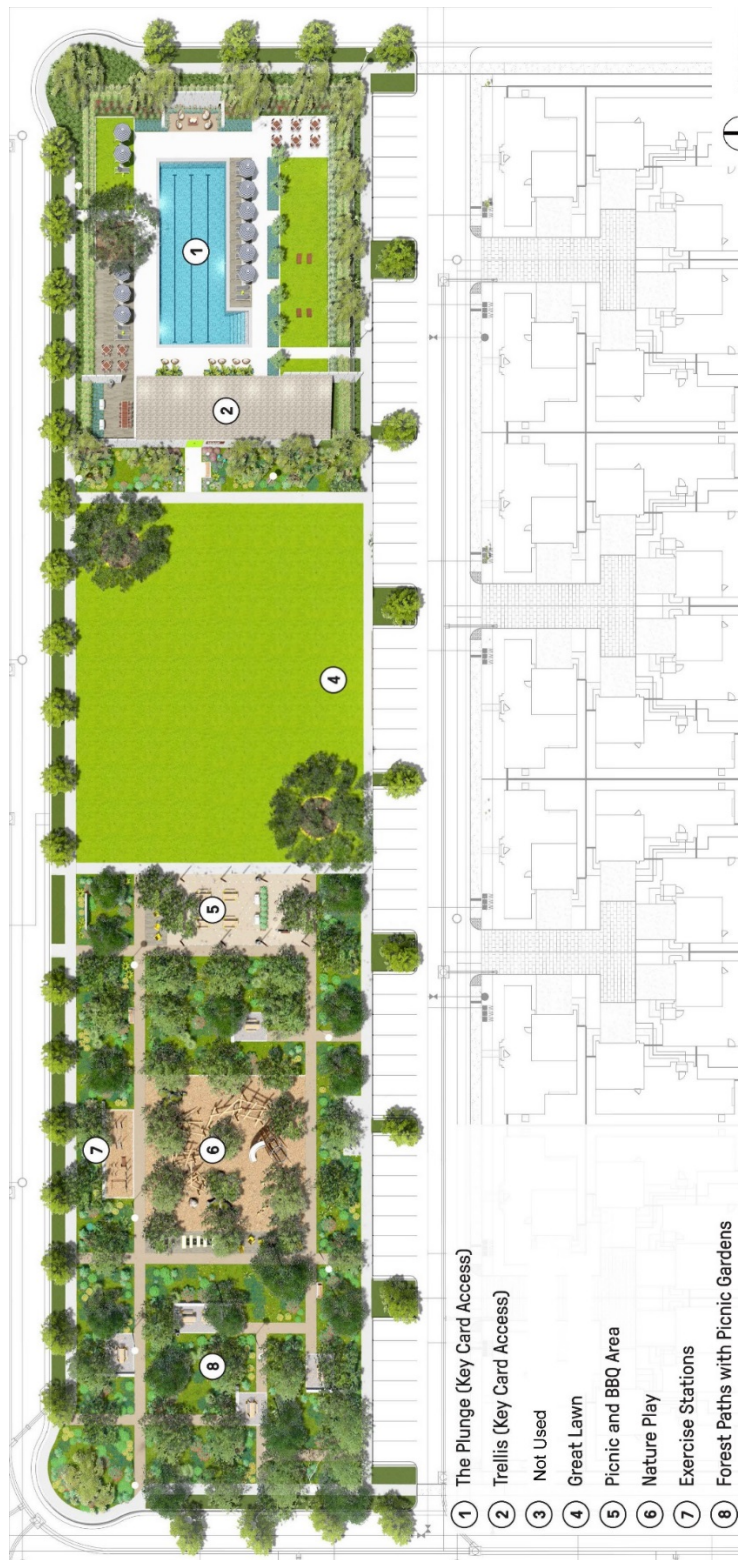


MONTEREY - 14 PLEX  
COLOR SCHEME M-2

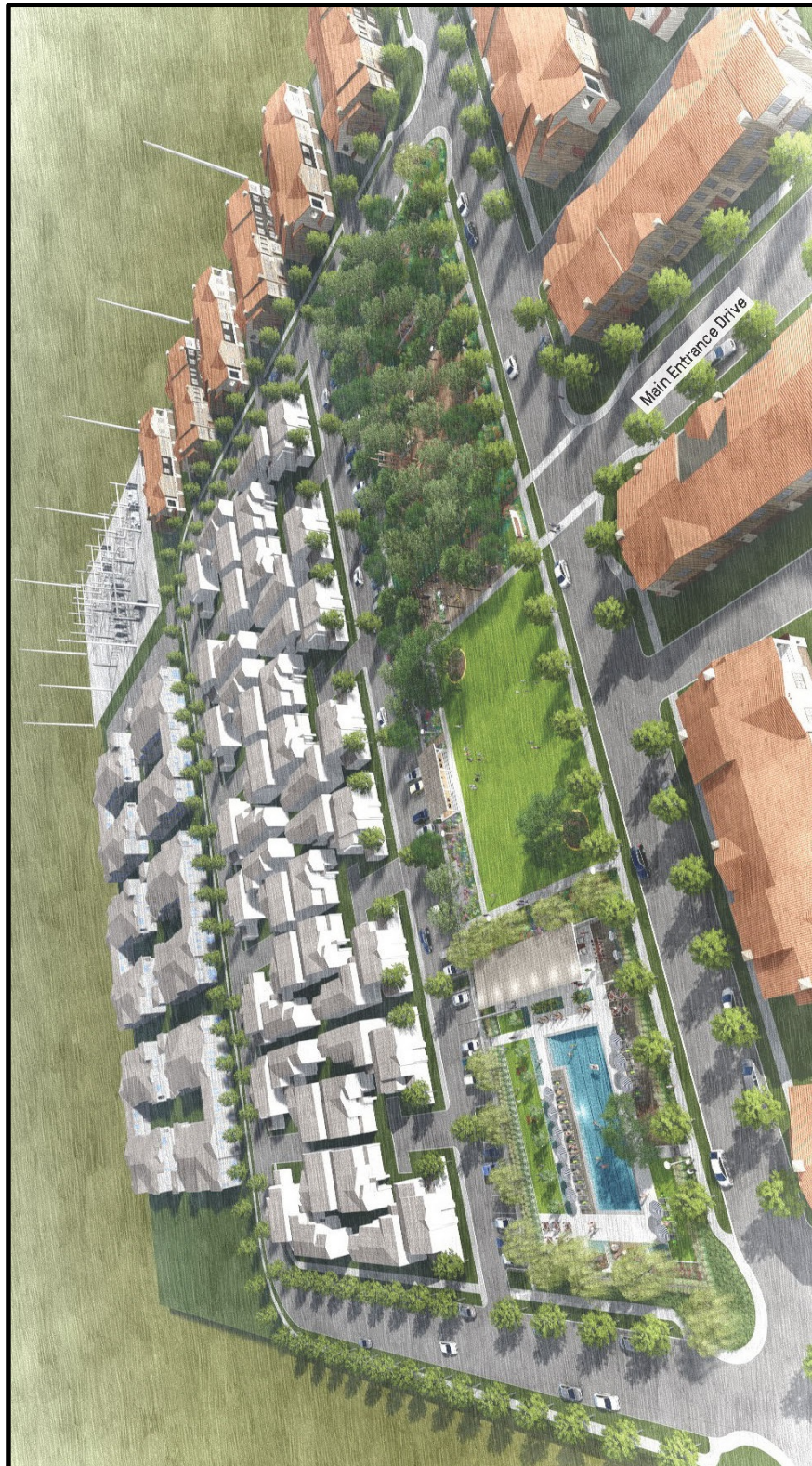


MONTEREY - 14 PLEX  
COLOR SCHEME M-2

**Exhibit F— PARK RENDERINGS**



***Exhibit F— PARK RENDERINGS***



***Exhibit F— PARK RENDERINGS***





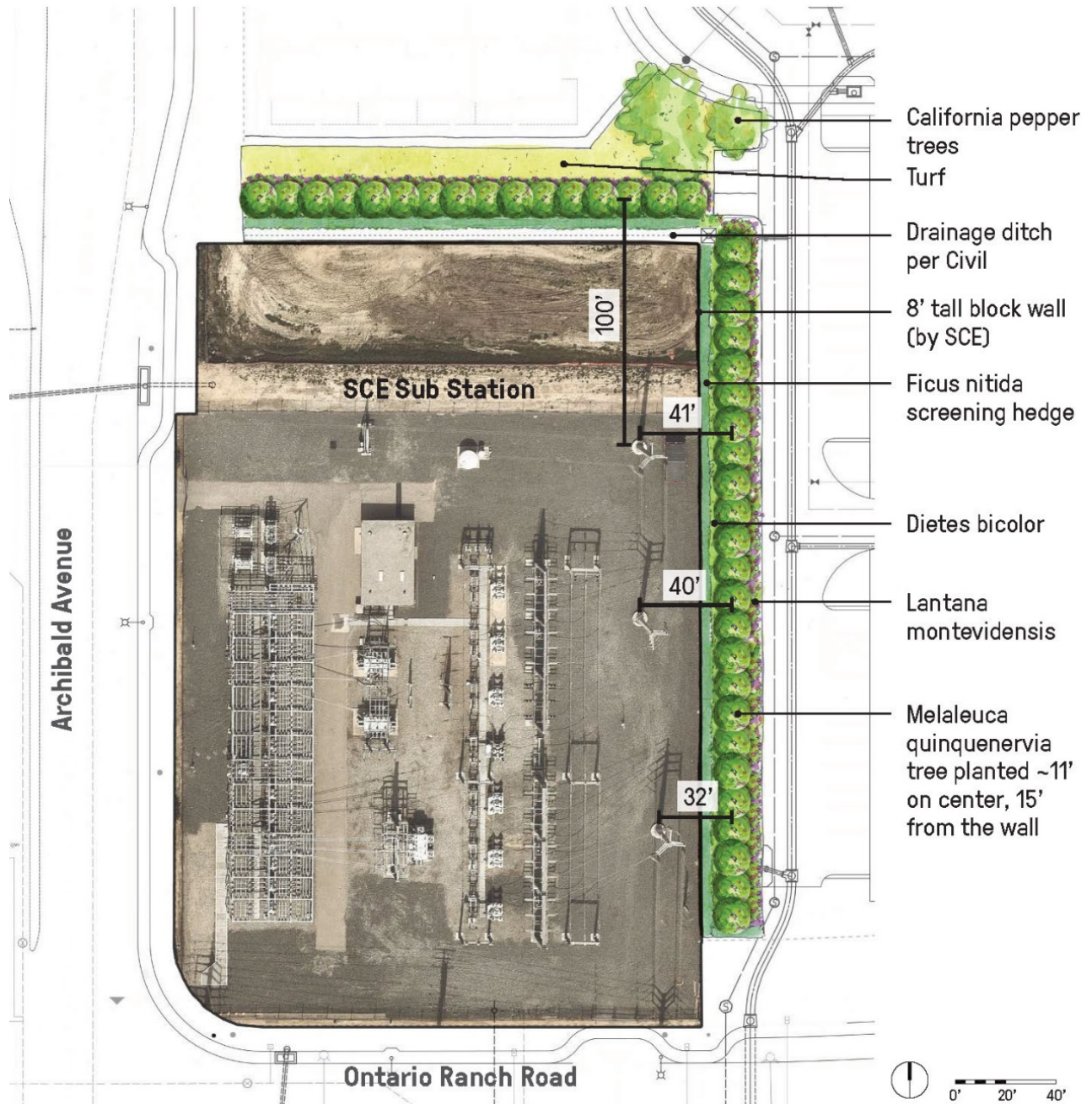
***Exhibit F— PARK RENDERINGS***



***Exhibit F— PARK RENDERINGS***



**Exhibit G— SCE SUBSTATION LANDSCAPE RENDERINGS**



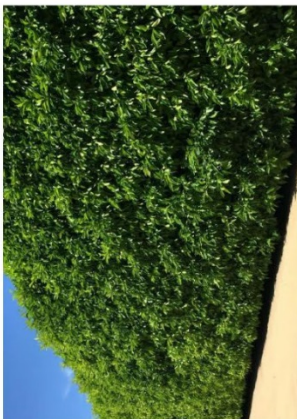
**Exhibit G— SCE SUBSTATION LANDSCAPE RENDERINGS**



*Schinus molle*  
California Pepper



*Melaleuca quinquenervia*  
Broad-Leaved Paperbark



*Ficus nitida* / Indian Laurel



*Dietes Bicolor* / Fortnight Lily



*Lantana montevidensis* / Trailing Lantana

L

***Exhibit G— SCE SUBSTATION LANDSCAPE RENDERINGS***



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-020, A DEVELOPMENT PLAN TO CONSTRUCT 48 SINGLE-FAMILY HOMES (6-PACK CLUSTER), 126 MULTI-FAMILY HOMES (ROWTOWNS) AND 91 MULTI-FAMILY HOMES (TOWNHOMES) ON 23.66 ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF ARCHIBALD AVENUE AND ONTARIO RANCH ROAD, WITHIN THE LOW MEDIUM DENSITY RESIDENTIAL (LMDR) DISTRICT OF PLANNING AREA 7 OF THE AVENUE SPECIFIC PLAN., AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-201-18.

WHEREAS, Brookfield Homes Southern California ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-020, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 23.66 acres of land located at the northeast corner of Archibald Avenue and Ontario Ranch Road, within the Low Medium Density Residential (LMDR) district of Planning Area 7 of The Avenue Specific Plan, and is presently mass graded; and

WHEREAS, the property to the north of the project site is within the Low Density Residential district of Planning Area 6A of The Avenue Specific Plan and is currently under construction with single-family residential uses. The property to the east is within the Low Density Residential district of Planning Area 8A of The Avenue Specific Plan and is currently vacant. The property to the south is within the High Density Residential district of Planning Areas 7 and 8 of the Grand Park Specific Plan and is currently developed with agricultural/dairy uses. The property to the west of the project site is within the Low Medium Density Residential, Open Space and Elementary School districts of Planning Area 5 of The Avenue Specific Plan and is currently developed with agricultural and dairy uses; and

WHEREAS, the Development Plan proposes to construct 48 single-family homes (6-Pack Cluster), 126 multi-family homes (Solstice Rowtowns) and 91 multi-family homes (Holiday Townhomes). The lots range in size from 2,854 to 3,361 square feet for the single-family residential cluster lots and from 30,820 to 91,237 square feet for the multi-family attached condominium lots. The development meets the Development Standards of Product Type 3 (6-Pack Cluster), Product Type 6 (Rowtown) and Product Type 7 (Autocourt) of The Avenue Specific Plan; and

WHEREAS, three floor plans are proposed with three architectural styles (Spanish, American Farmhouse and California Ranch) per plan for the 6-Pack Cluster, three floor plans and two architectural styles (Spanish and Farmhouse) are proposed for the

Rowtowns and six floor plans and two architectural styles (Spanish and Monterey) are proposed for the Townhomes; and

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 an addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109), certified by the City Council on June 17, 2014, and this Application introduces no new significant environmental impacts; and

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

WHEREAS, 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 Planning Commission the responsibility and authority to review and act on the subject Application; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("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 September 17, 2018, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB18-056, recommending the Planning Commission approve the Application; and

WHEREAS, on September 25, 2018, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

**SECTION 1: Environmental Determination and Findings.** As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the previous addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109) and supporting documentation. Based upon the facts and information contained in the previous addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109) and supporting documentation, the Planning Commission finds as follows:

(1) The environmental impacts of this project were reviewed with a previous addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109), certified by the City Council on June 17, 2014; and

(2) The previous addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109) contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(3) The previous addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109) was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(4) The previous addendum to The Avenue Specific Plan Environmental Impact Report (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 addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109), and all mitigation measures previously adopted with the addendum to The Avenue Specific Plan



Environmental Impact Report (SCH# 2005071109), are incorporated herein by this reference.

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

(1) Does not constitute substantial changes to the addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109) that will require major revisions to the addendum to The Avenue Specific Plan Environmental Impact Report (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 addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109) was prepared, that will require major revisions to the addendum to The Avenue Specific Plan Environmental Impact Report (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 addendum to The Avenue Specific Plan Environmental Impact Report (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 addendum to The Avenue Specific Plan Environmental Impact Report (SCH# 2005071109); or

(b) Significant effects previously examined will be substantially more severe than shown in the addendum to The Avenue Specific Plan Environmental Impact Report (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 addendum to The Avenue Specific Plan Environmental Impact Report

(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 decision-making body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. 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 (287) and density (9.5 DU/AC) specified within The Avenue Specific Plan. Per the Available Land Inventory, The Avenue Specific Plan is required to provide 2,552 dwelling units with a density range of 2-12 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 decision-making body for the Project, the Planning Commission has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the Planning Commission, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Low Density Residential land use district of the Policy Plan Land Use Map, and the Low Medium Density Residential (Planning Area 7) land use district of The Avenue Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The Development Plan has been required to comply with all provisions of Product Types 3, 6 and 7 Residential Development Standards of The Avenue Specific Plan. Future neighborhoods within The Avenue Specific Plan and surrounding area will provide for diverse housing and highly amenitized neighborhoods that will be compatible in design, scale and massing to the proposed development.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the Low Medium Density Residential (Planning Area 7) land use district of The Avenue Specific Plan, including standards relative to the particular land use proposed (single-family and multi-family residential dwellings), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of The Avenue Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and The Avenue Specific Plan.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of The Avenue Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading

spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (single-family and multi-family residential dwellings). 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 Avenue Specific Plan.

**SECTION 6: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as “Attachment A,” and incorporated herein by this reference.

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

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25<sup>th</sup> day of September 2018, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Richard D. Delman  
Planning Commission Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary of Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC18-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on September 25, 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV18-020  
Departmental Conditions of Approval**

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



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

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

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**Meeting Date:** September 17, 2018

**File No:** PDEV18-020

**Related Files:** PMTT17-002/TT 18937

**Project Description:** A Development Plan (File No. PDEV18-020) to construct 48 single-family homes (6-Pack Cluster), 126 multi-family homes (Solstice Rowtowns) and 91 multi-family homes (Holiday Townhomes) on 23.66 acres of land located at the northeast corner of Archibald Avenue and Ontario Ranch Road, within the Low Medium Density Residential (LMDR) district of Planning Area 7 of The Avenue Specific Plan. APN: 0218-201-18; **submitted by Brookfield Homes Southern California.**

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

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

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

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

**2.1 Time Limits.**

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

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

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

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



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

**2.3** Landscaping.

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

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

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

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

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

**2.5** Parking, Circulation and Access.

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

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

**2.6** Site Lighting.

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

**2.7** Mechanical and Rooftop Equipment.

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

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

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

**2.10** Disclosure Statements.

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

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

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

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

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

#### 2.11 Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA13-003, an amendment to The Avenue Specific Plan for which an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) was adopted by the City Council on June 17, 2014. 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.

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

#### 2.13 Additional Fees.

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

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

**2.14** Additional Requirements.

**(a)** Off-Site Subdivision Signs.

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

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

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

**(d)** Dairy Separation Requirement for Residential Development.

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

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

**(e)** Prior to the issuance of certificate of occupancy for the first building within Lots 53 thru 55, the Open Space Lot SS (SCE Substation Landscape Buffer) shall be fully constructed.

**(f)** Prior to the issuance of the 133<sup>rd</sup> home certificate of occupancy within TT 18937, the Open Space Lot PP (Neighborhood Park) shall be fully constructed.

**(g)** The entryways into the rowtown and townhome paseos shall be constructed with an enhanced trellis/arbor.

**(h)** All applicable conditions of approval of Development Agreement (File No. PDA10-002) shall apply to this tract.

**(i)** All applicable conditions of approval of The Avenue Specific Plan shall apply to this tract.

**(j)** All applicable conditions of approval of the "B" Map TT 18937 (File No. PMTT17-002) shall apply to this development plan.



# CITY OF ONTARIO MEMORANDUM

## ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

DATE: **September 5, 2018**

DAB MEETING DATE: **September 17, 2018**

PROJECT ENGINEER: <sup>MS</sup> ~~for~~ **Bryan Lirley, Principal Engineer**  
**909-395-2137**

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

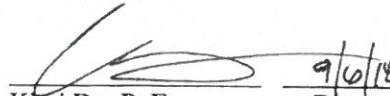
PROJECT: **PDEV18-020 - A Development Plan to construct 265 dwelling units (48 single-family and 217 multiple-family) on 19.8 acres of land, within the Low Density land use designation of The Avenue Specific Plan (APN: 0218-201-18). Related File: PMTT17-002 Tract 18937.**

APPLICANT: **Brookfield Homes Southern California**

LOCATION: **SEC of La Avenida Drive and Archibald Avenue**

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

1. The applicant/developer shall be responsible for the completion of all public improvements for this tract and the public improvements specified in The Avenue Specific Plan, the Development Agreement and the Conditions of Approval for TM-18937.
2. Solid Waste Handling Plan (SWHP): Prior to approval of any building permits, a Solid Waste Handling Plan Sheet shall be submitted accompanying the Precise Grading Plan Submittal to the City/OMUC for review and approval. The SWHP Sheet shall demonstrate compliance with the "Solid Waste Handling Plan Requirements".

  
Khoi Do, P. E.  
Assistant City Engineer

9/6/18  
Date

c: Khoi Do, P.E., Engineering/Land Development

Bryan Lirley, P.E., Engineering/Land Development



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Lorena Mejia, Senior Planner  
Planning Department

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

**DATE:** July 6, 2018

**SUBJECT:** PDEV18-020 - A Development Plan to construct 265 dwelling units (48 single-family and 217 multiple-family) on 19.8 acres of land located at the southeast corner of Archibald Avenue and La Avenida, within the Low Density land use designation of The Avenue Specific Plan (APN: 0218-201-18). Related File: Tract 18937.

- 
- 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: V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): Varies
- D. Number of Stories: 2
- E. Total Square Footage: 1,000 – 1,814 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): R

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

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

### **2.0 FIRE DEPARTMENT ACCESS**

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

### 3.0 WATER SUPPLY

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

### 4.0 FIRE PROTECTION SYSTEMS

- 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.
- 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard ~~Choose an item.~~ All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.

### 5.0 BUILDING CONSTRUCTION FEATURES

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

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



# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT



Project File No.: PDEV18-020  
 Address: SEC of Archibald Ave & La Avenida  
 APN: 0218-201-18  
 Existing Land Use: Vacant  
 Proposed Land Use: Development Plan to construct 265 Single Family Residential homes  
 Site Acreage: 19.8 ac Proposed Structure Height: 32 FT  
 ONT-IAC Project Review: N/A  
 Airport Influence Area: ONT

Reviewed By: Lorena Mejia  
 Contact Info: 909-395-2276  
 Project Planner: Henry Noh  
 Date: 8/1/18  
 CD No.: 2018-061  
 PALU No.: n/a

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

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

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

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

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

### CONSISTENCY DETERMINATION

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

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

See attached condition.

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

# AIRPORT LAND USE COMPATIBILITY PLANNING

## CONSISTENCY DETERMINATION REPORT

CD No.: 2018-061

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

### PROJECT CONDITIONS

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

#### NOTICE OF AIRPORT IN VICINITY

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

# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Lorena Mejia  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** June 15, 2018  
**SUBJECT:** PDEV18-020

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

FROM: Lorena Mejia, Senior Planner

DATE: June 14, 2018

SUBJECT: FILE #: PDEV18-020

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 **Thursday, June 28, 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 Development Plan approval to construct 265 dwelling units (48 single-family and 217 multi-family) on approximately 19.8 acres of land located at the southeast corner of Archibald Avenue and La Avenida, within the Low Density land use designation of The Avenue Specific Plan. (APN: 0218-201-18). Related file: Tract 18937.

- 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

6-20-18  
Date

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

**CONDITIONS OF APPROVAL**

**Sign Off**

*Carolyn Bell*  
 Carolyn Bell, Sr. Landscape Architect

9/17/18  
 Date

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

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

D.A.B. File No.:  
 PDEV18-020 Rev 3

Case Planner:  
 Henry Noh

Project Name and Location:

Brookfield Homes/ Kaplan Holiday 14plex Townhomes, Solstice 6plex RowTowns/ Waverly 6 plex SFD Clusters, Grading, SCE landscape and parkway trees.  
 SEC of Archibald and La Avenida of the Avenue Specific Plan TM18937

Applicant/Representative:

Brookfield Homes – Mark Deschenes  
 3200 Park Center Dr Ste 1000  
 Costa Mesa, 92626

**A Preliminary Landscape Plan (dated 6/14/18) 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.**

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

**Civil/ Site Plans**

1. SP-3 Revise Plan and section D-D for a 10' parkway on Ontario Ranch Road.
2. SP-3 Revise Plan and section E-E for a 10' parkway and 5' sidewalk on Archibald ave in a 45' neighborhood edge. No meandering sidewalk.
3. SP-3 Revise Plan and section G-G for a 7' parkway and 5' sidewalk on La Avenida. Use engineering dept standards for sidewalks at driveways.
4. Show transformers located in planter areas, and set back 3' from paving for small transformers less than 4' high and 5' setback for large transformer greater than 4' high. Located on level grade. Show backflow devices shall be located in planter areas, and set back min 3' from paving Locate on level grade. Coordinate with landscape plans.
5. Move utilities including light standards, fire hydrants, water, sewer and drainage lines to not conflict with required tree locations. Provide an 8' clear area 30' oc for street trees. Show utilities at the min spacing. Coordinate civil plans with landscape plans
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. Typical lot drainage shall include a catch basin with gravel sump below before exiting lot.
8. Note and show on plans: all AC units shall be located in utility or trash storage areas away from proposed patio spaces; in single family side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side shall be added.

**Landscape Plans**

- ~~9. Provide conceptual landscape plans for the park.~~
10. Show or call out light fixtures and address sign locations on unit walls coordinated with

- appropriate height landscape.
11. Add to legend or plan trees types proposed for accent, street tree or screening. Include medium to large shade trees missing from legend.
  12. Show evergreen trees or tall shrubs at perimeter planters,(missing at Holiday south edge).
  13. Show backflows, trash enclosures and transformers, with landscape screening coordinated with the proposed landscape, not a hedge surrounding utility.
  14. Coordinate so utilities are clear of required tree locations.
  15. **Show parkway landscape and street trees spaced 30' apart.** Show accent trees at corners (missing at Waverly).
  16. Call out **appropriate parking lot shade trees with min 30' canopy at maturity.**
  17. Call out type of proposed irrigation system (buried dripline with pop-up stream spray bubblers) and include preliminary MAWA calculation.
  18. Show separate landscape hydrozones or add L, M, H to legend. Show low water using plants for systems on south and west facing areas and low or moderate water using plants for systems for north and east facing areas.
  19. Replace short lived, high maintenance or poor performing plants: Alyogyne, Actostaphylos, Escallonia, Hemerocallis, Hibiscus, Lantana, Lavender, Phormium.
  20. Parkways shall be planted with lawn replacement plants such as Kurapia, Yarrow, Fragaria or similar. Low water using turf grass, Buffalo grass or San Diego Bent grass may be used in **large panels 6' clear each side of street trees shown in mulch or groundcover.**
  21. Replace CA Pepper, Melaleuca quinquenervia and Rhus trees for a durable low water trees such as Brachychiton, Callistemon citrinus, Koelreuteria paniculata, Melaleuca linarifolia, Fruitless Olive, Quercus species, Ulmus parvifolia.
  22. Show different trees on different street. Avoid a mono-culture.
  23. 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. For phased projects, a new report is required for each phase or a minimum of every 7 homes in residential developments.**
  24. Show concrete mowstrips to identify property lines along open areas or to separate ownership or between maintenance areas.
  25. Typical lot drainage shall include a catch basin with gravel sump below each before exiting property, if no other water quality infiltration is provided.
  26. Residential projects shall include a stub-out for future back yard irrigation systems.
  27. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
  28. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
  29. Provide phasing map for multi-phase projects.
  30. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be **loosened by soil fracturing. For trees a 12"x12"x18" deep area** or the entire planter width; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: **The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per**

the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree Foundation – Planting Soil Specifications.

31. Kaplan neighborhood Park; Replace high litter trees near pool area: Schinus molle, with durable low maintenance trees. Replace trees that damage pavement and are high water users Ficus rubiginosa.
32. And water use hydrozones or note on legend L,M,H water using plants. South and west facing areas must have low water using plants. North and east may have either moderate or low water using plants but not combined.
33. Replace high maintenance plants: Echium, leonotis, Lantana, Miscanthus, Pennisetum, Pyracantha, Tecoma, Tulbaghia, Yucca,
34. Show turfgrass in the picnic area to avoid having plants trampled.
35. **Keep trees inside the pool fence or 5' clear outside of the fence.**
36. Show parkway landscape to coordinate tree locations.
37. Move domestic water meter north to avoid backflow device location in the parking lot island planter.
38. Add shade trees in all parking lot island planters.
39. Add shade trees to the south and west sides of the basketball court and court benches.
40. **After a project's entitlement approval, the applicant shall pay** all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Fees are:

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

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



# PLANNING COMMISSION STAFF REPORT

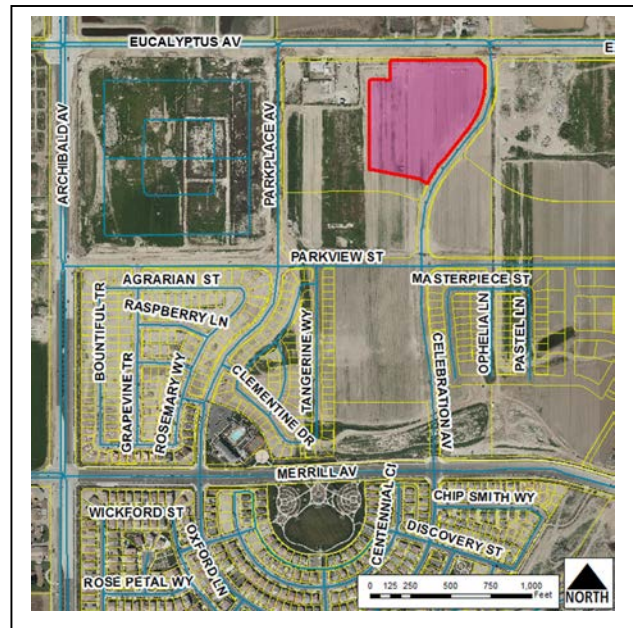
September 25, 2018

**SUBJECT:** A Development Plan (**File No. PDEV18-018**) to construct 47 single-family dwellings on 8.9 acres of land, located near the southwest corner of Celebration Avenue and Eucalyptus Avenue, within Planning Area 21 (Conventional Medium Lot) of the Subarea 29 Specific Plan (APN: 0218-014-02); **submitted by Pulte Homes.**

**PROPERTY OWNER:** SL Ontario Development Company, LLC

**RECOMMENDED ACTION:** That the Planning Commission approve File No. PDEV18-018, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval contained in the attached departmental reports.

**PROJECT SETTING:** The project site is comprised of 8.9 acres of land located at the southwest corner of Eucalyptus and Celebration Avenues, within Planning Area 21 of the Subarea 29 Specific Plan, and is depicted in **Figure 1: Project Location**, below, and **Exhibit A: Project Location Map**, attached. The project site and its surroundings are relatively flat, with a gentle slope from north to south. The project site has been rough graded and is presently vacant. A portion of the area surrounding the project site has been developed with a clubhouse and Celebration Park. The property north of the project site is within the Grand Park Specific Plan, which designates the area for open space uses, and is vacant. The property south of the project site is within Planning Area 19 (Lane Loaded) of the Subarea 29 Specific Plan and is currently under construction with single-family homes at a density of 5 to 8 dwelling units/acre. The adjoining property east of the Project site is within Planning Area 30 (Conventional Large Lot) and the property to the west is within Planning Area 20 (Conventional Medium Lot) of the Subarea 29 Specific Plan. Both areas are presently vacant.



**Figure 1: Project Location**

Case Planner:	Jeanie Irene Aguilo	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB	09/17/18	Approved	Recommend
Submittal Date:	06/05/18	ZA			
		PC	09/25/18		Final
		CC			



## PROJECT ANALYSIS:

[1] Background — The Subarea 29 Specific Plan and Environmental Impact Report (EIR) were approved by the City Council on October 17, 2006. The Specific Plan established the land use designations, development standards, and design guidelines for approximately 540 gross acres of land, which included the potential development of 2,293 single-family units and 87,000 square feet of commercial. The Specific Plan is comprised of 25 land use districts, incorporating 12 distinctive neighborhoods offering a variety of residential products.

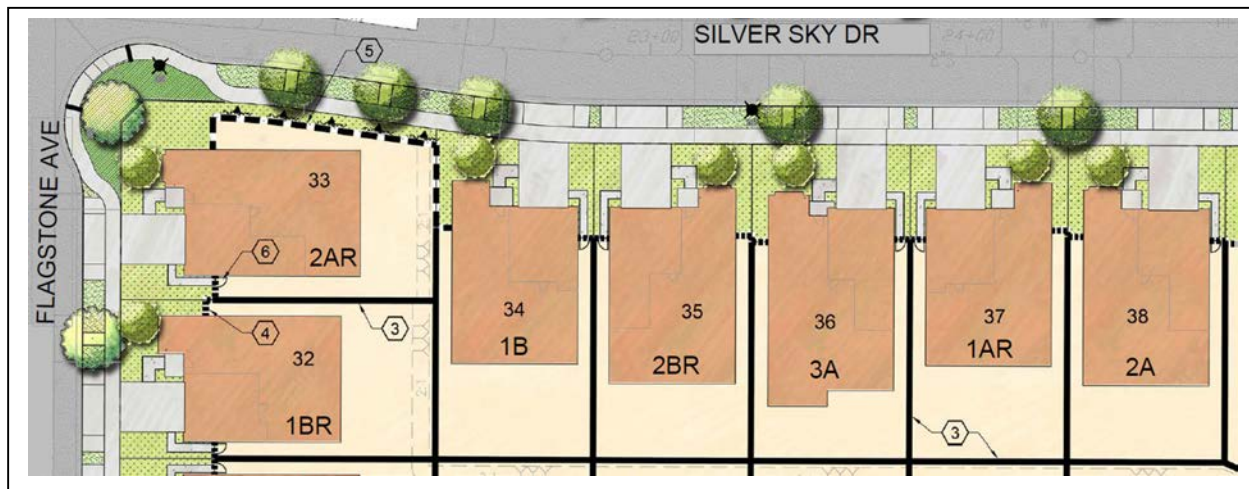
On January 23, 2007, the Planning Commission approved Tentative Tract Map 18066 (PMTT06-012), which subdivided 11.4 acres of Planning Area 21 (5,000 square-foot lots – Conventional Medium Lot) into 47 numbered lots (single-family, traditional) and one lettered lot (pocket park). The lots range in size from 5,000 square feet to 12,762 square feet, and have an average residential lot size of 5,866 square feet.

On June 5, 2018, Pulte Homes submitted a Development Plan application for the construction of the 47 single-family units on the 8.9-acre project site. On September 17, 2018, the Development Advisory Board conducted a hearing to consider the Development Plan application and unanimously voted to issue a Decision recommending that the Planning Commission approve the proposed project subject to conditions, which are attached to this report.

[2] Site Design/Building Layout — Each proposed dwelling is oriented toward the street (architectural forward), or fronts onto a landscaped paseo or a pocket park (see **Exhibit B: Site Plan**, attached). Three two-story floor plans are proposed, each with two elevations per plan. The proposed floor plans consist of the following:

- Plan 1: 3,067 square feet, 3 bedrooms, loft and 2.5 baths
- Plan 2: 3,368 – 3,602 square feet, 4 bedrooms, loft and 2.5 baths
- Plan 3: 3,576 – 4,166 square feet, 4 bedrooms, loft and 2.5 baths

Each floor plan incorporates numerous design features, such as single- and two-story massing, varied entries, covered patios, second floor laundry facilities, and open dining and living areas. In addition, each home features garages recessed 5 feet to 7 feet behind the main living space, depending on the plan chosen. To further minimize the visual impact of garages, design techniques such as single-story massing at the front entries, second-story balconies above garages, varied first- and second-story roof massing, and door header trim and details above garages have been incorporated into the various elevations (see **Figure 2: Typical Plotting**, attached).



**Figure 2: Typical Plotting**

[3] Site Access/Circulation — On August 27, 2013, the Planning Commission approved Tentative Tract 17821 (“A” Map) to facilitate the construction of the backbone streets within the Specific Plan, which included the primary access points to the Subarea 29 community from Archibald Avenue and Eucalyptus Avenue. The developer will construct the private lanes and interior neighborhood streets of Travertine Street, Parkplace Avenue, Parkview Street, and Celebration Avenue, to serve the proposed project.

[4] Parking — Each single-family dwelling includes a two-car garage and a standard driveway that accommodates two cars. In addition, plans 2 and 3 provide a tandem third-car garage space, for a total of 221 off-street parking spaces provided for the project, exceeding the off-street parking requirements of the Subarea 29 Specific Plan and the City’s Development Code.

[5] Architecture — The architectural philosophy of the Subarea 29 Specific Plan is based on architectural styles found in Ontario’s historic neighborhoods. The inspiration and design intent is to recapture the charm and essence of the historic home styles in Ontario and express them in the simple, honest manner that they originated. The proposed architectural styles include Spanish Colonial and Santa Barbara. These styles were chosen to complement one another through the overall scale, massing, proportions, details and the ability to establish an attractive backdrop that will age gracefully over time.

Each architectural style will include the following details (see **Exhibit D – Elevations**, attached):

- Spanish Colonial: Varying gable roofs with “S” type roof tiles, stucco exterior, square windows openings, recessed windows, wood shutters, corbel eaves, decorative

barrel tiles below gable ends, wrought-iron elements, and cantilevered elements with decorative end treatments, and decorative window framing.

- Santa Barbara: Mediterranean influenced architecture with Spanish Colonial and Andalusian architectural design features, such as varying gable roofs with “S” type roof tiles, arched windows and entryways, recessed windows, corbel eaves, wood shutters, cantilevered elements with corbels, wrought-iron elements, and decorative window framing.

[6] Landscaping — All homes will be provided with front yard landscaping (lawn, shrubs and trees) and an automatic irrigation system to be installed by the developer. The homeowner will be responsible for side and rear yard landscape improvements.

The related Tentative Tract Map (File No. PMTT06-012/TT18066), previously approved in 2007, will facilitate the construction of sidewalks, parkways, and open space areas within the project site. TOP Policy PR1-1 requires new developments to provide a minimum of 2 acres of private park per 1,000 residents. As such, the proposed project is required to provide a 0.36 acre park to meet the minimum TOP private park requirement. To satisfy the park requirement, the applicant is proposing a 0.51-acre pocket park that is bordered by Echo Court on the north, Reflection Lane on the east, and Copperhill Street on the south, located within the center of the project site. To further satisfy the private park requirements of the Policy Plan, the master developer (SL Ontario Development Company, LLC) was required by a previously approved Development Agreement (PDA06-001), to construct a total of 8 acres of private parks within the Park Place community (Phases 1, 2 & 3). Through the various tentative tract map approvals within Phases 1, 2 and 3 of the Park Place community, the applicant has provided 8.16 acres of private parks, which satisfies the Policy Plan private park requirements. Additionally, the applicant has constructed a 2.78-acre private recreation facility, consisting of a 16,000 square foot clubhouse. The recreation facility is located at the northeast corner of Parkplace Avenue and Merrill Avenue and features a clubhouse, pool and cabana, tennis courts and playground area. The residents of each subdivision will also have full access to Celebration Park.

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

[1] City Council Goals.

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

- Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

[2] Vision.

**Distinctive Development:**

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

[3] Governance.

**Decision Making:**

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

[4] Policy Plan (General Plan)

**Land Use Element:**

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

➤ LU2-6: Infrastructure Compatibility: We require infrastructure to be aesthetically pleasing and in context with the community character.

**Housing Element:**

▪ Goal H2: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

➤ H2-4 New Model Colony. We support a premier lifestyle community in the New Model Colony distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

➤ H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.

Goal H5: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age or other status.

**Community Economics Element:**

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

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

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

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

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

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

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

**Safety Element:**

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

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

**Community Design Element:**

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

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

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

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

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

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

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

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

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

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

- A pattern of smaller, walkable blocks that promote access, activity and safety;

- Variable setbacks and parcel sizes to accommodate a diversity of housing types;

- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows;

- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and

- Landscaped parkways, with sidewalks separated from the curb.

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

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

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

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

➤ CD2-11 Entry Statements. We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use

areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

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

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

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

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

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

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

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

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

**HOUSING ELEMENT COMPLIANCE:** The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the proposed project is consistent with the number of dwelling units (47) and density (4.89 DU/AC) specified in the Available Land Inventory.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) COMPLIANCE:** The project site is located within the Airport Influence Area of the Ontario International Airport (ONT),



and has been found to be consistent with the policies and criteria set forth within the ALUCP for ONT.

**ENVIRONMENTAL REVIEW:** The environmental impacts of this project were previously reviewed in conjunction with an Addendum to the Subarea 29 Specific Plan EIR (SCH #2004011009), which was prepared in conjunction with File No. PSPA14-002, and was certified by the City Council on April 21, 2015. 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. All previously adopted mitigation measures are be a condition of project approval and are incorporated herein by reference.

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

**TECHNICAL APPENDIX:**

**Surrounding Zoning and Land Use:**

	<i>Existing Land Use</i>	<i>General Plan Designation</i>	<i>Zoning Designation</i>	<i>Specific Plan Land Use</i>
<i>Site</i>	Mass Graded	Low Density Residential	Subarea 29 Specific Plan	Planning Area 21 (Conventional Medium Lot)
<i>North</i>	Vacant with Previous Agricultural/Dairy Uses	Public School/ Open Space	Grand Park Specific Plan	Great Park
<i>South</i>	Single-Family Residential	Low Density Residential	Subarea 29 Specific Plan	Planning Area 19 (Lane Loaded)
<i>East</i>	Mass Graded	Low Density Residential	Subarea 29 Specific Plan	Planning Area 30 (Conventional Large Lot)
<i>West</i>	Mass Graded	Low Density Residential	Subarea 29 Specific Plan	Planning Area 20 (Conventional Medium Lot)

**General Site & Building Statistics**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Project area (in acres):</i>	N/A	8.9	Y
<i>Maximum project density (dwelling units/ac):</i>	5.0 DU/AC	4.89 DU/AC	Y
<i>Maximum coverage (in %):</i>	50%	40%	Y
<i>Minimum lot size (in SF):</i>	4,000 SF	5,000 FT - 12,762 SF (varies); Average 5,866 SF	Y
<i>Minimum lot depth (in FT):</i>	80 FT	100 FT	Y
<i>Minimum lot width (in FT):</i>	50 FT	50 FT	Y
<i>Front yard setback (in FT):</i>	12 FT (Living Space) to 20 FT (Garage)	12 FT (Living Space) to 20 FT (Garage)	Y
<i>Side yard setback (in FT):</i>	5 FT	5 FT	Y
<i>Rear yard setback (in FT):</i>	15 FT	15 FT	Y
<i>Drive aisle setback (in FT):</i>	20 FT	20 FT	Y
<i>Structure setbacks (in FT):</i>	10 FT (Porch, Balcony)	10 FT (Porch)	Y
<i>Maximum dwelling units/building:</i>	47 DU	47 DU	Y
<i>Maximum height (in FT):</i>	35 FT	27 FT	Y
<i>Parking – resident:</i>	Two-Car Garage	Two-Car Garage	Y

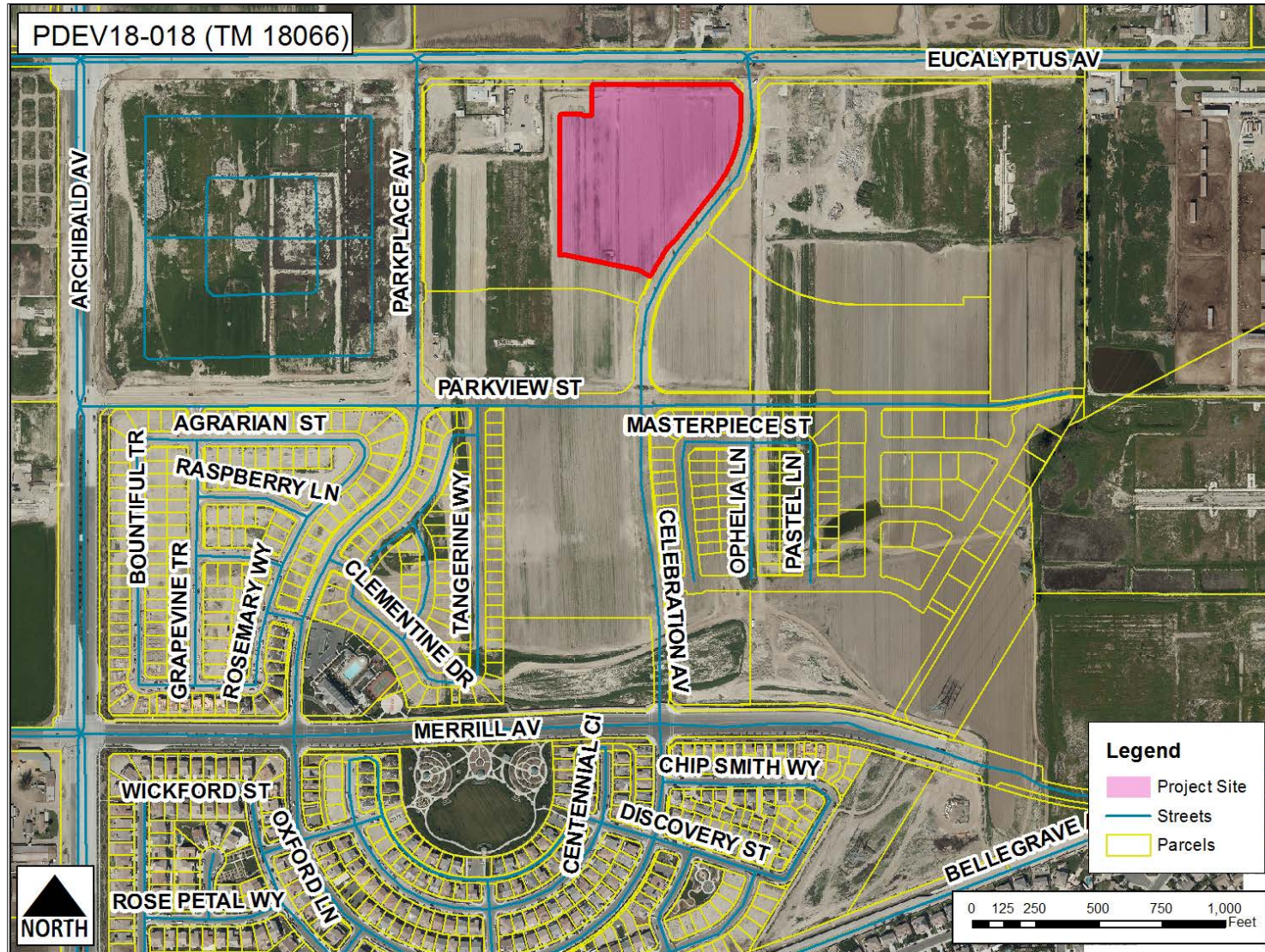
**Dwelling Unit Count:**

<i>Item</i>	<i>Required Min./Max.</i>	<i>Provided (Ranges)</i>	<i>Meets Y/N</i>
<i>Total no. of units</i>	47	47	Y

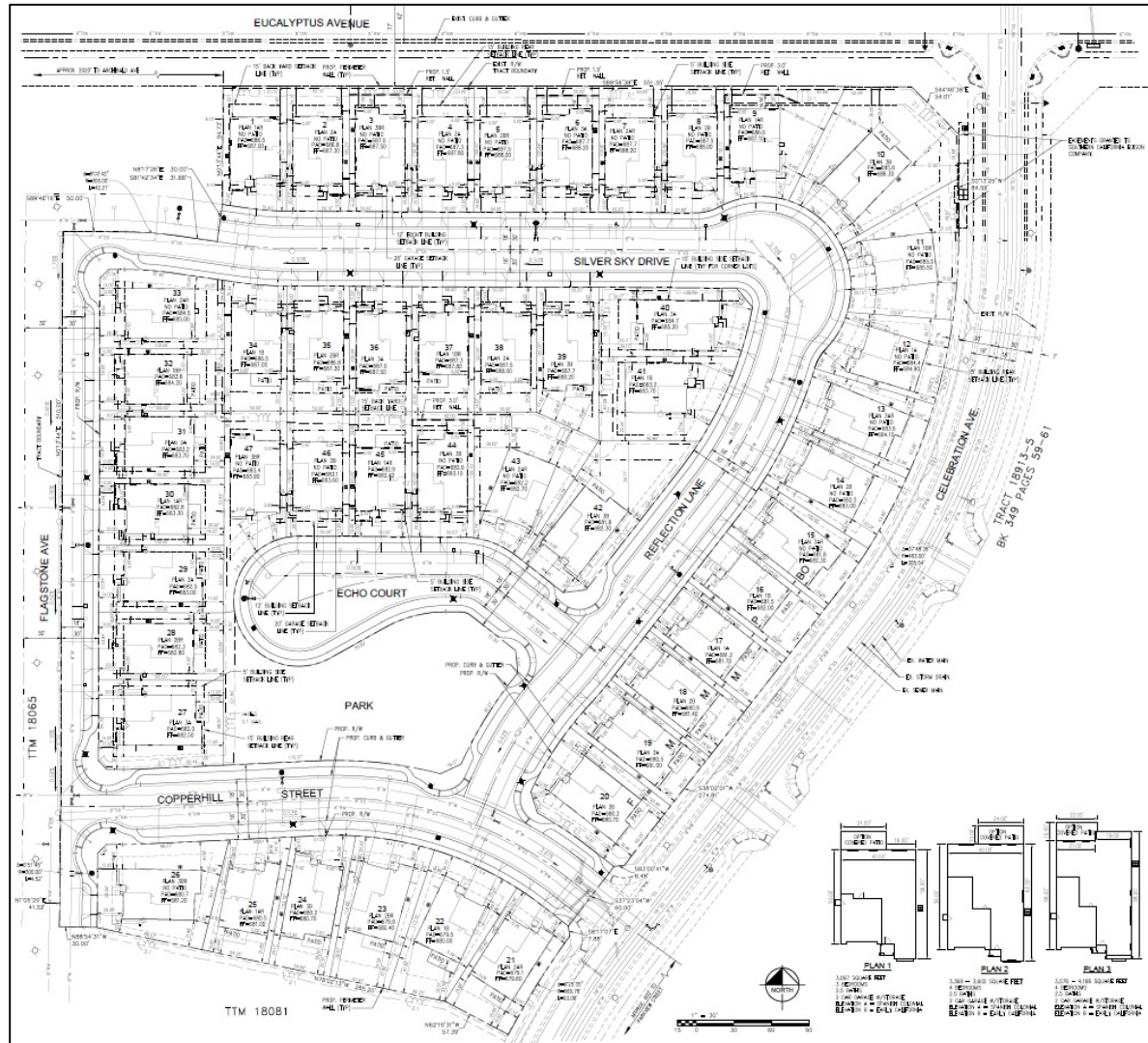
**Dwelling Unit Statistics:**

<i>Unit Type</i>	<i>Size (in SF)</i>	<i>No. Bedrooms</i>	<i>No. Bathrooms</i>	<i>No. Stories</i>	<i>Private Open Space (in FT)</i>
Plan 1	3,067	3	2.5	2	N/A
Plan 2	3,368 - 3,602	4	2.5	2	N/A
Plan 3	3,576 – 4,166	4	2.5	2	N/A

**Exhibit A—PROJECT LOCATION MAP**



**Exhibit B—SITE PLAN**



**Exhibit C—STREETSCAPE**



4033-2  
A - SANTA BARBARA



4030-4  
B - SPANISH COLONIAL



4035-4  
A - SANTA BARBARA

**Exhibit D—PLAN 1**



**A - SANTA BARBARA**  
Color Scheme 1



**B - SPANISH COLONIAL**  
Color Scheme 6

***Exhibit D—PLAN 2***



A - SANTA BARBARA  
Color Scheme 3



B - SPANISH COLONIAL  
Color Scheme 5



**Exhibit D—PLAN 3**

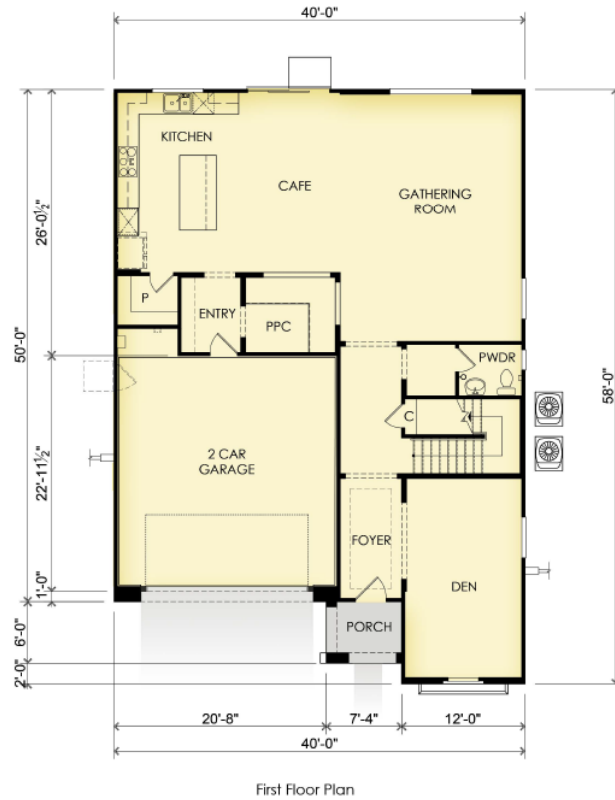
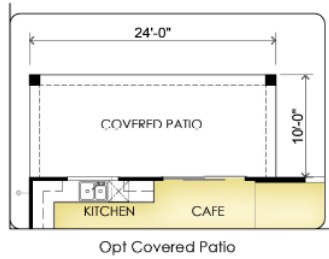


**A - SANTA BARBARA**  
Color Scheme 2

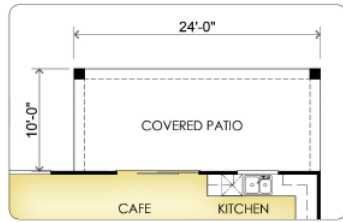


**B - SPANISH COLONIAL**  
Color Scheme 4

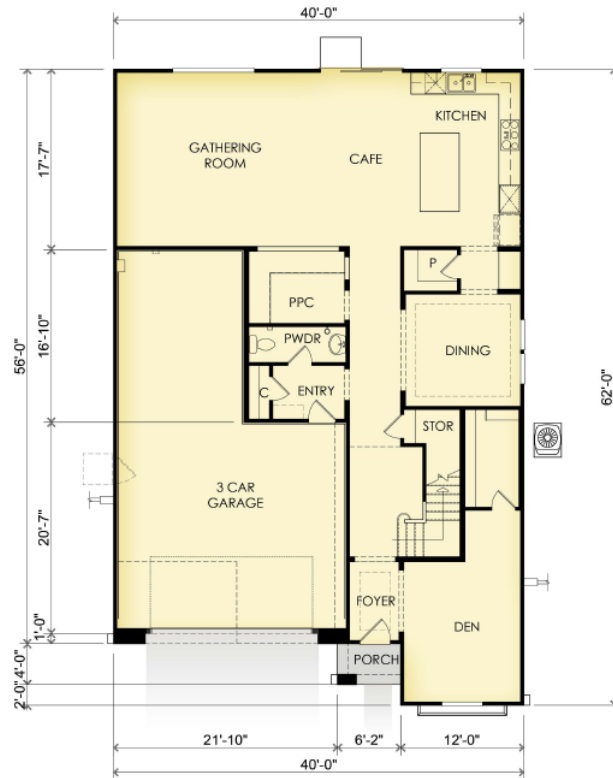
**Exhibit E—PLAN 1 FLOOR PLAN**



**Exhibit E—PLAN 2 FLOOR PLAN**



Opt Covered Patio



First Floor Plan



Second Floor Plan

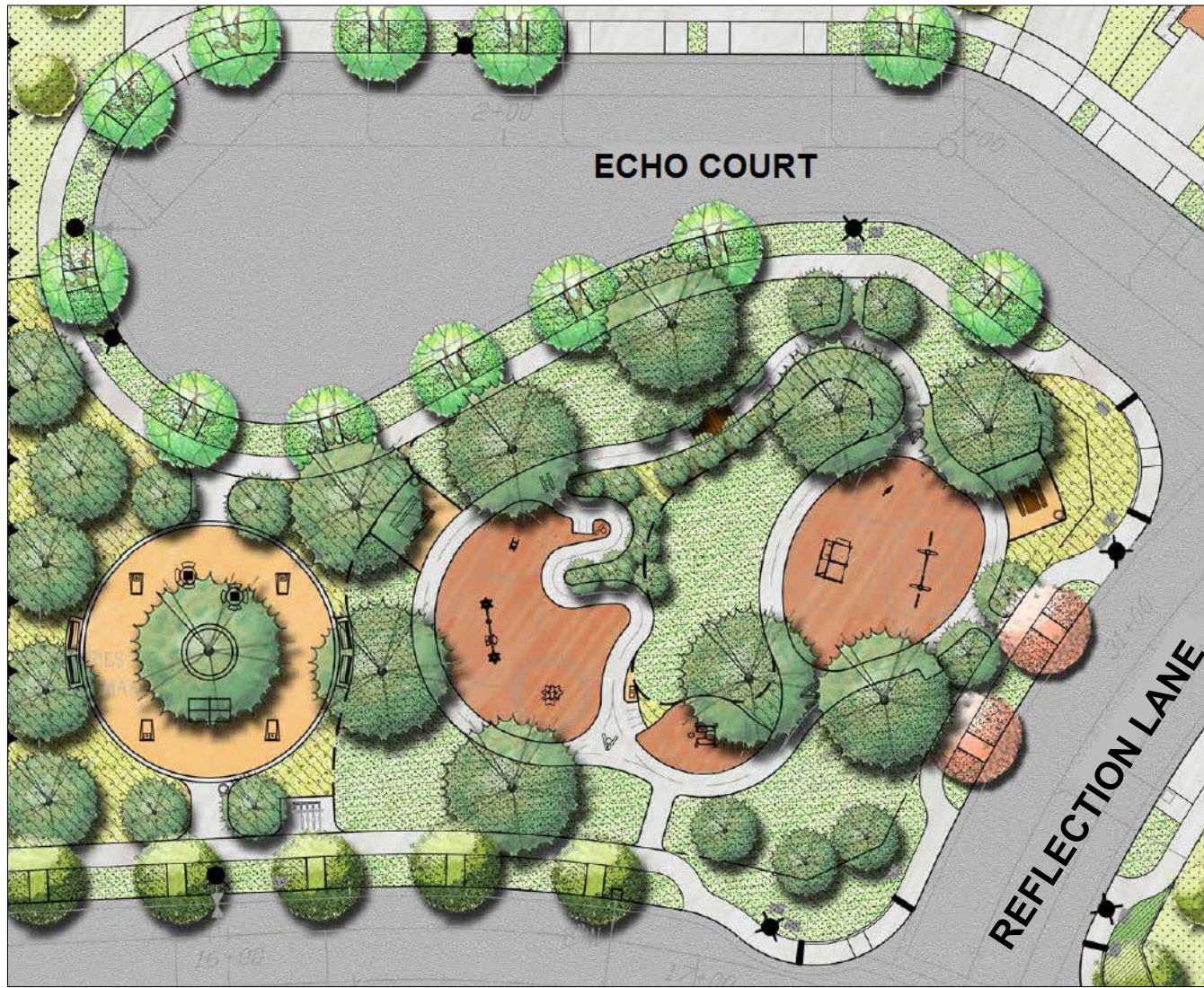
**Exhibit E—PLAN 3 FLOOR PLAN**



**Exhibit E—TYPICAL LANDSCAPE PLAN**



**Exhibit F—POCKET PARK PLAN**



## RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDEV18-018, A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT 47 SINGLE-FAMILY DWELLINGS ON 8.9 ACRES OF LAND, LOCATED NEAR THE SOUTHWEST CORNER OF CELEBRATION AVENUE AND EUCALYPTUS AVENUE, WITHIN PLANNING AREA 21 OF THE SUBAREA 29 SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0218-014-02.

WHEREAS, PULTE HOMES ("Applicant") has filed an Application for the approval of a Development Plan, File No. PDEV18-018, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 8.9 acres of land generally located the southwest corner of Celebration Avenue and Eucalyptus Avenue, within Planning Area 21 of the Subarea 29 Specific Plan, and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Grand Park Specific Plan, zoned for open spaces uses and is vacant. The property to the east is within Planning Area 30 (Conventional Large Lot) of the Subarea 29 Specific Plan and is currently vacant. The property to the south is within the Planning Area 19 (Lane Loaded) of the Subarea 29 Specific Plan and is currently in construction. The property to the west is within the Planning Area 20 (Conventional Medium Lot) of the Subarea 29 Specific Plan, and is currently vacant; and

WHEREAS, the Development Plan proposed is in compliance with the requirements of the Subarea 29 Specific Plan and is sufficient in size to facilitate and implement the traditional planning concepts for the "Residential Neighborhood" within the Specific Plan; and

WHEREAS, the Development Plan proposed is located within Planning Area 21 (Conventional Medium Lot) land use district of the Subarea 29 Specific Plan, which establishes a minimum lot size of 4,000 square feet and a development capacity of 47 dwelling units; and

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 an addendum to the Subarea 29 Specific Plan EIR (SCH #2004011009), which was prepared in conjunction with File No. PSPA14-002 adopted by the City Council

on April 21, 2015, 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 Planning Commission the responsibility and authority to review and act on the subject Application; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("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 September 17, 2018, the Development Advisory Board of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Decision No. DAB18-055, recommending the Planning Commission approve the Application; and



WHEREAS, on September 25, 2018, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

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

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

(1) The environmental impacts of this project were previously reviewed in conjunction with File No. PSPA14-002, an Amendment to the Subarea 29 Specific Plan for which an addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009) was adopted by the City Council on April 21, 2015.

(2) The previous addendum to the 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 addendum to the 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 addendum to the 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 addendum to the 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 Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the preparation of a subsequent or supplemental addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009) is not required for the Project, as the Project:

(1) Does not constitute substantial changes to the addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009) that will require major revisions to the addendum 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 addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009) was prepared, that will require major revisions to the addendum 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 addendum to 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 addendum to the Subarea 29 Specific Plan EIR (SCH# 2004011009); or

(b) Significant effects previously examined will be substantially more severe than shown in the addendum to 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 addendum to 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 decision-making body for the Project, the Planning Commission finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan. The project site is one of the properties listed in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix, and the

proposed project is consistent with the number of dwelling units (47) and density (4.89 DU/AC) specified in the Available Land Inventory.

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

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

(1) ***The proposed development at the proposed location is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The proposed Project is located within the Low Density Residential land use district of the Policy Plan Land Use Map, and the Conventional Medium Lot (Planning Area 21) land use district of the Subarea 29 Specific Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The development standards and conditions under which the proposed Project will be constructed and maintained, is consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The Development Plan has been required to comply with all provisions of Conventional Medium Lot: Village Homes Residential Development Standards of the Subarea 29 Specific Plan. Future neighborhoods within

the Subarea 29 Specific Plan and surrounding area will provide for diverse housing and highly amenitized neighborhoods that will be compatible in design, scale and massing to the proposed development.

(2) ***The proposed development is compatible with those on adjoining sites in relation to location of buildings, with particular attention to privacy, views, any physical constraint identified on the site and the characteristics of the area in which the site is located.*** The Project has been designed consistent with the requirements of the City of Ontario Development Code and the Conventional Medium Lot (Planning Area 21) land use district of the Subarea 29 Specific Plan, including standards relative to the particular land use proposed (single-family homes), as-well-as building intensity, building and parking setbacks, building height, number of off-street parking and loading spaces, on-site and off-site landscaping, and fences, walls and obstructions.

(3) ***The proposed development will complement and/or improve upon the quality of existing development in the vicinity of the project and the minimum safeguards necessary to protect the public health, safety and general welfare have been required of the proposed project.*** The Development Advisory Board has required certain safeguards, and impose certain conditions of approval, which have been established to ensure that: [i] the purposes of the Subarea 29 Specific Plan are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan, and the Subarea 29 Specific Plan. Additionally, the environmental impacts of this project were previously reviewed in conjunction with the Subarea 29 Specific Plan Environmental Impact Report (SCH#2004011009). This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts.

(4) ***The proposed development is consistent with the development standards and design guidelines set forth in the Development Code, or applicable specific plan or planned unit development.*** The proposed Project has been reviewed for consistency with the general development standards and guidelines of the Subarea 29 Specific Plan that are applicable to the proposed Project, including building intensity, building and parking setbacks, building height, amount of off-street parking and loading spaces, parking lot dimensions, design and landscaping, bicycle parking, on-site landscaping, and fences and walls, as-well-as those development standards and guidelines specifically related to the particular land use being proposed (single-family homes). As a result of this review, the Development Advisory Board has determined that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the development standards and guidelines described in the Subarea 29 Specific Plan. Additionally, the Development Plan complies with all provisions of

Conventional Medium Lot: Village Homes Development Standards of the Subarea 29 Specific Plan.

**SECTION 6: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby] APPROVES the herein described Application, subject to each and every condition set forth in the Department reports attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of September 2018, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Richard D. Delman  
Planning Commission Chairman

ATTEST:

---

Cathy Wahlstrom  
Planning Director  
Secretary of Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC18-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on September 25, 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDEV18-018  
Departmental Conditions of Approval**

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





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

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

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**Meeting Date:** September 17, 2018

**File No:** PDEV18-018

**Related Files:** PMTT06-012 (TM 18066)

**Project Description:** A Development Plan approval to construct 47 single-family dwellings on 8.9 acres of land, located near the southwest corner of Celebration Avenue and Eucalyptus Avenue, within PA 21 of the Subarea 29 Specific Plan (APN: 0218-014-02); **submitted by Pulte Homes.**

**Prepared By:** Jeanie Irene Aguilo, Assistant Planner  
Phone: 909.395.2418 (direct)  
Email: jaguilo@ontarioca.gov

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

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

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

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

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

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

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

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

**2.3**    Landscaping.

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

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

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

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

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

**2.5**    Parking, Circulation and Access.

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

(b)    All drive approaches shall be provided with an enhanced pavement treatment. The enhanced paving shall extend from the back of the approach apron, into the site, to the first intersecting drive aisle or parking space.

(c)    Areas provided to meet the City's parking requirements, including off-street parking and loading spaces, access drives, and maneuvering areas, shall not be used for the outdoor storage of materials and equipment, nor shall it be used for any other purpose than parking.

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

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

**2.8**    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.)

**2.9**    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)    A minimum 100-FT 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-FT 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.

**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** 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.

**2.12** 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.

**2.13** Environmental Review.

(a) The environmental impacts of this project were previously reviewed in conjunction with an Addendum to the Subarea 29 Specific Plan EIR (SCH #2004011009), which was prepared in conjunction with File No. PSPA14-002, and was adopted by the City Council on April 21, 2015. 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.

(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.

(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.

**2.16** Additional Requirements.

(a) Shutters shall be constructed of wood or vinyl.

(b) Provide window mullion and shutter treatments on the front and enhanced rear and side elevations that abut a street. The final design shall be subject to Planning Director approval.

(c) Remove all wainscot base treatment on the Spanish Colonial exterior elevation, for all plan types.

**(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 optic lines to each home per City requirements and standards.

**(f)** All applicable conditions of approval of Development Agreement (File No. PDA13-003) shall apply to this tract.

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

**(h)** All applicable conditions of approval of "B" Map TT 18066 (File No. PMTT06-012) shall apply to this Development Plan.

**(i)** The Pocket Park shall be constructed prior to the issuance of the certificate of occupancy of the 23rd home.



# CITY OF ONTARIO MEMORANDUM

## ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

DATE: **August 30, 2018**

DAB MEETING DATE: **September 17, 2018**

PROJECT ENGINEER: **Jesus Plasencia, Senior Associate Civil Engineer  
909-395-2128**

PROJECT PLANNER: **Jeanie Irene Aguilo, Assistant Planner  
909-395-2418**

PROJECT: **PDEV18-018 - A Development Plan to construct 47 single-family dwellings on 8.9 acres of land within Planning Area 21 of the Subarea 29 Specific Plan (APN: 0218-014-02). Related File: TM 18066.**

APPLICANT: **Pulte Group**

LOCATION: **SWC of Eucalyptus Avenue and Celebration Avenue**

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


1. The applicant/developer shall be responsible for the completion of all conditions of approval for TM-18066 and the Development Agreement.
2. 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).




3. 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.
4. 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.
5. 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. Appropriately sized public and private mains shall be installed throughout the Tract to meet this requirement, as approved by the City.
6. In order to receive Recycled Water service, the applicant shall comply with each of the following:
  - a. Prior to Precise Grading Plan Approval and Building Permits Issuance:
    - i. Provide two hard copies and the digital files (in PDF and AutoCAD format) for both on-site and off-site utility plans, including landscape and irrigation improvements.
    - ii. Submit an Engineering Report (ER) to the City detailing recycled water usage for review and approval by the City and the State. The review process for the ER is typically 3 months. City will coordinate the State's approval of the ER.
  - b. Prior to Occupancy Release/Finalizing:
    - i. Pass start-up and cross-connection test successfully.
    - ii. Provide evidence demonstrating the training of on-site supervisor or designee as determined in the ER.
7. Solid and Organic Waste Handling: This project must comply with the City's and State's Solid Waste Collection requirements and with the City's "SOLID WASTE DEPARTMENT REFUSE AND RECYCLING PLANNING MANUAL" (<http://www.ontarioca.gov/municipal-utilities-company/solid-waste>)  
Please note that all projects are subject to the requirements of State Assembly Bill AB 1826 which requires the separation and collection of organic waste in addition to refuse and recycling
8. Prepare a SWHP and be submitted with Precise Grading Plan for review and approval of Ontario Municipal Utility Company. The SWHP shall follow the SWHP Guidance Document available from OMUC and demonstrate compliance with the Services Standards in the City's Solid Waste Planning Manual (available online at: <http://www.ontarioca.gov/municipal-utilities-company/solid-waste>). The SWHP shall contain, at a minimum, the following elements:
  - a. A statement identifying the Service Requirements being used (e.g. Single Family Detached with automated cans, Multi-family/ Commercial with bins, etc.) and describing the solid waste handling operation (for instance, will there be scouting services, etc.)
  - b. A table utilizing the metrics of the Planning Manual and calculating the volume (gallons or cubic yards), quantity, and service schedule for each type of can and bin required for each Service Category (refuse, recycled, organics, etc.).



- c. An Engineering Site Plan drawn to scale that shows:
- A detail of the Solid Waste Vehicle with dimensions and annotation that states the minimum turning radii and path of travel widths actually being used on the plan.
  - The Solid Waste Vehicle turning movements and paths of travel in each direction of travel and at all intersections. All paths of travel shall be 15 feet wide minimum.
  - All parking stalls and parallel parking spaces along all streets, alleys, or aisles.

  
Bryan Lirley, P.E.      8/30/18  
Principal Engineer      Date

  
Khoi Do, P. E.      8/30/18  
Assistant City Engineer      Date

cc:      Khoi Do, P.E., Engineering/Land Development  
         Bryan Lirley, P.E., Engineering/Land Development







# 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: Jeanie Irene Aguilo, Assistant Planner

DATE: June 08, 2018

SUBJECT: FILE #: PDEV18-018

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, June 22, 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 Development Plan approval to construct 47 single-family dwellings on approximately 8.9 acres of land located near the southwest corner of Celebration Avenue and Eucalyptus Avenue, within PA 21 of the Subarea 29 Specific Plan (APN:0218-014-02). Related File: TM18066

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.

Landscape Planning Carolyn Bell Sr. Landscape Architect  
Department Signature Title Date 6/20/18

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

**CONDITIONS OF APPROVAL**

Sign Off	
	6/20/18
Carolyn Bell, Sr. Landscape Planner	Date

Reviewer's Name: <b>Carolyn Bell, Sr. Landscape Planner</b>	Phone: <b>(909) 395-2237</b>
----------------------------------------------------------------	---------------------------------

D.A.B. File No.: PDEV18-018	Case Planner: Jeanie Irene Aguilo
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Project Name and Location:  
 Park Place PA 21 47 SF DU's  
 SWC Celebration and Eucalyptus

Applicant/Representative:  
 SL Ontario, LLC; Cole Theel  
 1156 N Mountain Ave  
 Upland Ca 91785

<input checked="" type="checkbox"/>	<b>A Preliminary Landscape Plan (dated 6/5/18) 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. Locate utilities including light standards, fire hydrants, water and sewer lines, storm drain lines to not conflict with required tree locations. For example see lot 17, water meter, light and sewer line clearances spaced out instead of reduced. Move water meter toward light or sewer line to provide a 10'- 15' wide space for street trees. Include storm drain lines on plan clear of tree locations.
2. Show transformers located in planter areas, and set back pad min. 3' from driveways or sidewalks. Located on level grade.
3. Show backflow devices shall be located in planter areas, not turf, and set back min 3' from paving. Locate on level grade. Coordinate with landscape plans.
4. 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.
5. Show single family residence with side yard walls 5' from the sidewalk to allow for homeowner maintained landscape; see lots 20, 26, 27, 33, 40, 42. Show a mow strip separating the HOA maintained landscape from the private property maintained landscape at each corner
6. Typical lot drainage shall include a catch basin with gravel sump below before exiting property.
7. Note and show on plans: AC units shall be located in utility or trash storage areas away from proposed patio spaces; in residential side yards, opposite the main back yard access path with gate, or a second gate and solid surface path on the opposite side shall be added for access.

Landscape Plans

8. Show backflows and transformers, with setbacks noted above. Landscape screening for

backflows: 36" high strappy leaved shrubs and transformers: 4-5' high evergreen shrubs on back and sides, groundcovers in front.

9. Show all utilities on the landscape plans. Coordinate so utilities are clear of required tree locations.
10. Show parkway landscape and street trees spaced 30' apart. Coordinate on site tree to be clear of parkway trees.
11. Call out type of proposed irrigation system and include preliminary MAWA calculation.
12. Show landscape hydrozones to separate low water from moderate water landscape.
13. Note that irrigation plans shall provide separate systems for tree stream bubblers with pc screens for HOA maintained parks and parkways. New: Front yard irrigation shall use drip line systems with pop up tree stream/ spray bubblers on drip systems such as Rainbird Xeri-pop with SQ half 4'x8' or Hunter Trio-spray TS-TH set for a 5' radius or equal.
14. Replace invasive, high water using, short lived, high maintenance or poor performing plants: Albizia, Gleditsia, Echium, Russelia, Trichostema. Lantana, Rhus, Acacia, Yucca. Avoid short lived perennials and large quantities of ornamental grasses that require cutting to the ground each winter. Limit moderate water shrubs and groundcovers to low water plant or show as part shade plant palettes for north and east facing sites. Consider low water shrubs instead of moderate water shrubs such as: Elaeagnus, Grevillea, Ilex vomitoria, Quercus, Salvia melifera, Westringia 'Grey Box', Fruitless Olive, Prunus ilicifolia,
15. Parkways may be planted with lawn replacement plants such as Kurapia, Yarrow, Fragaria or similar. Turf grass may be used where appropriate. Provide an 8' wide mulch square at trees in parkways or 8' radius mulch circle area at trees in lawns or planters.
16. 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. For phased projects, a new report is required for each phase or a minimum of every 7 homes in residential developments.
17. Correct driveway apron layout (to dust pan style) to match civil plan
18. Call out concrete mowstrips to identify property lines to separate ownership and between maintenance areas.
19. Show 25% of trees as California native (Platanus racemosa, Quercus agrifolia, Quercus wislizenii, Quercus douglasii, Cercis occidentalis, etc.) in appropriate locations.
20. Add accent trees at street corners. Add 1 evergreen and 1 deciduous tree for each front yard.
21. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See <http://www.ontarioca.gov/landscape-planning/standards>
22. Provide phasing map for multi-phase projects.
23. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or storm water infiltration areas are located shall be loosened by soil fracturing. For trees a 12'x12'x18" deep area; for storm water infiltration the entire area shall be loosened. Add the following information on the plans: The back hoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The back hoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference see Urban Tree

Foundation – Planting Soil Specifications.

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

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



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Jeanie Irene Aguilo, Assistant Planner  
Planning Department

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

**DATE:** June 12, 2018

**SUBJECT:** PDEV18-018 - A Development Plan approval to construct 47 single-family dwellings on 8.9 acres of land located near the southwest corner of Celebration Avenue and Eucalyptus Avenue, within PA 21 of the Subarea 29 Specific Plan (APN:0218-014-02). Related File: PMTT06-012 (TM18066)

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

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

- A. 2016 CBC Type of Construction: Type V
- B. Type of Roof Materials: Ordinary
- C. Ground Floor Area(s): 1750 Sq. Ft.
- D. Number of Stories: 2
- E. Total Square Footage: 3500 Sq. Ft.
- F. 2016 CBC Occupancy Classification(s): R

## **CONDITIONS OF APPROVAL:**

### **1.0 GENERAL**

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

### **2.0 FIRE DEPARTMENT ACCESS**

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

### **3.0 WATER SUPPLY**

- ☒ 3.1 The required fire flow per Fire Department standards, based on the 2016 California Fire Code, Appendix B, is 1750 gallons per minute (g.p.m.) for 3 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.
- ☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.
- ☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

### **4.0 FIRE PROTECTION SYSTEMS**

- ☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard Choose an item.. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.
- ☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finalized) before the building is enclosed.

### **5.0 BUILDING CONSTRUCTION FEATURES**

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



# CITY OF ONTARIO

## MEMORANDUM

**TO:** PLANNING DEPARTMENT, Jeanie Irene Aguilo  
**FROM:** BUILDING DEPARTMENT, Kevin Shear  
**DATE:** June 15, 2018  
**SUBJECT:** PDEV18-018

- 
- 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  
 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: Jeanie Irene Aguilo, Assistant Planner

DATE: June 08, 2018

SUBJECT: FILE #: PDEV18-018 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, June 22, 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 Development Plan approval to construct 47 single-family dwellings on approximately 8.9 acres of land located near the southwest corner of Celebration Avenue and Eucalyptus Avenue, within PA 21 of the Subarea 29 Specific Plan (APN:0218-014-02). Related File: TM18066

- 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

6/19/18  
Date



# CITY OF ONTARIO MEMORANDUM

TO: Scott Murphy, Development Director  
 Cathy Wahlstrom, Planning Director  
 Diane Ayala, Advanced Planning Division  
 Charity Hernandez, Economic Development  
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 Lorena Mejia, Airport Planning  
 Steve Wilson, Engineering/NPDES  
 Joe De Sousa, Code Enforcement (Copy of memo only)  
 Jimmy Chang, IT Department

*Chance*

FROM: Jeanie Irene Aguilo, Assistant Planner

DATE: June 08, 2018

SUBJECT: FILE #: PDEV18-018

Finance Acct#:

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- Note:**
- Only DAB action is required
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*PMTT 06-012*

- 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.

*Ad. Planning*  
Department

*Chance Burde*  
Signature

*Assoc. Planner*  
Title

*6/12/18*  
Date



# 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  
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Joe De Sousa, Code Enforcement (Copy of memo only)  
Jimmy Chang, IT Department

FROM: Jeanie Irene Aguilo, Assistant Planner

DATE: June 08, 2018

SUBJECT: FILE #: PDEV18-018

Finance Acct#:

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- 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
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- 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.

Code Department *Joe De Sousa* Signature *Supervisor* Title *6-10-18* Date



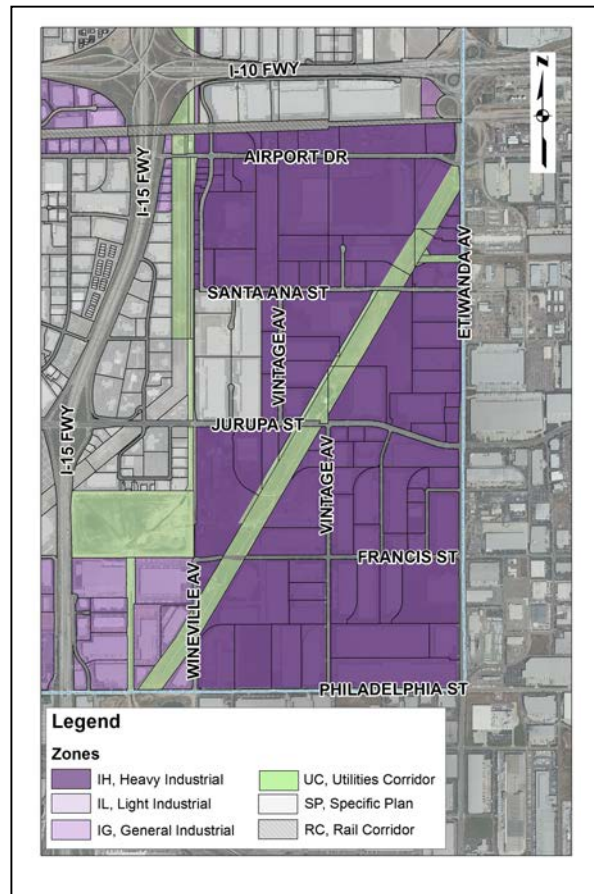
# PLANNING COMMISSION STAFF REPORT

September 25, 2018

**SUBJECT:** A Development Code Amendment (**File No. PDCA18-004**) to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district. **City Initiated. City Council action is required.**

**RECOMMENDED ACTION:** That the Planning Commission recommend the City Council adopt an addendum to The Ontario Plan Environmental Impact Report and approve File No. PDCA18-004 pursuant to the facts and reasons contained in the staff report and attached resolutions.

**PROJECT SETTING:** The proposed Development Code Amendment (Amendment) affects the properties located within the IH (Heavy Industrial) zoning district. The IH zoning district is located within the eastern portion of the City generally located south of the I-10 Freeway and east of the I-15 Freeway and is bounded by Southern Pacific Railroad Company on the north, Etiwanda Avenue to the East, Philadelphia Street to the south and Wineville Avenue to the west. **Figure 1: Project Location**, depicts the IH zoning district in purple.



**Figure 1: Project Location**

**PROJECT ANALYSIS:**

[1] Background — The Development Code (Ontario Municipal Code Title 9) provides the legislative framework for the implementation of The Ontario Plan, which states long-term principles, goals, and policies for guiding the growth and development of the City in a manner that achieves Ontario's vision, and promotes and protects the public health, safety, comfort, convenience, prosperity, and

Case Planner:	Lorena Mejia	Hearing Body	Date	Decision	Action
Planning Director Approval:		DAB			
Submittal Date:	8/30/2018	PC	9/25/18		Recommend
Hearing Deadline:	N/A	CC	10/16/18		Introduction
		CC	11/5/18		Final

welfare of its citizens. On December 1, 2015, the City Council approved a comprehensive update to the Ontario Development Code (Ordinance No. 3028), which became effective on January 1, 2016. Staff periodically reviews the Development Code to adjust or clarify provisions, within the code that are deemed necessary. Ordinance No. 3028 created five new industrial zoning districts that included the BP (Business Park), IP (Industrial Park), IL (Light Industrial), IG (General Industrial) and IH (Heavy Industrial) zoning districts. Each industrial zone is unique from the other, creating a hierarchy of industrial uses from light to heavy and acting as transition/buffer zones between sensitive uses (such as residential, schools, parks, etc...) and heavier nuisance uses. The Development Code update also established building development standards (buildings setbacks, lot/landscape coverage, floor area ratios and allowable building heights) for the five industrial zones.

[2] Development Code Amendment — The proposed Amendment will increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district of the Development Code *Chapter 6.0 – Development and Subdivision Regulations, Table 6.01-10: Industrial Zoning District Development Standards (see Exhibit A: Revised Table 6.01-10)*.

The Development Code established the IH zoning district to accommodate heavier manufacturing, assembly, storage, warehousing and other similar heavy industrial uses. Land uses that are normally permitted within the IH zone typically incorporate taller facilities within their operations such as silos, smokestacks and tanks as part of their back of house operations. The 55 foot maximum building height for the IH zone was established in the 2015 comprehensive Development Code update. However, staff's periodic reviews of the Development Code, examined building heights in various zones and found that the IH zone building height did not reflect the existing built environment. There are existing facilities within the IH zone that exceed the 55 foot building height resulting in the creation of legal non-conforming structures throughout the zone. Staff also reviewed the allowable building heights of neighboring specific plans and found that allowable building heights are also greater than what is currently permitted within the IH zone. The table below lists the neighboring specific plans and their maximum allowable heights for reference.

Specific Plan	Maximum Building Height
Shea Business Center	100 FT
Pacific Gate-East Gate	70 FT
California Commerce Center	FAA (Federal Aviation Administrative ) Regulations
Entratter	75 FT

Furthermore, staff has seen an increased need for taller buildings within the IH Industrial zone since warehouse distribution facilities are requiring higher interior building clearances for higher racking/stacking of goods/inventory in addition to accommodating additional heights for equipment/forklift clearances. Therefore, the Amendment will allow

for the flexibility of meeting current industry needs for taller buildings and eliminating legal non-conforming structures within the IH zone that currently exceed the 55 foot height limit.

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

[1] City Council Goals.

- Invest in the Growth and Evolution of the City's Economy
- Maintain the Current High Level of Public Safety
- Operate in a Businesslike Manner

[2] Vision.

**Distinctive Development:**

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

[3] Governance.

**Decision Making:**

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

[4] Policy Plan (General Plan)

**Land Use Element:**

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

**Safety Element:**

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

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

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

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

**ENVIRONMENTAL REVIEW:** The application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. The environmental impacts of this project were reviewed in conjunction with an addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140) adopted by City Council on January 27, 2010, in conjunction with File No. PGPA06-001. The Addendum was prepared pursuant to CEQA, the State CEQA Guidelines and The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" which provides for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts not previously analyzed in the Environmental Impact Report. All previously adopted mitigation measures are a condition of project approval and are incorporated herein by reference. The environmental documentation for this project is available for review at the Planning Department public counter.



**Exhibit A: Revised Table 6.01-10**

**Table 6.01-10: Industrial Zoning District Development Standards**

Requirements	Industrial Zoning Districts					Additional Regulations
	BP	IP	IL	IG	IH	
<b>A. SITE DEVELOPMENT STANDARDS</b>						
<b>1. Minimum Lot Area</b>	1.0 AC		10,000 SF			Note 1
<b>2. Maximum Floor Area Ratio (FAR)</b>	0.60		0.55			Note 7
<b>3. Minimum Lot Dimensions</b>						
<b>a.</b> Lot Width	100 FT					Note 1
<b>b.</b> Lot Depth	100 FT					Note 1
<b>4. Minimum Landscape Coverage</b>	Refer to Division 6.05 (Landscaping) and Paragraph 6.01.010.F.6 (Landscaping) for additional standards					
<b>a.</b> Interior Lots	15%	10%				Notes 2 and 3
<b>b.</b> Corner Lots	20%	15%				Notes 2 and 3
<b>c.</b> Off-Street Parking Areas	7%					See Section 6.05.030.D (Landscaping of Off-Street Parking Facilities)
<b>5. Minimum Parking Space and Drive Aisle Separations</b>						
<b>a.</b> Parking Space or Drive Aisle to Street Property Line	20 FT		10 FT			
<b>b.</b> Parking Space or Drive Aisle to Interior Property Line	5 FT					Notes 4 and 5
<u>Exception:</u> From property line common with residential district	10 FT (area shall be densely landscaped)			n/a		
<b>c.</b> Parking Space to Buildings, Walls, and Fences	[1] Areas adjacent to public entries and office areas: 10 FT; and [2] Areas adjacent to other building areas: 5 FT.					Note 5
<u>Exception:</u> Within screened loading and storage yard areas	0 FT					
<b>d.</b> Drive Aisles to Buildings, Walls, and Fences	10 FT					Note 5
<u>Exception:</u> Within screened loading and storage yard areas	0 FT					
<b>6. Minimum Screened Loading and Storage Yard Separations</b>						
<b>a.</b> Enclosed Loading and Storage Yard to Street Property Line						

Table 6.01-10: Industrial Zoning District Development Standards

Requirements	Industrial Zoning Districts					Additional Regulations
	BP	IP	IL	IG	IH	
(1) Freeway	20 FT					
(2) Arterial Street	20 FT					
(3) Collector/Local Street	10 FT					
b. Screened Loading and Storage Yard to Interior Property Line	0 FT					
Exception: From interior property line common with residential district	10 FT (area shall be densely landscaped)				n/a	
c. Screened Loading and Storage Yard to Buildings, Walls, and Fences	0 FT					
7. Walls, Fences and Obstructions	Refer to Section 6.02.020 (Design Standards for Residential Zoning Districts).					
8. Off Street Parking	Refer to Division 6.03 (Off-Street Parking and Loading).					
9. Property Appearance and Maintenance	Refer to Division 6.10 (Property Appearance and Maintenance).					
10. Historic Preservation	Certain portions of commercial zoning districts are identified as historic or potentially historic, and are listed on the City's Historic Resources Eligibility List. Development regulations set forth in Division 7.01 (Historic Preservation), and application processing and permitting regulations set forth in Division 4.02 (Discretionary Permits and Actions) and of this Development Code, shall apply in these instances.					
11. Signs	Refer to Division 8.1 (Sign Regulations).					
12. Security Standards	Refer to Ontario Municipal Code Title 4, Chapter 11 (Security Standards for Buildings).					
13. Noise	Buildings shall be designed and constructed to mitigate noise levels from exterior sources. Refer to OMC, Tile 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).					
14. Airport Safety Zones	Properties within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP) shall be subject to the requirements and standards of the ALUCP.					
<b>B. BUILDING DEVELOPMENT STANDARDS</b>						
1. Maximum Building Area	Single-Tenant: Multi-Tenant:	45,000 SF 60,000 SF	n/a			Note 9
2. Minimum Street Setback						
a. From Freeway Property Line	20 FT					
b. From Arterial Street Property Line						
(1) Holt Boulevard	10 FT					

**Table 6.01-10: Industrial Zoning District Development Standards**

Requirements	Industrial Zoning Districts					Additional Regulations
	BP	IP	IL	IG	IH	
(2) All Other Arterial Streets	20 FT					
c. From Collector and Local Street Property Line	10 FT					
<b>3. Minimum Interior Property Line Setback</b>	0 FT					Note 6
Exception: Property line common with residential districts	30 FT					
<b>4. Maximum Height</b>	45 FT		55 FT		<b>80 FT</b>	Note 7
<b>5. Minimum Setback From Major Pipelines</b> (to habitable structures)	50 FT					Note 8

*Note 7: The maximum building height and FAR may be restricted pursuant to the Ontario International Airport Land Use Compatibility Plan (ALUCP). Refer to the ALUCP for properties affected by airport safety zones.*

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA RECOMMENDING THE CITY COUNCIL APPROVE AN ADDENDUM TO THE ONTARIO PLAN ENVIRONMENTAL IMPACT REPORT, FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO. PDCA18-004.

WHEREAS, prior to the adoption of this Resolution, the Planning Director of the City of Ontario prepared an Initial Study, and approved for attachment to the certified Environmental Impact Report, an addendum to The Ontario Plan Environmental Impact Report for File No. PDCA18-004 (hereinafter referred to as "Initial Study/Environmental Impact Report Addendum"), all in accordance with the requirements of the California Environmental Quality Act of 1970, together with State and local guidelines implementing said Act, all as amended to date (collectively referred to as "CEQA"); and

WHEREAS, File No. PDCA18-004 analyzed under the Initial Study/Environmental Impact Report Addendum, consists of a Development Code Amendment, File No. PDCA18-004 to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district, in the City of Ontario, California (hereinafter referred to as the "Project"); and

WHEREAS, the Initial Study/Environmental Impact Report Addendum concluded that implementation of the Project introduces no new significant environmental impacts not previously analyzed in The Ontario Plan Environmental Impact Report; and

WHEREAS, The Ontario Plan Environmental Impact Report was certified on January 27, 2010, in which development and use of the Project site was discussed; and

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

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

WHEREAS, the City of Ontario is the lead agency on the Project, and the Planning Commission is the recommending authority for the proposed approval to construct and otherwise undertake the Project; and

WHEREAS, the Planning Commission has reviewed and considered the Initial Study/Environmental Impact Report Addendum for the Project, has concluded that none of the conditions requiring preparation of a subsequent of supplemental EIR have

occurred, and intends to take actions on the Project in compliance with CEQA and state and local guidelines implementing CEQA; and

WHEREAS, the Initial Study/Environmental Impact Report Addendum for the Project are on file in the Planning Department, located at 303 East B Street, Ontario, CA 91764, are available for inspection by any interested person at that location and are, by this reference, incorporated into this Resolution as if fully set forth herein; and

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

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

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

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (State Clearinghouse No. 2008101140), was certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGP06-001 (hereinafter referred to as "Certified EIR").

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

(3) The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts.

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

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

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

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

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

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

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

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

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

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

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

**SECTION 3: Planning Commission Action.** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby finds that based upon the entire record of proceedings before it, and all information received, there is no substantial evidence that the Project will constitute substantial changes to the Certified EIR, and RECOMMENDS THE CITY COUNCIL APPROVES the

Addendum to the Certified EIR, attached hereto as "Attachment A," and incorporated herein by this reference.

**SECTION 4: *Indemnification.*** The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

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

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

-----

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of September 2018, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

---

Richard D. Delman  
Planning Commission Chairman

ATTEST:

---

Cathy Wahlstrom  
Planning Director  
Secretary of Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC18-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on September 25, 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Gwen Berendsen  
Secretary Pro Tempore



**ATTACHMENT A:**

**Addendum to The Ontario Plan  
Environmental Impact Report**

*(Addendum to follow this page)*

# Attachment A—ADDENDUM TO THE ONTARIO PLAN ENVIRONMENTAL IMPACT REPORT

City of Ontario  
Planning Department  
303 East "B" Street  
Ontario, California  
Phone: (909) 395-2036  
Fax: (909) 395-2420



## California Environmental Quality Act Environmental Checklist Form

**Project Title/File No.:** PDCA18-004

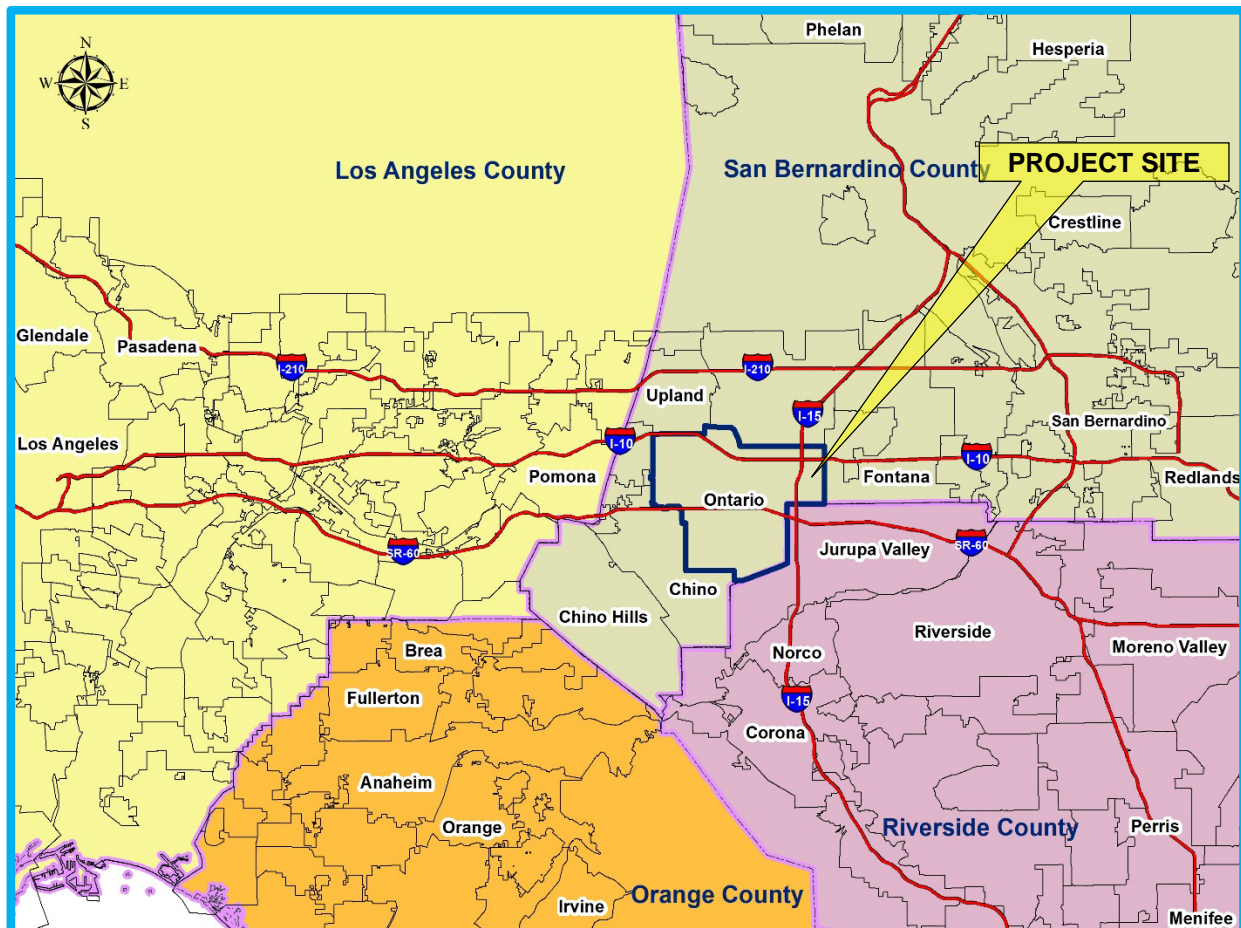
**Lead Agency:** City of Ontario, 303 East "B" Street, Ontario, California 91764, (909) 395-2036

**Contact Person:** Lorena Mejia, Senior Planner, (909) 395-2276

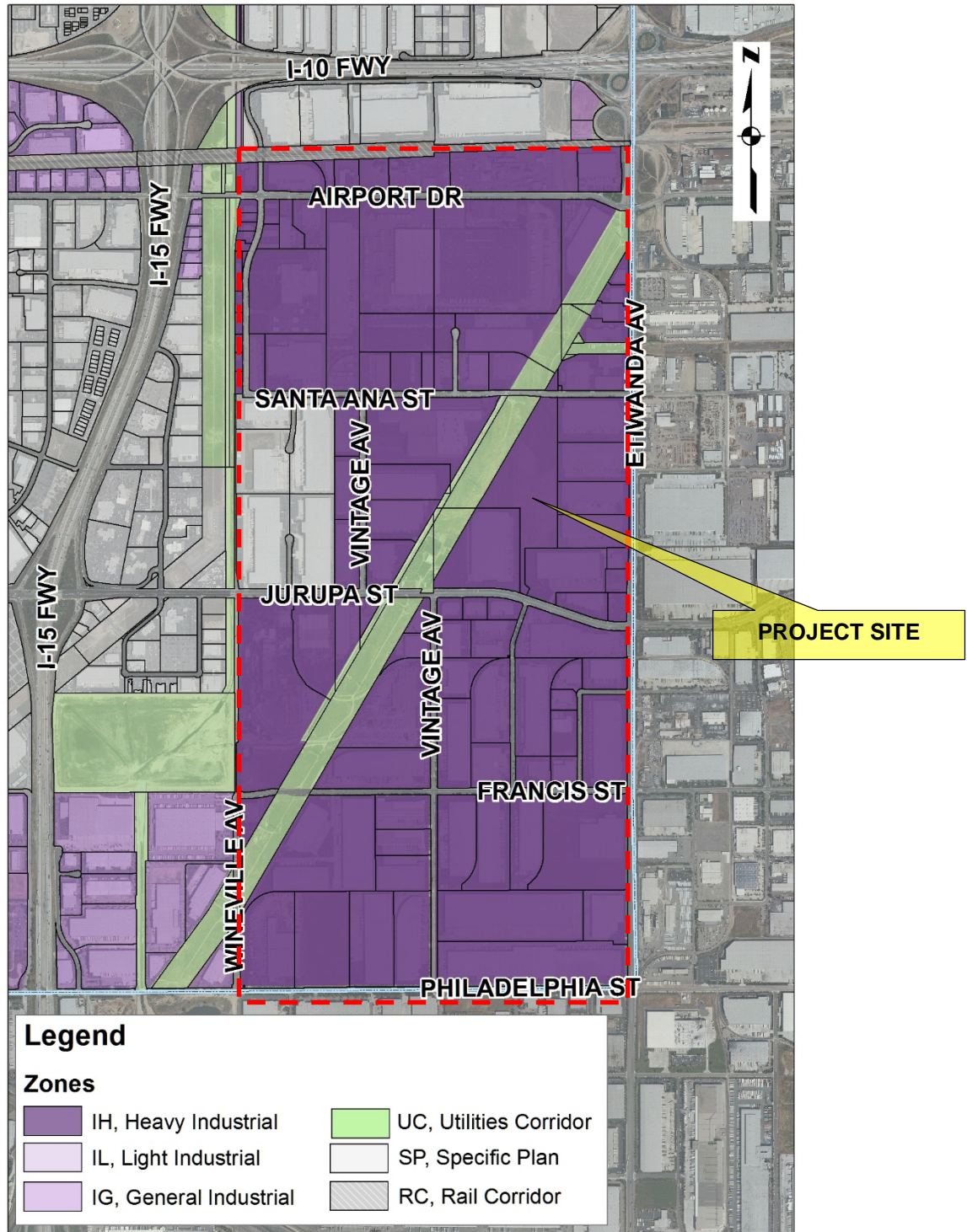
**Project Sponsor:** City of Ontario, 303 East "B" Street, Ontario, California 91764

**Project Location:** The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. As illustrated on Figures 1 and 2, below, the project site is located the eastern portion of the City generally located south of the I-10 Freeway and east of the I-15 Freeway and is bounded by the Southern Pacific Railroad Company on the north, Etiwanda Avenue to the East, Philadelphia Street to the south and Wineville Avenue to the west.

**Figure 1—REGIONAL LOCATION MAP**



**Figure 2—VICINITY MAP**



**General Plan Designation:** Industrial

**Zoning:** IH (Heavy Industrial)

**Description of Project:** A Development Code Amendment (File No. PDCA 18-004) to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district.

**Project Setting:** The proposed Development Code Amendment affects the properties located within the IH (Heavy Industrial) zoning district. The IH zoning district is located within the eastern portion of the City generally located south of the I-10 Freeway and east of the I-15 Freeway and is bounded by Southern Pacific Railroad Company on the north, Etiwanda Avenue to the East, Philadelphia Street to the south and Wineville Avenue to the west. The majority of the IH zone has been developed with heavy industrial uses and with structures/buildings exceeding 55 feet in height.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |                                                      |                                                             |
|------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture Resources              |
| <input type="checkbox"/> Air Quality                 | <input type="checkbox"/> Biological Resources               |
| <input type="checkbox"/> Cultural Resources          | <input type="checkbox"/> Geology / Soils                    |
| <input type="checkbox"/> Greenhouse Gas Emissions    | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning                |
| <input type="checkbox"/> Population / Housing        | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation / Traffic           |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

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

On the basis of this initial evaluation:

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

  
\_\_\_\_\_  
Signature

Lorena Mejia, Senior Planner  
\_\_\_\_\_  
Printed Name and Title

September 12, 2018  
\_\_\_\_\_  
Date

City of Ontario Planning Department  
\_\_\_\_\_  
For

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from the "Earlier Analyses" Section may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1) <b>AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) <b>AGRICULTURE AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) <b>AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) <b>BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) <b>CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) <b>GEOLOGY AND SOILS.</b> Would the project:				

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7) GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>8) HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9) <b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increase in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff during construction and/or post-construction activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10) <b>LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, airport land use compatibility plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11) <b>MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12) <b>NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13) <b>POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14) <b>PUBLIC SERVICES.</b> Would the project:				

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15) <b>RECREATION.</b> Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16) <b>TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17) <b>UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>18) MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

**EXPLANATION OF ISSUES**

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

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

Discussion of Effects: The proposed project will not have a significant adverse effect aesthetically. As provided in TOP EIR, the City of Ontario's physical setting lends opportunities for many views of the community and surrounding natural features, including panoramic views of the San Bernardino and San Gabriel Mountains and stretches of open space and undeveloped land south of Riverside Drive. TOP EIR provides that compliance with TOP Policy CD1-5 in the Community Design Element will avoid significant impacts to scenic vista by making it the policy of the City to protect public views of the San Gabriel Mountains. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district does not propose or involve any new development or construction. The IH zoning district is located within the eastern portion of the City generally located south of the I-10 Freeway and east of the I-15 Freeway. The majority of the IH zone has been developed with heavy industrial uses and with structures/buildings exceeding 55 feet in height. Subsequent development resulting from the proposed Development Code Amendment is not anticipated to result in any alteration of existing public views of the San Gabriel Mountains. Since no adverse aesthetic impacts are expected, no mitigation is necessary.

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

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

Discussion of Effects: The City of Ontario is served by three freeways: I-10, I-15, and SR-60. I-10 and SR-60 traverse the northern and central portion of the City, respectively, in an east-west direction. I-15 traverses the northeastern portion of the City in a north-south direction. These segments of I-10, I-15, and SR-60 have not been officially designated as scenic highways by the California Department of Transportation. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district does not propose or involve any new development or construction. The IH zoning district is located within the eastern portion of the City generally located south of the I-10 Freeway and east of the I-15 Freeway. The majority of the IH zone has been developed with heavy industrial uses and with structures/buildings exceeding 55 feet in height. Therefore, it will not result in adverse environmental impacts.

Mitigation: None required.

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

Discussion of Effects: The project would not degrade the existing visual character or quality of the site or its surroundings. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district does not propose or involve any new development or construction. The IH zoning district is located within the eastern portion of the City generally located south of the I-10 Freeway and east of the I-15 Freeway. The majority of the IH zone has been developed with heavy industrial uses and with structures/buildings exceeding 55 feet in height. The IH zone is located in an area that is characterized by industrial development and is surrounded by industrial land uses. The proposed Development Code Amendment would not impact the allowable uses that closely correlate with land use designations that surround the IH zone. Therefore, no impacts are anticipated.

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

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

Discussion of Effects: The proposed project would not introduce new lighting to the surrounding area beyond what was anticipated in the Certified TOP FEIR. Therefore, no new adverse impacts are anticipated.

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

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

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

Discussion of Effects: The IH zone is not zoned for agricultural uses. The majority of the IH zone is previously developed. The project will not create any new impacts to agricultural uses in the vicinity which were not identified in the Certified TOP FEIR. As a result, no new adverse environmental impacts are anticipated.

Mitigation: No new mitigation measures required. The Project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The IH zone is not zoned for agricultural use. Furthermore, there is no Williamson Act contract in effect within the IH zone. Therefore, no impacts to agricultural uses are anticipated, nor will there be any conflict with existing or Williamson Act contracts.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production because such land use designations do not exist within the City of Ontario. Therefore, no adverse impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

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

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The IH zone is not designated as Farmland and there are no agricultural uses occurring within the zone. As a result, to the extent that the project would result in changes to the existing environment, those changes would not result in loss of Farmland to non-agricultural use.

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

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

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

Discussion of Effects: The City is located in a non-attainment region of South Coast Air Basin (SCAB). However, this impact has already been evaluated and mitigated to the extent feasible in TOP FEIR. TOP FEIR has addressed short-term construction impacts, however, and adequate mitigation (Mitigation Measure 3-1) has been adopted by the City that would help reduce emissions and air quality impacts. No new impacts beyond those identified in TOP FEIR would result from Project implementation. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction and would not generate significant new or greater air quality impacts than identified in TOP FEIR.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The project will not generate significant new or greater air quality impacts than identified in TOP FEIR. Adequate mitigation (Mitigation Measure 3-1) has already been adopted by the City that would reduce emissions and air quality impacts to a less-than-significant level. No new impacts beyond those identified in TOP FEIR would result from Project implementation.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and will not generate significant new or

greater air quality impacts than identified in TOP FEIR. Adequate mitigation (Mitigation Measure 3-1) has already been adopted by the City that would reduce emissions and air quality impacts to a less-than-significant level. No new impacts beyond those identified in TOP FEIR would result from Project implementation.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: As discussed in Section 5.3 of TOP FEIR, the proposed project is within a non-attainment region of the SCAB. Essentially this means that any new contribution of emissions into the SCAB would be considered significant and adverse. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and will not generate significant new or greater air quality impacts than identified in TOP FEIR. Adequate mitigation (Mitigation Measure 3-1) has already been adopted by the City that would reduce air pollutants to a less-than-significant level. No new impacts beyond those identified in TOP FEIR would result from Project implementation.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Any new buildings and any future development resulting from the proposed project will be required to comply with the standards in place at the time of development. The Project will not create significant objectionable odors. Therefore the Project will not introduce new odors beyond those previously analyzed in TOP EIR

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

a) **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Therefore, no adverse impacts are anticipated.

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

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Therefore, no adverse environmental impacts are anticipated.



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

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Therefore, project implementation would have no impact on these resources.

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

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. New development within the IH zone would be subject to TOP FEIR requirements for implementation of regulatory and standard conditions of approval to mitigate for impacts to species and project-specific CEQA review will be undertaken at the appropriate time. Policy ER5-1 encourages efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors. Therefore, no adverse environmental impacts are anticipated.

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

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

Discussion of Effects: The City of Ontario does not have any ordinances protecting biological resources. Therefore the project does not conflict with existing plans. As a result, no adverse environmental impacts are anticipated.

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

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

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

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

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

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or

involve any new development or construction project. Therefore, no new impacts beyond those identified in TOP FEIR would result from the Project.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The Ontario Plan FEIR (Section 5.5) indicates no archeological sites or resources have been recorded in the City with the Archeological Information Center at San Bernardino County Museum. However, only about 10 percent of the City of Ontario has been adequately surveyed for prehistoric or historic archaeology. While no adverse impacts to archeological resources are anticipated, the City's Standard Conditions of Approval for New Development Projects, adopted by City Council Resolution No. 2017-027 on April 18, 2017 imposes conditions which provide that in the event of unanticipated archeological discoveries, construction activities will not continue or will moved to other parts of the project site and a qualified archaeologist shall be contacted to determine significance of these resources. If the find is discovered to be historical or unique archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The City of Ontario is underlain by deposits of Quaternary and Upper-Pleistocene sediments deposited during the Pliocene and early Pleistocene time, Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are, therefore, considered to have high sensitivity at depths of 10 feet or more below ground surface. In addition, the Ontario Plan FEIR (Section 5.5) indicates that one paleontological resource has been discovered in the City. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

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

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

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

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

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

ii) **Strong seismic ground shaking?**

Discussion of Effects: There are no active faults known on the site and the project site is located outside the Fault Rapture Hazard Zone (formerly Alquist-Priolo Zone). The Land Use Plan (Figure LU-6) of the Policy Plan (General Plan) FEIR (Section 5.7/Figure 5.7-2) identifies eight active or potentially active fault zones near the City. The closest fault zone is located more than ten miles from the project site. The proximity of the site to the active faults will result in ground shaking during moderate to severe seismic events. All future construction will be in compliance with the California Building Code, the Ontario Municipal Code, The Ontario Plan and all other ordinances adopted by the City related to construction and safety. Therefore, no adverse impacts are anticipated.

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

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

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

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

iv) **Landslides?**

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

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

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

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. The proposed project would not create greater erosion impacts than were identified in the Certified TOP FEIR.

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

c) **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Discussion of Effects: The project would not create greater landslide potential impacts than were identified in the Certified TOP FEIR. Therefore, no adverse impacts are anticipated.

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

d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Discussion of Effects: The majority of Ontario, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive; therefore, no adverse impacts are anticipated.

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

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated. Therefore, there will be no impact to septic tanks or alternate wastewater disposal systems.

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

7) **GREENHOUSE GAS EMISSIONS.** Would the project:

a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Discussion of Effects: The impact of buildout of The Ontario Plan on the environment due to the emission of greenhouse gases ("GHGs") was analyzed in the Environmental Impact Report ("EIR") for the Policy Plan (General Plan). According to the EIR, this impact would be significant and unavoidable. (Re-circulated Portions of the Ontario Plan Draft Environmental Impact Report, p. 2-118.) This EIR was certified by the City on January 27, 2010, at which time a statement of overriding considerations was also adopted for The Ontario Plan's significant and unavoidable impacts, including that concerning the emission of greenhouse gases.

The project will not create greater impacts than were identified in the Certified TOP FEIR. Pursuant to Public Resources Code Section 21083.3, this impact need not be analyzed further, because (1) the proposed project would result in an impact that was previously analyzed in The Ontario Plan EIR, which was certified by the City; (2) the proposed project would not result in any greenhouse

gas impacts that were not addressed in The Ontario Plan EIR; (3) the proposed project is consistent with The Ontario Plan.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary. The mitigation measures adopted as part of TOP FEIR adequately addresses any potential significant impacts and there is no need for any additional mitigation measures.

b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Discussion of Effects: The project will not create significantly greater impacts than were identified in the Certified TOP FEIR. The proposed project is consistent with The Ontario Plan Goal ER 4 of improving air quality by, among other things, implementation of Policy ER4-3, regarding the reduction of greenhouse gas emissions in accordance with regional, state and federal regulations. In addition, the proposed project is consistent with the policies outlined in Section 5.6.4 of the Environmental Impact Report for The Ontario Plan, which aims to reduce the City's contribution of greenhouse gas emissions at build-out by 15 percent, because the project is upholding the applicable City's adopted mitigation measures as represented in 6-1 through 6-6. Therefore, the proposed project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

8) **HAZARDS & HAZARDOUS MATERIALS.** Would the project:

a) **Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. The project is not anticipated to involve the transport, use or disposal of hazardous materials during project implementation; therefore, no adverse impacts are anticipated.

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

b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. The project is not anticipated to involve the use or disposal of hazardous materials during project implementation; therefore, no adverse impacts are anticipated.

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

c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. The proposed project does not include the

use, emissions or handling of hazardous or acutely hazardous materials, substances or waste; therefore, no impacts are anticipated.

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

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Therefore, the project would not create a hazard to the public or the environment, and no impact is anticipated.

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

- e) **For a project located within the safety zone of the airport land use compatibility plan for ONT or Chino Airports, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Therefore, no impacts are anticipated.

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

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip; therefore, no impacts are anticipated.

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

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. The City's Safety Element, as contained within The Ontario Plan, includes policies and procedures to be administered in the event of a disaster. The Ontario Plan seeks interdepartmental and inter-jurisdictional coordination and collaboration to be prepared for, respond to and recover from every day and disaster emergencies. The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. In addition, any future development within the IH zone will comply with the requirements of the Ontario Fire Department and all City requirements for fire and other emergency access. Because future development would be required to comply with all applicable State and City codes, any impacts would be reduced to a less than significant level.

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

- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- 9) **HYDROLOGY & WATER QUALITY.** Would the project:

- a) **Violate any other water quality standards or waste discharge requirements or potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or volume of storm water runoff to cause environmental harm or potential for significant increases in erosion of the project site or surrounding areas?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site or potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff (a&b) during construction and/or post-construction activity?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- f) **Otherwise substantially degrade water quality or potential for discharge of storm water to affect the beneficial uses of receiving water?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project and no adverse impacts are anticipated.

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

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

Discussion of Effects: The proposed project does not include housing and will not create greater impacts than were identified in the Certified TOP FEIR.

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

- h) **Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?**

Discussion of Effects: The proposed project is not within a 100-year flood hazard area and will not create greater impacts than were identified in the Certified TOP FEIR.

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

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. There are no levees or dams upstream from the project site that would result in significant risk of loss, injury or death involving flooding, as a result of failure; therefore, no impact are anticipated.

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

- j) **Expose people or structures to inundation by seiche, tsunami or mudflow?**



Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Furthermore, the City of Ontario has relatively flat topography, less than two percent across the City, and the chance of mudflow is remote. Therefore, no impacts are anticipated.

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

10) **LAND USE & PLANNING.** Would the project:

a) **Physically divide an established community?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. No adverse impacts are anticipated.

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

b) **Conflict with applicable land use plan, policy or regulation of agencies with jurisdiction over the project (including, but not limited to general plan, airport land use compatibility plan, specific plan, or development code) adopted for the purpose of avoiding or mitigation an environmental effect?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. The proposed project does not interfere with any policies for environmental protection; therefore, no impacts are anticipated.

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

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Discussion of Effects: There are no adopted habitat conservation plans in the project area; therefore, no conflicts or impacts are anticipated.

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

11) **MINERAL RESOURCES.** Would the project:

a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. The project site is located within a mostly developed area surrounded by urban land uses. There are no known mineral resources in the area; therefore, no impacts are anticipated.

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

b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. There are no known mineral resources in the area; therefore, no impacts are anticipated.

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

12) **NOISE.** Would the project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. The project will not expose people to or generate noise levels in excess of standards as established in The Ontario Plan FEIR (Section 5.12). No additional analysis will be required at the time of site development review.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- b) **Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. The uses associated within the IH zone are required to comply with the environmental standards contained in the City of Ontario Development Code; therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Therefore, the project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing, and will not create greater impacts than were identified in the Certified TOP FEIR.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. Any future development within the IH zone must comply with existing noise standards; therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- e) **For a project located within the noise impact zones of the airport land use compatibility plan for ONT and Chino Airports, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. Any future development within the IH zone will comply with the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP); therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

Discussion of Effects: The project site is not located within the vicinity of a private airstrip; therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

13) **POPULATION & HOUSING.** Would the project:

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?**

Discussion of Effects: The proposed project will not significantly affect population growth in the area and will not create greater impacts than were identified in the Certified TOP FEIR.

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

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The proposed project will not adversely affect housing in the area and will not create greater impacts than were identified in the Certified TOP FEIR.

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

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Discussion of Effects: The proposed project will not adversely affect housing in the area and will not create greater impacts than were identified in the Certified TOP FEIR.

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

14) **PUBLIC SERVICES.** Would the project:

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- i) **Fire protection?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. The proposed Development Code Amendment to increase the

allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

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

ii) **Police protection?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

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

iii) **Schools?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR.

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

iv) **Parks?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

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

v) **Other public facilities?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

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

15) **RECREATION.** Would the project:

a) **Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. This project is not proposing any new housing or large employment generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

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

b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR. This project is not proposing any new housing or large employment

generator that would cause an increase in the use of neighborhood parks or other recreational facilities. No impacts are anticipated.

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

16) **TRANSPORTATION/TRAFFIC.** Would the project:

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- b) **Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- e) **Result in inadequate emergency access?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

f) **Result in inadequate parking capacity?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Discussion of Effects: The project does not conflict with any transportation policies, plans or programs; therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

17) **UTILITIES AND SERVICE SYSTEMS.** Would the project:

a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

Discussion of Effects: The proposed project will not significantly alter wastewater treatment needs of Ontario and will not create greater impacts than were identified in the Certified TOP FEIR.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Discussion of Effects: The proposed Development Code Amendment to increase the allowable building/structure height from 55 feet to 80 feet within the IH zoning district does not propose or involve any new development or construction project. No impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR; therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- e) **Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Discussion of Effects: The proposed project does not allow for construction beyond levels previously considered by the Certified TOP EIR; therefore, no impacts are anticipated.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Discussion of Effects: The proposed project will not create greater impacts than were identified in the Certified TOP FEIR.

Mitigation: No new mitigation measures required. The project will not result in any new, increased or substantially different impacts, other than those previously considered and addressed in the Certified TOP FEIR. No changes or additions to TOP FEIR analyses are necessary.

#### 18) **MANDATORY FINDINGS OF SIGNIFICANCE**

**Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Discussion of Effects: The proposed project does not have the potential to reduce wildlife habitat and threaten a wildlife species. Therefore, no impacts are anticipated.

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

- a) **Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

Discussion of Effects: The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

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

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)**

Discussion of Effects: The project does not have impacts that are cumulatively considerable.

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

- c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

Discussion of Effects: The project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

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

### EARLIER ANALYZES

*(Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D)):*

- 1) Earlier analyzes used. Identify earlier analyzes used and state where they are available for review.
  - a) The Ontario Plan Final EIR
  - b) The Ontario Plan
  - c) City of Ontario Zoning

All documents listed above are on file with the City of Ontario Planning Department, 303 East "B" Street, Ontario, California 91764, (909) 395-2036.

- 2) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards.

Comments III.A and C were addressed in The Ontario Plan FEIR and considered a significant adverse effect that could not be mitigated. A statement of overriding considerations was adopted for The Ontario Plan FEIR.

### MITIGATION MEASURES

The Mitigation Measures contained in the Certified TOP Environmental Impact Report adequately mitigate the impacts of the proposed project. These mitigation measures are contained in the Mitigation Monitoring Program.



RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PDCA18-004, A DEVELOPMENT CODE AMENDMENT TO INCREASE THE ALLOWABLE BUILDING/STRUCTURE HEIGHT FROM 55 FEET TO 80 FEET WITHIN THE IH (HEAVY INDUSTRIAL) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, The City of Ontario ("Applicant") has filed an Application for the approval of a Development Code Amendment, File No. PDCA18-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Development Code (Ontario Municipal Code Title 9) provides the legislative framework for the implementation of The Ontario Plan, which states long-term principles, goals, and policies for guiding the growth and development of the City in a manner that achieves Ontario's vision and promotes and protects the public health, safety, comfort, convenience, prosperity, and welfare of its; and

WHEREAS, on December 1, 2015, the City Council approved a comprehensive update to the Ontario Development Code (Ordinance No. 3028), which became effective on January 1, 2016; and

WHEREAS, the Ontario Planning Department has initiated alterations to the Development Code for the purpose increasing the allowable building/structure height from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district listed in Chapter 6.0 – Development and Subdivision Regulations, Table 6.01-10: Industrial Zoning District Development Standards (**Attachment A - Table 6.01-10: Industrial Zoning District Development Standards Revisions**); and

WHEREAS, the Development Code established the IH zoning district to accommodate heavier manufacturing, assembly, storage and warehousing uses; and

WHEREAS, land uses normally permitted within the IH zone typically incorporate taller facilities within their operations such as silos, smokestacks and tanks as part of their operations; and

WHEREAS, the 55 foot building height established in the 2015 comprehensive Development Code update did not reflect the existing built environment of the IH zone, resulting in legal non-conforming structures that exceed the 55 foot height limit throughout the zone; and

WHEREAS, specific plans that surround the IH Zone generally have allowable heights that range from 70 feet to over 100 Feet; and

WHEREAS, the environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report (SCH# 2008101140) certified by the Ontario City Council on January 27, 2010, in conjunction with File No. PGP06-001 (hereinafter referred to as "Certified EIR"). 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 the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

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

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("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 September 25, 2018, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on September 25, 2018, the Planning Commission approved a resolution recommending adoption of an Addendum to a previous Certified EIR prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental

impacts from the Project were less than significant or could be mitigated to a level of significance; and

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

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

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

(1) The environmental impacts of this project were reviewed in conjunction with an Addendum to The Ontario Plan Environmental Impact Report, certified by the City of Ontario City Council on January 27, 2018, in conjunction with File No. PGPA06-001.

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

(3) The City's "Guidelines for the Implementation of the California Environmental Quality Act (CEQA)" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. This Application introduces no new significant environmental impacts.

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

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

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

**SECTION 2: Additional Environmental Review Not Required.** Based on the Addendum, all related information presented to the Planning Commission, and the specific findings set forth in Section 1, above, the Planning Commission finds that the

preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

**SECTION 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

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

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

**(1) *The proposed Development Code Amendment is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The Development Code established the IH zoning district to accommodate heavier manufacturing, assembly, storage and warehousing uses. Land uses normally permitted within the IH zone typically incorporate taller facilities within their operations such as silos, smokestacks and tanks as part of their operations. The proposed Development Code will provide consistency between the development code and the existing built environment; and

**(2) *The proposed Development Code Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The Development Code Amendment to allow for the increase of building/structure heights from 55 feet to 80 feet within the IH (Heavy Industrial) zoning district will not be detrimental to the public interest, health, safety, convenience, and general welfare of the City. The existing built environment within the IH zoning district and surrounding specific plans contain structures within the proposed 80 foot height range. Furthermore, the maximum building heights are restricted throughout the City pursuant to the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP).

**SECTION 6: *Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVES the herein described Application.

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

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

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

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 25th day of September 2018, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

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Richard D. Delman  
Planning Commission Chairman

ATTEST:

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Cathy Wahlstrom  
Planning Director  
Secretary of Planning Commission

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

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC18-[insert #] was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on September 25, 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

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Gwen Berendsen  
Secretary Pro Tempore

**ATTACHMENT A:**

**File No. PDCA18-004  
Table 6.01-10: Industrial Zoning District Development  
Standards Revisions**



Table 6.01-10: Industrial Zoning District Development Standards

Requirements	Industrial Zoning Districts					Additional Regulations
	BP	IP	IL	IG	IH	
<b>A. SITE DEVELOPMENT STANDARDS</b>						
<b>1. Minimum Lot Area</b>	1.0 AC		10,000 SF			Note 1
<b>2. Maximum Floor Area Ratio (FAR)</b>	0.60		0.55			Note 7
<b>3. Minimum Lot Dimensions</b>						
<b>a.</b> Lot Width	100 FT					Note 1
<b>b.</b> Lot Depth	100 FT					Note 1
<b>4. Minimum Landscape Coverage</b>	Refer to Division 6.05 (Landscaping) and Paragraph 6.01.010.F.6 (Landscaping) for additional standards					
<b>a.</b> Interior Lots	15%	10%				Notes 2 and 3
<b>b.</b> Corner Lots	20%	15%				Notes 2 and 3
<b>c.</b> Off-Street Parking Areas	7%					See Section 6.05.030.D (Landscaping of Off-Street Parking Facilities)
<b>5. Minimum Parking Space and Drive Aisle Separations</b>						
<b>a.</b> Parking Space or Drive Aisle to Street Property Line	20 FT		10 FT			
<b>b.</b> Parking Space or Drive Aisle to Interior Property Line	5 FT					Notes 4 and 5
<u>Exception:</u> From property line common with residential district	10 FT (area shall be densely landscaped)			n/a		
<b>c.</b> Parking Space to Buildings, Walls, and Fences	[1] Areas adjacent to public entries and office areas: 10 FT; and [2] Areas adjacent to other building areas: 5 FT.					Note 5
<u>Exception:</u> Within screened loading and storage yard areas	0 FT					
<b>d.</b> Drive Aisles to Buildings, Walls, and Fences	10 FT					Note 5
<u>Exception:</u> Within screened loading and storage yard areas	0 FT					
<b>6. Minimum Screened Loading and Storage Yard Separations</b>						
<b>a.</b> Enclosed Loading and Storage Yard to Street Property Line						
<b>(1)</b> Freeway	20 FT					

**Table 6.01-10: Industrial Zoning District Development Standards**

Requirements	Industrial Zoning Districts					Additional Regulations
	BP	IP	IL	IG	IH	
(2) Arterial Street	20 FT					
(3) Collector/Local Street	10 FT					
b. Screened Loading and Storage Yard to Interior Property Line	0 FT					
Exception: From interior property line common with residential district	10 FT (area shall be densely landscaped)				n/a	
c. Screened Loading and Storage Yard to Buildings, Walls, and Fences	0 FT					
7. Walls, Fences and Obstructions	Refer to Section 6.02.020 (Design Standards for Residential Zoning Districts).					
8. Off Street Parking	Refer to Division 6.03 (Off-Street Parking and Loading).					
9. Property Appearance and Maintenance	Refer to Division 6.10 (Property Appearance and Maintenance).					
10. Historic Preservation	Certain portions of commercial zoning districts are identified as historic or potentially historic, and are listed on the City's Historic Resources Eligibility List. Development regulations set forth in Division 7.01 (Historic Preservation), and application processing and permitting regulations set forth in Division 4.02 (Discretionary Permits and Actions) and of this Development Code, shall apply in these instances.					
11. Signs	Refer to Division 8.1 (Sign Regulations).					
12. Security Standards	Refer to Ontario Municipal Code Title 4, Chapter 11 (Security Standards for Buildings).					
13. Noise	Buildings shall be designed and constructed to mitigate noise levels from exterior sources. Refer to OMC, Title 5 (Public Welfare, Morals, and Conduct), Chapter 29 (Noise).					
14. Airport Safety Zones	Properties within the Airport Influence Area (AIA) established by the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP) shall be subject to the requirements and standards of the ALUCP.					
<b>B. BUILDING DEVELOPMENT STANDARDS</b>						
1. Maximum Building Area	Single-Tenant:	45,000 SF	n/a			Note 9
	Multi-Tenant:	60,000 SF				
2. Minimum Street Setback						
a. From Freeway Property Line	20 FT					
b. From Arterial Street Property Line						
(1) Holt Boulevard	10 FT					

**Table 6.01-10: Industrial Zoning District Development Standards**

Requirements	Industrial Zoning Districts					Additional Regulations
	BP	IP	IL	IG	IH	
(2) All Other Arterial Streets	20 FT					
c. From Collector and Local Street Property Line	10 FT					
<b>3. Minimum Interior Property Line Setback</b>	0 FT					Note 6
<u>Exception:</u> Property line common with residential districts	30 FT					
<b>4. Maximum Height</b>	45 FT		55 FT		<b>80 FT</b>	Note 7
<b>5. Minimum Setback From Major Pipelines</b> (to habitable structures)	50 FT					Note 8



# CITY OF ONTARIO

## MEMORANDUM

**TO:** Chairman and Members of the Planning Commission

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

**DATE:** September 25, 2018

**SUBJECT:** MONTHLY PLANNING DEPARTMENT ACTIVITY REPORT; MONTH OF AUGUST 2018

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Attached, you will find the Planning Department Monthly Activity Report for the month of August 2018. The report describes all new applications received by the Planning Department and actions taken on applications during the month. Please contact me if you have any questions regarding this information.

The attached reports, along with reports from past months, may also be viewed on the City's web site. New applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-applications>, and actions taken on applications may be viewed at <http://www.ontarioca.gov/planning/reports/monthly-activity-reports-actions>.

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
Month of August 2018

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**DEVELOPMENT ADVISORY BOARD MEETING**

**August 6, 2018**

*Meeting Cancelled*

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**ZONING ADMINISTRATOR MEETING**

**August 6, 2018**

*Meeting Cancelled*

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**CITY COUNCIL/HOUSING AUTHORITY MEETING**

**August 7, 2018**

*Meeting Cancelled*

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**DEVELOPMENT ADVISORY BOARD MEETING**

**August 20, 2018**

**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 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). 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.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
Month of August 2018

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**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 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). 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.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT AND TENTATIVE PARCEL MAP REVIEW FOR FILE NO. 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.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

**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

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
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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.**

**Action: The Development Advisory Board recommended the Planning Commission approve the project subject to conditions.**

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**ZONING ADMINISTRATOR MEETING**

**August 20, 2018**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP18-012:** A Conditional Use Permit request to establish alcohol beverage sales for consumption on the premises (Type 41-Beer and Wine ABC License), in conjunction with an existing 2,800 square foot (Mantra Indian Cuisine) restaurant located at 990 North Ontario Mills Drive, Unit H, within the Commercial/Office land use district of the Ontario Mills Specific Plan (formerly California Commerce Center North, Ontario Gateway Plaza & Wagner Properties Specific Plan). The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1-Existing Facilities) of the CEQA guidelines. The 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: 0238-014-03); **submitted by Mr. Sumit Sharma.**

**Action: The Zoning Administrator approved the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP18-016:** A Conditional Use Permit request to establish a children's indoor fitness playground within a proposed 14,397 square foot tenant space of an existing 28,805 square foot commercial building located at 130 West G Street, within the MU-1 (Downtown Mixed Use) and EA (Euclid Avenue Overlay) zoning districts. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-271-19) **submitted by Kids Empire Ontario LLC, Haim Elbaz.**

**Action: Continued to the 9/5/2018 meeting.**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP18-019:** A Conditional Use Permit request to establish a fitness facility within a proposed 14,500 square foot tenant space of an existing 28,805 square foot commercial building located at 130 West G Street, within the MU-1 (Downtown Mixed Use) and EA (Euclid Avenue Overlay) zoning districts. The project is categorically exempt from the requirements of the California

City of Ontario Planning Department  
**Monthly Activity Report—Actions**  
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Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1048-271-19) **submitted by Blink Fitness.**

**Action: Continued to the 9/5/2018 meeting.**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP18-022:** A Conditional Use Permit to establish an 18,000-square foot satellite campus for San Joaquin Valley College on 0.17 acres of land, located at 4688 East Ontario Mills Parkway, Suite #A, within the Commercial Office land use district of the Ontario Mills (California Commerce Center North) Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0238-271-28) **submitted by San Joaquin Valley College.**

**Action: Application withdrawn.**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP18-025:** A Conditional Use Permit to establish a 12,906-square foot Private School (DeVry University) on 14.516 acres of land, located at 2970 East Inland Empire Boulevard, within the Garden Commercial land use district of the Transpark Specific Plan. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0210-191-15) **submitted by DeVry University.**

**Action: The Zoning Administrator approved the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT AND CONDITIONAL USE PERMIT REVIEW FOR FILE NO.**

**PCUP18-029:** A modification to a previously approved Conditional Use Permit (File No. PCUP08-014), establishing alcoholic beverage sales, including beer, wine and distilled spirits, for consumption on the premises in conjunction with Citizen Business Bank Arena (CBBA), located at 4000 East Ontario Center Parkway, within the Urban Commercial land use district of the Ontario Center Specific Plan. The proposed Conditional Use Permit modification would establish the serving of alcoholic beverages within a new outdoor patio located on the north side of the arena, and provide for the use of additional portable bars to accommodate various CBBA events (APN: 0210-205-01). The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15301 (Class 1, Existing Facilities) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario



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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: 0210-205-01) **submitted by SMG Food and Beverage, LLC.**

**Action:** The Zoning Administrator approved the project subject to conditions.

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**CITY COUNCIL/HOUSING AUTHORITY MEETING**

**August 21, 2018**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT FOR FILE NO. PDA17-002:** A Development Agreement (File No. PDA17-002) between the City of Ontario and Brookcal Ontario, LLC, to establish the terms for the development of Tentative Tract Map 20081 (File No. PMTT17-003) to subdivide 44.98 acres of land 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 (File No. PSP05-004) EIR (SCH# 2006051081) that was certified by the City Council on December 4, 2007 and an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application is consistent with the previously adopted EIR and introduces no new significant environmental impacts. All previously adopted mitigation measures shall be a condition of project approval and are incorporated herein by reference. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 218-211-02 and 218-211-05) **submitted by Brookcal Ontario, LLC.** The Planning Commission recommended approval of this item on July 24, 2018 with a vote of 7 to 0.

**Action:** The City Council introduced and waived further reading of the ordinance.

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA17-003:** A Development Agreement (File No. PDA17-003) between the City of Ontario and Ontario Land Ventures, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 19738 (File No. PMTT17-011). 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 Business Park and 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 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

City of Ontario Planning Department  
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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). 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**. The Planning Commission recommended approval of this item on July 24, 2018, with a vote of 7 to 0.

**Action:** **The City Council introduced and waived further reading of the ordinance.**

**ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NO.**

**PSPA18-005:** An Amendment to the California Commerce Center Specific Plan, changing the land use designation on 3 parcels totaling 81.41 acres of land located at the southeast corner of Airport Drive and Haven Avenue (38.09 acres), the northeast corner of Haven Avenue and Jurupa Street (6.83 acres), and the northeast corner of Commerce Parkway and Jurupa Street (36.49 acres), from “Commercial/Food/Hotel” and “Office,” to “Light Industrial,” in conformance with each property’s underlying Policy Plan land use designation of “Industrial.” The environmental impacts of this project were previously reviewed in conjunction with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), that was certified by the City Council on January 27, 2010. This project introduces no new 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); (APNs: 0211-222-55, 0211-232-45, 0211-232-46, 0211-232-16, 0211-232-17, 0211-232-18, 0211-232-19, and 0211-232-20) **submitted by Ontario International Airport Authority**. The Planning Commission recommended approval of this item on July 24, 2018, with a vote of 7 to 0.

**Action:** **The City Council adopted a resolution approving the project.**

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**PLANNING/HISTORIC PRESERVATION COMMISSION MEETING** **August 28, 2018**

**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

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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.**

**Action: The Planning Commission approved the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT AND REVIEW FOR TENTATIVE TRACT MAP REVIEW FILE NO. PMTT13-016/TT 18929 AND TENTATIVE WILLIAMSON ACT CONTRACT NO. 77-515**

**CANCELLATION FOR FILE NO. PWIL 18-002:** 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, and a petition to cancel Williamson Act Contract 77-515 (File No. PWIL18-002), 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) certified by the City Council on October 17, 2006. 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). 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. City Council Action is required for the Williamson Act Contract Cancellation.**

**Action: The Planning Commission approved the Tentative Tract Map, File No. PMTT13-016 (TT 18929), subject to conditions and recommended the City Council approve Williamson Act Contract No. 77-515 Cancellation, File No. PWIL10-002.**

**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 Merrill 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) certified by the City Council on October 17, 2006. 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). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APN: 0218-271-19) **submitted by Richland Communities.**

**Action: The Planning Commission approved the project subject to conditions.**

**ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT FOR FILE NO. PDA18-001:** A Development Agreement (File No. PDA18-001) between the City of Ontario and Richland Developers Inc., to establish the terms for the development of Tentative Tract Map 18929 (File No. PMTT13-016) to subdivide 54.81 acres of land into 207 residential numbered lots and 24 lettered lots and Tentative Tract Map 18930 (File No. PMTT13-017) to subdivide 49.45 acres of land into 225 residential numbered lots and 26 lettered lots. The properties are bounded by Eucalyptus Avenue to the north, Merrill Avenue to the south, Archibald Avenue to the east and the Cucamonga Flood Control channel to the west, and located 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) certified by the City Council on October 17, 2006. 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). 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 and 0218-271-19) **submitted by Richland Communities. City Council action is required.**

**Action:** The Planning Commission recommended the City Council approve the project.

**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. City Council action is required for the Conditional Use Permit.**

**Action:** The Planning Commission approved the Development Plan, File No. PDEV18-008, subject to conditions and recommended the City Council approve the Conditional Use Permit, File No. PCUP18-008, subject to conditions.

**ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN AMENDMENT REVIEW FOR FILE NO. PSPA18-004:** An Amendment to the Meredith International Centre Specific Plan, revising the sign

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standards/guidelines for freeway identification signs and for uses over 200,000 square feet in area, within the Urban Commercial land use district. Staff is recommending the adoption of an Addendum to the Meredith International Centre EIR (SCH# 2014051020), certified by the City Council on April 7, 2015. 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). (APNs: 0110-311-52, 0110-311-53, 0110-311-54, 0110-311-55, 0110-321-29, 0110-321-68, 0110-321-72, 0110-321-73, 0110-321-74, 0110-321-75, 0110-321-76, 0110-321-77, 0110-321-78, 0110-321-79); **submitted by Real Development Solutions, LLC. City Council action is required.**

**Action: The Planning Commission recommended the City Council approve the project.**

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# Monthly Activity Report—New Applications

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## PCUP18-031:

Submitted by Spectator Sports Bar, Inc.

A Conditional Use Permit to establish: [1] alcoholic beverage sales, including beer, wine and distilled spirits (Type 48 (On Sale General for Public Premises) ABC License), for consumption on the premises; [2] live entertainment (karaoke and DJ); [3] dancing; and [4] pool tables, located at 750 North Archibald Avenue, Suites F, G and H (Spectators Sport Bar -- facility to relocate from its existing location in Suite B), within the Garden Commercial land use district of the Ontario Festival Specific Plan. **Zoning Administrator action is required.**

## PDEV18-030:

Submitted by Acacia Real Estate Group Inc.

A Development Plan to construct a 43,200-square foot industrial building on 2.4 acres of land located within the area of Loop Drive (west of North Etiwanda Avenue and south of Interstate 10). The parcel does not currently have a General Plan or Zoning Designation, APN, or address. Related Files: GPA18-005 and PZC18-002. **Development Advisory Board and Planning Commission actions are required.**

## PGPA18-005:

Submitted by City of Ontario

A General Plan Amendment to: [1] establish a Policy Plan land use designation of Industrial on approximately 2.4 acres of land located within the area of Loop Drive (west of North Etiwanda Avenue and south of Interstate 10); and [2] other changes as needed. Related Files: PZC18-002 and PDEV18-030. **Planning Commission and City Council actions are required.**

## PHP-18-028:

Submitted by C.C. Graber Co.

A Historic Preservation application to establish a Local Historic District designation for Graber Olive House Historic District (No. 8), located at 301 and 315 East Fourth Street, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DU/AC) zoning district (APN: 1047-543-01 and 1047-543-31). Related File: PHP-18-029. **Historic Preservation Subcommittee and Historic Preservation Commission actions are required.**

## PHP-18-029:

Submitted by Cliff Graber

A Local Historic Landmark designation for a single family residence constructed in the Craftsman Bungalow architectural style, located at 301 East Fourth Street, within the LDR-5 (Low Density Residential - 2.1 to 5.0 DU/AC) zoning district (APN: 1047-543-01). Related File: PHP-18-028. **Historic Preservation Subcommittee and Historic Preservation Commission actions are required.**

## PSGN18-098:

Submitted by John Wu

A Sign Plan for the installation of a wall sign for CHINESE IN LA, located at 1690 South Grove Avenue, Suite A, within the Grove Avenue Specific Plan. **Staff action is required.**

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### PSGN18-099:

Submitted by Alcon Signs

A Sign Plan for the installation of a wall sign on preexisting raceway painted to match building, for MICHOCANA ICE CREAM SHOP, located at 1945 East Fourth Street, within the CN (Neighborhood Commercial) zoning district. **Staff action is required.**

### PSGN18-100:

Submitted by Elite Sign Services, Inc.

A Sign Plan for the installation of three wall signs, one monument sign, four descriptor signs, directional signs, and public convenience signs for INFINITI OF ONTARIO, located at 2192 East Inland Empire Boulevard, within the Meredith International Center Specific Plan. **Staff action is required.**

### PSGN18-101:

Submitted by Tim Holmes

A Sign Plan for the installation of two wall signs (north and east elevations) for ANVIL INTERNATIONAL, located at 551 North Loop Drive, within the IG (General Industrial) zoning district. **Staff action is required.**

### PSGN18-102:

Submitted by Electricore Signs

A Sign Plan for the installation of a wall sign (east elevation) for CHURCH IN THE VALLEY, located at 1910 South Archibald Avenue, within the California Commerce Center Specific Plan. **Staff action is required.**

### PSGN18-103:

Submitted by 3D Tech Signs

A Sign Plan for the installation of a wall sign (north elevation) for ALUMINUM WHEELS MFG INC., located at 5550 East Jurupa Street, Suite B, within the IH (Heavy Industrial) zoning district. **Staff action is required.**

### PSGN18-104:

Submitted by TNT Electric Sign Co.

A Sign Plan for the installation of a new monument sign for the multi-tenant commercial building located at 1305 East Fourth Street, within the CN (Neighborhood Commercial) zoning district. **Staff action is required.**

### PSGN18-105:

Submitted by 88 Sign Corp

A Sign Plan for the installation of two wall signs for YIGO ART & GIFTS (taking up two units), located at 4421 East Ontario Mills Parkway, Building A, within the Ontario Mills Specific Plan. **Staff action is required.**

### PSPA18-007:

Submitted by Christopher Development Group

A Minor Specific Plan Amendment to the Esperanza Specific Plan to allow a single family conventional product within Planning Area 10, located on the northeast corner of Mill Creek Avenue and Eucalyptus Avenue (APN: 0218-252-16). **Staff action is required.**

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**PTUP18-052:** **Submitted by Elks Lodge #1419**

A Temporary Use Permit for the Ninth Annual Elks Lodge Car Show, to be held in the Lodge parking lot on 10/7/2018, 8:00AM to 2:00PM. **Staff action is required.**

**PTUP18-053:** **Submitted by Ontario First Church of the Nazarene**

A Temporary Use Permit for a fund raising event for the Ontario First Church of the Nazarene, located at 1311 West Fifth Street. Event will be held on 8/18/2018, 8:00AM to 11:00AM. **Staff action is required.**

**PTUP18-054:** **Submitted by Christiansen Amusements**

A Temporary Use Permit for a carnival to be held at 1848 South Euclid Avenue, 9/13/2018 through 9/16/2018. **Staff action is required.**

**PTUP18-055:** **Submitted by Agua Caliente Clippers of Ontario**

A Temporary Use Permit for a block party event hosted by the Agua Caliente Clippers of Ontario. Event will be held on 8/25/2018, from 10:00AM to 2:00PM. **Staff action is required.**

**PTUP18-056:** **Submitted by Centro Cristiano Shalom church**

A Temporary Use Permit for a fund raising car wash hosted by Centro Cristiano Shalom Adonai Church, located at 540 West Maple Street. Event to be held on 9/8/2018. **Staff action is required.**

**PTUP18-057:** **Submitted by Dolphin Rents**

A Temporary Use Permit for a commencement ceremony for University of Phoenix, located at 3110 East Guasti Road. Event to be held on 9/8/2018. **Staff action is required.**

**PTUP18-058:** **Submitted by Huck Finn Jubilee Experience**

A Temporary Use Permit for the Annual Huck Finn Jubilee located at Guasti Regional Park, 800 North Archibald Avenue. Event to be held on 10/5/2018 through 10/7/2018. **Staff action is required.**

**PTUP18-059:** **Submitted by KB Homes**

A Temporary Use Permit for a temporary garage conversion to model home sales office, located at 4780 South Java Paseo. 9/22/2018 through 7/31/2020. **Staff action is required.**

**PTUP18-060:** **Submitted by City of Ontario Community Life & Culture Agency**

A Temporary Use Permit for the Ontario Festival of the Arts, hosted by the City's Community Life & Culture Agency. This one-day event will be held at 208 West Emporia Street on 9/15/2018. **Staff action is required.**



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**PTUP18-061:** **Submitted by Recreation Department - City of Ontario**

A Temporary Use Permit for the City's Annual 5K Reindeer Run, located at Citizens Business Bank Arena, 4000 East Ontario Center Parkway. The event is to be held on 12/8/2018. **Staff action is required.**

**PTUP18-062:** **Submitted by Adrian Venegas Farms**

A Temporary Use Permit to establish temporary retail sales for an annual pumpkin patch at 13813 South Euclid Avenue. Event to be held 10/01/2018 through 10/31/2018, including set-up and take-down. **Staff action is required.**

**PWIL18-005:** **Submitted by Richland Communities**

A Williamson Act Land Conservation Contract (#70-166) nonrenewal on 19.7 acres of land generally located on the west side of Archibald Avenue, approximately 584 feet north of Ontario Ranch Road, within Planning Area 5 (Low Density Residential) of The Avenue Specific Plan (APN: 0218-191-04). **Planning Commission and City Council action is required.**

**PWIL18-006:** **Submitted by Richland Communities**

A Williamson Act Land Conservation Contract (#72-353) nonrenewal on 30.7 acres of land generally located on the west side of Archibald Avenue, approximately 1,260 feet north of Ontario Ranch Road, within Planning Area 5 (Low Density Residential) of The Avenue Specific Plan (APNs: 0218-191-14, 0218-191-15, and 0218-191-16). **Planning Commission and City Council action is required.**

**PZC-18-002:** **Submitted by City of Ontario**

A City-Initiated Zone Change to: [1] provide a zoning designation of General Industrial on approximately 2.4 acres of land located within North Loop Circle, generally west of Etiwanda Avenue and south of Interstate 10; and [2] other changes as needed. Related Files: GPA18-005 and PDEV18-030. **Planning Commission and City Council action is required.**