
VIRGINIA + HOLT PLANNED UNIT DEVELOPMENT

FILE NO. PUD17-002

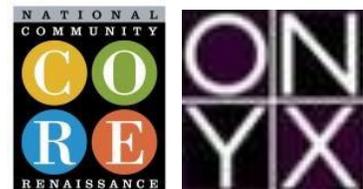
AUGUST 9, 2017



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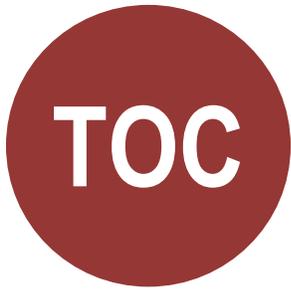


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INTRODUCTION

1.1 OVERVIEW

The Virginia + Holt Planned Unit Development (PUD) is intended to function as a set of planning and design principles, development regulations and performance standards to guide and govern the development of five parcels within one block area bounded by Holt Boulevard to the south, Grove Avenue to the west, Nocta Street to the North, and Virginia Avenue to the east [see Exhibit 1-1, Project Location Map], as a high quality residential use development on the parcels that face Holt Blvd, Virginia Ave, and Nocta Street. The Virginia + Holt Planned Unit Development (PUD) will replace the existing zone district designations and zoning standards that apply to the affected properties. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply. City staff and private developers will rely on this PUD to determine whether precise plans for development (“Development Plans”) will adequately meet the City’s land use and design objectives.

Located at the northwest corner of East Holt Boulevard and North Virginia Avenue, the 3.84-acre site is situated along the Holt Commercial Corridor and within the East Holt Mixed Use Area. Through these designations, the Ontario Plan seeks to encourage the redevelopment of Holt Avenue into medium-density residential uses integrated with commercial, workplace, and urban facades.

EXHIBIT 1-1: PUD LOCATION MAP



Legend:





PROJECT OBJECTIVES

2.1 GENERAL PLAN CONSISTENCY

Within the Ontario Plan Policy Plan (General Plan) the Virginia + Holt PUD site is designated Mixed Use. The Ontario Plan describes the Mixed Use designations as “an intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate the use of transit.” The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses.

The Virginia Apartments is consistent with the principles, goals and policies contained within the components that make up the Ontario Policy Plan, including: (1) Vision, (2) Policy Plan, (3) Implementation Programs, and (4) City Council Priorities. The policies implemented by this PUD are as follows:

1. VISION

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

1. A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity.
2. A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared.

3. **Distinctive Development** that integrates our varied and diverse focal points, districts, villages, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.
4. **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors.

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

COMMERCIAL AND RESIDENTIAL DEVELOPMENT

- The PUD allows for the development of multifamily housing on a site in close proximity to schools, recreation and cultural facilities, places of worship, places of employment and shopping, and a future high quality public transportation line.
- The development standards encourage multifamily residential development, further diversifying the City's housing stock and balancing the City's jobs-to-housing ratio that is essential to maintain quality of life within the community.
- The PUD encourages a comprehensive and diverse housing stock that offers broad choices for the diverse workforce and local families, by introducing new affordable multifamily housing units.

DEVELOPMENT QUALITY

- The PUD requires a well-designed project with high-quality materials that are complementary of the existing neighborhood and will enhance the distinctive architectural styles found within the City.
- The development standards require future projects to take into account the existing built environment and open spaces ensuring careful attention to detail at every scale, including public and private spaces and structures.

MOBILITY

- The PUD is located along the future West County Connector bus rapid transit (BRT) line and encourages the development of higher density development near high frequency transportation facilitating an exceptional degree of movement and connectivity.
- Within the development standards, proposed projects will provide features and amenities to encourage the use of alternative forms of transportation including bicycles, buses and walking.

PUBLIC SAFETY

- The PUD will ensure that the project is integrated into the existing neighborhood and that connections are made to residential neighborhoods, schools, parks, community centers and cultural facilities in the surrounding area.

LEISURE AND CULTURAL ACTIVITIES

- The PUD will require recreational amenities, community facilities and programs that offer ample recreation and cultural involvement by a diverse resident population.

RESOURCE CONSERVATION AND ENHANCEMENT

- The location of the PUD on the future West County Connector line provides a unique opportunity to reduce vehicle trips and air pollutants, resulting in improved air quality in Ontario and the region.

2. POLICY PLAN

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

The PUD allows for the development of a multifamily residential project on an infill parcel preserving open space and ensuring access to necessary services and infrastructure. The proposed project will be affordable to households earning less than 60 percent of the area median income (AMI) which will provide opportunities for lower income families to live close to work, commute via public transportation, and maintain a decent quality of life. The PUD will also encourage sustainable development practices and LEED certification within all applicable projects.

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

- The PUD takes into account the existing uses surrounding the property and buffers new development through setbacks and step backs.

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

- The establishment of the PUD allows for clear development standards which allow flexibility to achieve the Ontario Vision, improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

Goal LU4: Phased Growth. Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.

- The establishment of the PUD allows for long term value through the development of affordable multifamily housing on an infill site that is surrounded by existing development.

Goal H1: Neighborhoods + Housing Development Standards. Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity

- The PUD will improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts. The PUD will also ensure that adequate public services,

infrastructure, open space, parking and traffic management, pedestrian and bicycle routes and public safety for related to the project are provided consistent with City master plans and neighborhood plans.

Goal H2: Housing Supply & Diversity. 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.

- The PUD will revitalize the Holt Boulevard corridor, in anticipation of the West County Connector by encouraging the production of higher density residential uses that are architecturally, functionally and aesthetically suited to corridors. The PUD also encourages infill development on a vacant parcel that is identified within the City’s 2014-2021 Housing Element as an opportunity site to meet the City’s Regional Housing Needs Allocation (RHNA). A proposed project on the site will be affordable to households earning less than 60 percent of the area median income (AMI) which will provide opportunities for lower income families to live close to work, commute via public transportation, and maintain a decent quality of life.

Goal H4: Housing Assistance. Increased opportunities for low and moderate income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities.

- The PUD is a collaborative partnership with a nonprofit affordable housing developer to produce affordable housing and supports the City’s goal to provide rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government.

Goal H5: Special Needs Housing. 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.

- The PUD allows for and encourages the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of supportive services, recreation and other amenities.

3. CITY COUNCIL PRIORITIES

The Virginia + Holt PUD is consistent with the City Council’s desire to:

- Invest in the Growth and Evolution of the City’s Economy.
- Focus Resources in Ontario’s Commercial and Residential Neighborhoods.
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony.

4. IMPLEMENTATION

The Virginia + Holt PUD implements the Ontario Plan as the Plan is a public-private partnership proposing a multifamily Development Project on a site identified within the City’s Housing Element land inventory and furthers the City’s goal to become a Transformative Climate Community.

2.2 CENTER CITY REDEVELOPMENT PLAN OBJECTIVES

The Center City Project Area encompasses the historic Euclid Avenue District, as well as East Holt Boulevard. Ontario's City Hall and surrounding Civic Center, Senior Center, Main Library, the Museum of History and Art, Ontario Town Square, and the Law School of the University of La Verne are all within the Center City project area. Development is designed to create an immediate and positive identity transforming the area into a comfortable place to stroll and be seen. Specifically along the Holt Boulevard Corridor and surrounding neighborhoods the Plan encourages development of low-rise buildings to include residential uses and mixture of retail in order to maximize the economic productivity of the commercial areas by increasing the housing opportunities of the residential areas, improving aesthetics on major corridors. Create an urban environment, with the ability to live, work, in the neighborhood. While offering a variety of goods and services to serve the surrounding neighborhood, the District will also take advantage of the area's excellent regional access.

The current goals of the Center City Project include:

- Improving aesthetics on major corridors;
- Promoting the creation of a mixed-use urban village in the Civic Center area; and
- Preserving the City's historic commercial structures, neighborhoods and housing stock.

2.3 PUD District Purpose And Objectives

The purpose of the Virginia + Holt PUD as part of the East Holt Mixed-Use MU-1 District is to secure the residential uses of the general plan; promoting high quality design standards in urban design; encouraging the development of mixed-use residential communities while establishing regulations and standards appropriate to the specific need for affordable housing for working families in the area.

The intent of the Virginia + Holt PUD is to:

- Promote development projects that are consistent with the land use/downtown revitalization objectives of the Center City Redevelopment Project area.
- Establish a sense of place and identity along the Holt Boulevard Corridor and provide a connection between the Downtown Mixed Use Area and the Ontario Airport Metro Center.
- Achieve high density residential development or mixed use development, and diversification of housing types, while maintaining high quality in design and construction.
- Encourage clustering of structures to preserve a maximum amount of continuous open space.

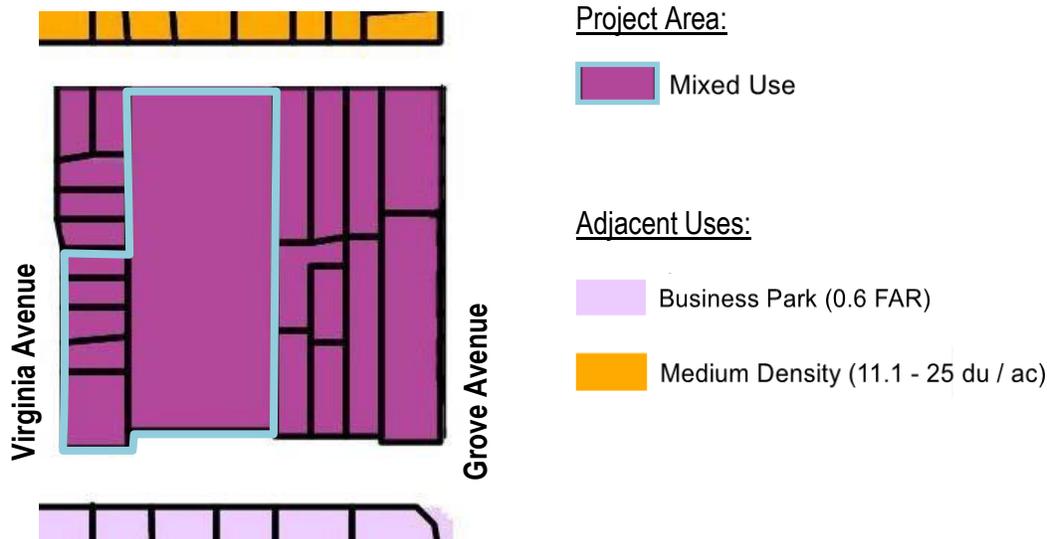
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LAND USE PLAN

3.1 LAND USE DESIGNATION

The Virginia + Holt Planned Unit Development (PUD) includes 5 parcels that are designated Mixed Use (MU-2) within the Ontario Plan and on the City’s Zoning Map. The MU-2 zoning district was established to accommodate the intensification of the Holt Boulevard Corridor with low-rise (up to 5 stories) buildings accommodating a mix of retail and office uses at a development intensity of up to 2.0 FAR and 1.0 FAR, respectively, and residential uses at a density of 14 to 40 DU/AC. The intent of MU-2 zoning district is to create identity and place along the Holt Boulevard Corridor and provide a connection between the Downtown Mixed Use Area and the Ontario Airport Metro Center. The MU-2 zoning district is consistent with and implements the East Holt Mixed Use Area land use designation of the Policy Plan component of The Ontario Plan.

EXHIBIT 3-1: LAND USE DISTRICT MAP [EXHIBIT LU-01: LAND USE PLAN]



3.2 PERMITTED USES

Virginia + Holt Planned Unit Development does not deviate from the permitted uses as shown in Table 5.02-1, *Land Use Matrix* of the City of Ontario Development Code.

TABLE 5.02-1, LAND USE MATRIX

Land Uses	MU-1	MU-2	MU-11
Multiple Family Dwellings	P	P	P
Second Dwellings	...	...	...
Senior Citizen Housing Developments	C	...	...
Single-Family Dwellings	P	...	...
Single Room Occupancy Facilities	P	...	...
Supportive Housing	C	...	...
Work/Live Units	C	C	

P – Per section 5.02.010 of the Ontario Zoning Code, **Permitted** shall mean the land use, activity, or facility within the specified district is permitted by right of bring in the proper zoning district, and is subject to each Development Code provision applicable to the specified zoning district and the standards for specific uses, activities, and facilities contained in division 5.03 (Standards for Specific Uses, Activities, and Facilities) of the City's Development Code.

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DEVELOPMENT REGULATIONS

4.1 INTENSITY

Residential land uses within the Virginia + Holt Planned Unit Development will be consistent with the MU-2 (East Holt Mixed Use) zoning district allowing for residential uses at a density of 14 to 40 dwelling units per acre (DU/AC) or non-residential development at an FAR of up to 2.0.

4.2 BUILDING HEIGHT

Development within the Virginia + Holt Planned Unit Development will be consistent with the MU-2 zoning district, which allows for a maximum of 5 stories or 50 feet in height.

4.3 SETBACKS

Within the Virginia + Holt Planned Unit Development, the street setback from Holt Boulevard shall be maintained at a minimum 10 feet, measured from back of sidewalk, thereby allowing for the future West Valley Connector Bus Rapid Transit (BRT) line. The street setback along Virginia Avenue shall be maintained at 10 feet, measured from the street property line. The interior side yard setback (from the east property line common with existing commercial property) shall be a minimum of 5 feet for any building structures and a minimum of 3 feet for carports or parking stalls. The interior north property line setback (common with single family dwelling) shall be maintained at a minimum of 9 feet to any parking areas. Along Nocta Street, to the north, a 20-foot minimum setback is required, measured from the street property line. Placement of buildings, structures, fences, walls, utility facilities, yards, etc., will be based on the street rights-of-way and property line dimensions. Allowable encroachments in yards include maximum 6-foot high property line fences and gates, landscaping, paving, and public utilities.

4.4 ACCESS

Along Virginia Avenue, one access driveway is allowed, providing primary access to the site. A secondary access point is permitted along Nocta Street, at the northern end of the PUD area, for emergency vehicle access, only. Use of the secondary access point along Nocta Street by project residents for normal ingress and/or egress shall first require review and approval by the Planning Director and City Engineer.

4.5 LANDSCAPING + DRAINAGE PLAN

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

Water conservation shall be provided through low water using plant materials, hydro zones, water efficient irrigation and weather based controllers. Landscaped areas may be used for storm water infiltration through vegetated swales, retention basins, or dry wells as needed with the use of appropriate planting materials. Broad canopy shade trees shall be used to reduce heat gain on buildings, paving and parking areas. The plan shall identify all existing trees on site and preserve them where possible. The landscape design shall meet the requirements of the Landscape Development Standards and shall create well-functioning spaces within a sustainable design.

Within the entire PUD area, parkways shall be installed adjacent to the curb with the public sidewalk located adjacent to the property line. Along Holt Boulevard, the right-of-way section will vary in width to accommodate the future BRT Plan requirements. At the time of this application, the most recent BRT plans show the Holt parkway (landscape + sidewalk) to be a consistent ten and a half feet (10.5') width. Along Virginia Avenue, the right-of way section is sixty feet (60') wide with a half street section of thirty feet (30') that includes a twelve foot (12') wide parkway [7 foot landscape parkway + 5 foot sidewalk]. Along Nocta Street, the right-of way section is required to be sixty-six (66') feet wide with a half street section of thirty-three feet (33') that includes a thirteen foot (13') wide parkway [8 foot landscape parkway + 5 foot sidewalk]. Parkway landscaping and irrigation within the public right-of-way shall be installed and maintained by each development. Trees along street frontages shall comply with the variety, size, and spacing as directed by the City of Ontario Master Street Tree Plan.

4.6 EQUIPMENT SCREENING

All roof mounted and ground mounted equipment shall be fully screened from view of the public street and adjacent developments. The location of items shall be designed to allow screening with landscape materials,

walls, architectural features, parapet walls, etc. Screening shall be designed to be integrated into the design of a proposed Development Project.

4.7 FENCES AND WALLS

Fences and walls for a proposed Development Project shall be made of decorative materials which are compatible with the overall architectural character of the development within the PUD area. All fences and walls shall be in scale with the development to fulfill such needs as screening and security. Fences, walls and hedges within the PUD area shall comply with Engineering Corner Sight Distance Standards and other applicable standards. A 15-foot radius corner dedication is provided at the corner of Holt Boulevard and Virginia Avenue. All decorative walls, monuments and/or other similar features shall not encroach into the public street right-of-way. Within the PUD area, fences and walls shall not exceed 6 feet in height within any front or street side yard area. Interior or rear walls shall be a maximum of 6 feet in height, consistent with the Ontario Development Code requirements for walls and fences in residential zoning districts (refer to Development Code Section 6.02.020 (Design Standards for Residential Zoning Districts)).

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CIRCULATION & PARKING

5.1 VEHICLE CIRCULATION

For any proposed Development Project within the PUD area, the developer shall be responsible to improve Holt Boulevard and Virginia Avenue to their ultimate widths. These streets will provide primary vehicular access to the site. On-site circulation will be provided from Virginia Avenue and Nocta Street.

5.2 PEDESTRIAN CONNECTIONS

Proposed Development Projects within the PUD area are required to ensure adequate pedestrian connections from potential buildings to the public street. This can be achieved through pedestrian gates along street frontages and/or access gates near driveways.

5.3 MASS TRANSIT

Proposed Development Project within the PUD area should encourage the use of existing bus stops by providing pedestrian connections to westbound lines [Omnitrans 61 + 80] with bus stops located on the northwest corner of Holt Boulevard.

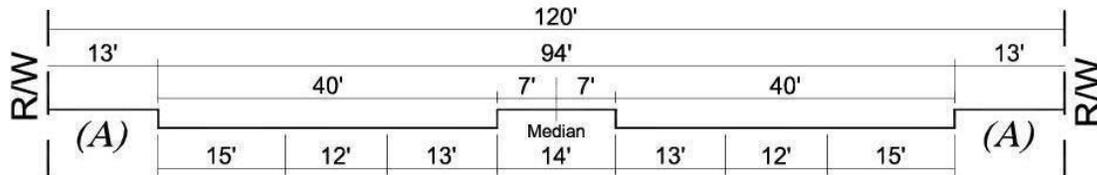
5.4 STREET DEDICATIONS AND EASEMENTS

Proposed Development Projects within the PUD area shall dedicate right-of-way along all street frontages as necessary to increase the right-of-way to ultimate width, including corner cutbacks per City Standard Drawing No. 1051 (Virginia Avenue and Nocta Street) and No. 1058 with modified parkway section (Holt Boulevard). The ultimate right-of-way widths for roadways surrounding the PUD area are as follows:

- **Holt Boulevard:** 120 feet – 60 feet half width
- **Virginia Avenue:** 60 feet – 30 feet half width
- **Nocta Street:** 66 feet – 33 feet half width

Exhibit 5-1 shows the anticipated ultimate right-of-way for Holt Boulevard as shown in the City of Ontario Master Plan of Streets and Highways. Development projects will also ensure that all proposed right-of-ways can accommodate the future development of the West Valley Connector BRT line.

Exhibit 5.1 – Ultimate Right-Of-Way - Holt Boulevard



HOLT BLVD + GROVE AVE

[Per City of Ontario Master Plan of Streets and Highways - November 2015]

5.5 PUBLIC RIGHT-OF-WAY IMPROVEMENTS

As development projects are proposed within the PUD area, prospective developers are responsible for improving the public right-of-way to be consistent with the City's General Plan and Municipal Code. Public right-of-way improvements are required to include, but are not limited to the following: street pavement, curb & gutter, parkway landscaping, parkway irrigation, raised landscape median with irrigation on Holt Boulevard, public sidewalks, traffic signage and striping, street lights, bus stop, bus shelter and amenities. The extent of the required improvements shall be determined for each development plan. At a minimum the improvements shall incorporate all items along the street frontages of the properties to be developed with proper transitioning if the entire block frontage is not being installed simultaneously. Improvements along the street frontage for the entire block may be required at the time of development plan review.

5.6 INFRASTRUCTURE

Water service for the PUD site will be provided by existing water lines under Holt Boulevard. Waste water flows for the PUD will also be designed to connect to existing sewer lines in Holt Boulevard. On-site stormwater drainage facilities shall be provided to capture and infiltrate a 2-year, 1 hour storm event, consistent with the San Bernardino County Stormwater Program's Water Quality Management Plan (WQMP) requirements for new development projects. Stormwater capture and infiltration facilities may include the utilization of vegetated swales, depressed landscaped basins, pervious concrete pavement or underground stormwater retention/infiltration vaults. All building roof and paved area runoff shall be directed into depressed landscaped swales, trenches or basins, within the development, in order to comply with the requirement to capture and infiltrate the 2-year, 1 hour storm event runoff. All proposed Development Plans are required to prepare a Preliminary Water Quality Management Plan.

All utility lines (electric, communications, TV, etc.) along Virginia Avenue that are currently overhead will be placed underground. The existing overhead utility lines and utility pole along Nocta Street may remain. Existing overhead utility lines on-site along Virginia Avenue shall be undergrounded at or before the time of development by the developer or property owner.

Street lighting shall be installed along the public right-of-way of Holt Boulevard in accordance with City of Ontario Standards. The type of street lighting will be determined at the time of development.

5.7 PARKING

Given the PUD area's location along a major transportation corridor, with access to multiple bus lines and the future West Valley Connector BRT line, future projects should consider a parking ratio that is below the parking standards included in the City of Ontario Zoning Code. Based on recent legislation (AB 744), best practices in the region, and the PUD location and proximity to transit, a Development Plan that proposes multifamily residential development that has affordability restrictions in place will be required to provide parking based on the following ratios:

- 1 bedroom unit/studio – 1.0 spaces per unit
- 2 bedroom unit – 1.3 spaces per unit
- 3+bedroom unit – 1.75 spaces per unit
- Visitor parking - 0.15 spaces per unit
- Staff parking – 0.05 spaces per unit

Market rate residential projects or mixed use projects that do not require affordability restrictions on the housing units, are subject to the City of Ontario parking standards as shown in the Municipal Code.

A proposed Development Plan may propose secured resident and guest parking within the PUD site. A Development Project will ensure that a parking management plan is in place by a property manager.

On-street parking will be allowed on Virginia Avenue and Nocta Avenue only. No street parking will be allowed on Holt Boulevard. On-street parking may not be used to meet the requirements for on-site parking as indicated in the Development Code.



DESIGN GUIDELINES

6.1 BUILDING ORIENTATION AND STREETSCAPES

By blending residential and on-site community amenities, the design of development projects should promote increased walkability. Whenever feasible, Development Projects should locate building edges near the property line along Holt and Virginia to strengthen and define the urban edge and encourage pedestrian activity. Development Projects should create interest and interact with the streetscape when appropriate and feasible.

6.2 ARCHITECTURAL CHARACTER

Due to the size and scale of the PUD project area, virtually all sides of the buildings will be visible from the public street, common access drives, common parking areas or adjacent parcels with commercial uses. As such the architectural treatments should be carried around to the visible portions of all sides of the buildings. All towers or raised elements should be fully finished on all sides to appear as three-dimensional features.

The architecture for the buildings should feature articulation of the walls with offsets a minimum of 2 feet in depth. Enhanced materials such as stone, or tile should be used as a base treatment and to highlight architectural features such as columns or popped-out tower elements. All enhanced materials shall terminate at logical points, such as an interior corner, and shall incorporate cap treatments to provide a transition between materials.

6.3 MATERIALS AND COLOR

A variety of durable high quality materials with a range of texture and pattern that is naturally inherent in the materials is used. The proposed color scheme for developments within the PUD area should be neutral

whites, cool greys, contrasted with warm terracotta earth tones or complementary of these materials and color tones.

6.4 SIGNS

Signs shall comply with the requirements of the City of Ontario Development Code and shall be coordinated through a comprehensive sign program.

6.5 SERVICE FACILITIES

Service facilities such as trash enclosures, parking areas shall be designed, located and oriented to have a minimal visual impact on the development within the PUD area. Trash enclosures shall be designed to coordinate with the architecture, colors and materials of the style of the development and shall be located to provide adequate access for trash pickup without encroaching on access drives or landscaped areas. Trash enclosures shall be designed and constructed with a solid roof cover which shall also be designed to match the architecture of the development.



7 ADMINISTRATION

7.1 ITEMS NOT ADDRESSED IN PUD

Any terms, requirements, or regulations not addressed within the PUD document shall be governed by the City of Ontario Development Code, the regulations of the General Mixed Use zones and City Standards.

7.2 DEVELOPMENT APPLICATIONS

Development Plans for projects within the Virginia + Holt PUD area, along with fees and other required items, shall be submitted for review and approval per the requirements contained in Article 8 of the City of Ontario Development Code and the General Application.

7.3 ADMINISTRATIVE EXCEPTIONS

Deviation from the development standards set forth in this document may be granted up to a maximum of 10 percent by the Zoning Administrator. Any deviations from the City of Ontario's development standards will be considered an incentive/concession in lieu of a variance.