

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

MINUTES

August 23, 2016

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

MINUTES

August 23, 2016

REGULAR MEETING: City Hall, 303 East B Street
Called to order by Chairman Willoughby at 6:33 PM

COMMISSIONERS

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

Late: Gregorek and Ricci

OTHERS PRESENT: Planning Director Murphy, City Attorney Rice, Principal Planner
Zeledon, Senior Planner Mullis, Senior Planner Noh, Assistant
City Engineer Do, and Planning Secretary Callejo

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Delman.

ANNOUNCEMENTS

Mr. Murphy stated there were a couple of modifications presented to them. He said before each Commissioner were revised exhibits and resolutions for Items A-03, Item F and Item G. He said they have the strike-out versions in front of them so they can see the changes being proposed and Item H is also being requested for continuance to the September 27th meeting.

PUBLIC COMMENTS

No one responded from the audience.

CONSENT CALENDAR ITEMS

Agenda Item A-03 was pulled for separate discussion by Mr. Gage.

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of July 23, 2016, approved as written.

**A-02. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW
FOR FILE NO. PDEV16-013:** A Development Plan (File No. PDEV16-013) to
construct a 91-unit multi-family townhome project consisting of 8 two-story complexes
(five 14-unit complexes and three 7-unit complexes) on 5.04 acres of land located within

the Medium Density Residential (MDR) district of Planning Area 10A of The Avenue Specific Plan, generally located north of Ontario Ranch Road, east of Turner Avenue and west of Haven Avenue. The environmental impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014. All adopted mitigation measures of the addendum shall be a condition of approval for the project and are incorporated herein by reference. 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 Plans (ALUCP) for ONT Airport. (APNs: 0218-462-80 and 0218-513-24); **submitted by Brookfield Residential.**

It was moved by DeDiemar, seconded by Delman, to approve the Planning Commission Minutes of July 26, 2016, as written and to approve File No. PDEV16-013. The motion was carried 5 to 0.

PUBLIC HEARING ITEMS

Commissioner Gregorek arrives at 6:39 PM.

- A-03. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN, AND PARKING REDUCTION REVIEW FOR FILE NO. PDEV16-014:** A Development Plan to construct 800 multiple-family dwellings and a maximum 10 percent reduction in off-street parking based upon the “low demand” provisions of Development Code Section 6.03.020.B, on approximately 21.6 acres of land generally located on the north side of Inland Empire Boulevard, approximately 300 feet west of Archibald Avenue, within the Urban-Residential land use district of the Meredith Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Meredith International Centre Specific Plan Amendment Environmental Impact Report (SCH No. 2014051020), which was prepared in conjunction with File Nos. PGPA13-005 and PSPA14-003, and was certified by the City Council on April 7, 2015. This Application introduces no new significant environmental impacts. All previously adopted mitigation measures will be a condition of project approval. 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 (APNs: 0110-311-56, 0110-311-57, & 0110-311-58); **submitted by Palmer Ontario Properties, LP, a California LP.**

Planning Director, Scott Murphy, presented the staff report. Mr. Murphy gave some background stating that the City Council had approved a major update to the Meredith Specific Plan which included up to 800 multi-family units. Mr. Murphy stated that the Applicant is now submitting plans for exactly 800 multi-family units on the 21 acre piece of property. He explained the buildings are designed to be a podium style, where the ground floor is essentially a parking structure with three-stories of residential units on top of that. He shared there will be two primary access entrances coming off of Inland Empire Boulevard, which will both be signal red intersections with the easterly access being the primary one for guests and residents. Mr. Murphy said the westerly entrance will be for residents of the complex only. He shared this will be a gated community and there will be a manned guard shack at the westerly entrance. He also stated with this development there will be two significant open spaces and community buildings at each

end of the development. Mr. Murphy gave the various types of units, which includes one, two and three bedroom units. He stated the Applicant is also requesting a reduction to the parking requirement. Mr. Murphy shared that under our current development code, the parking ratio would require 2.22 parking spaces. He said the Applicant is asking for up to a 10 percent reduction and the actual number being proposed is 2.04 spaces per unit. He explained that as part of the request, the Applicant hired a traffic engineer to go through and evaluate the proposal and looked at existing facilities that are similar in nature in different communities and in Ontario and Rancho Cucamonga. Mr. Murphy stated that their determination was that 2.22 spaces per unit which the Development Code requires is very conservative and that in other communities 1.75 spaces per unit would be more than adequate. He said in this case they are not proposing to drop to the 1.75, but to maintain the 2.04 spaces per unit. Mr. Murphy referred to an article in the Wall Street Journal which states that in some multi-family developments, up to 30 percent of the garages are used for other purposes other than parking. He says with the podium style architecture, what is there is an open parking field on the ground floor of these buildings; there is no storage or garage areas. As a result the parking is readily available. Mr. Murphy stated that as a result of all those factors, staff believes there will be ample parking. He stated that staff is recommending the Planning Commission approve File No. PDEV16-014, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

PUBLIC TESTIMONY

Darrel Malamut, Sr. Vice President for Palmer Ontario Properties, appeared and spoke. He asked the Commissioners if there were any questions he could answer regarding the project.

Mr. Gage asked if he had an idea of the average age range of the tenants for the development with these type of amenities.

Mr. Malamut stated they have done several market studies that runs the gamut and the project would cater towards families and all segments of the market since there is a variety of bedroom types. He stated they are hoping to secure some of the market from the industrial project which is going up nearby and for their families and workers.

Mr. Gage asked with the mention of “families”, if they had a specific age in mind for the development.

Mr. Malamut stated it really ranges.

Mr. Gage asked if there was parking on the street on Inland Empire Boulevard.

Mr. Malamut stated no, there is not.

Mr. Gage asked if people are not able to park within their project, how far away would they have to park on a city street.

Mr. Malamut stated he didn't know; they designed the project with parking in mind. He said as mentioned, the project is podium style and residents would be forced to use their

parking spaces for parking and in addition to that, it is a secured location with guard gates so visitors and others from the community can't come to use the parking within the project site. He said that based on their analysis, along with their traffic engineer, who did a thorough analysis, they will have adequate parking.

Mr. Gage refers to the analysis completed by the traffic engineer, which compares a number of different projects. He said what he didn't read within the study is information saying whether the tenants have been happy or liked the parking within the project. He asked if there was any information stating their residents level of satisfaction with that level of parking.

Mr. Malamut invited the traffic engineer to come up and stated that G. H. Palmer Associates has about 12,000 units within their portfolio and it's within their best interest to make sure their residents and tenants are happy. They are not a fee developer where they sell them off; they hold onto their properties for long periods of time. Their goal is to make sure their centers thrive, leases up and stays at occupancy. He said based on their team's experience, they feel they have sufficient parking and the last thing they want to do is come in and have a parking issue.

Mr. Rich E. Barretto, Principal Traffic Engineer from Linscott, Law and Greenspan Engineers came up to speak regarding surveys presented. He explained they took three surveys and their role is to receive authorization to be on-site with property management, they count cars during peak hours when residents are in at early morning, mid-day and late afternoon to make sure they have a gamut which represents parking for residents, deliveries, etc. He stated they try not to interact with the residents for fear of being accosted or them complaining, but from their file, they would conclude that residents are satisfied because there is more parking available than what is needed. He gave an example from the City of Irvine, where there are about 480 units with their on-site supply parking ratios were 2.1 to 2.2 and what they observed during their high demand time was 1.4. He stated relative to parking, what's being supplied and what's actually being utilized, there is more than enough surplus. He stated he can't answer the question of whether they are happy, but he can speak to the point of there is an abundance of parking in this one apartment home complex which is similar to this type of project being proposed.

Mr. Gage asked if the extra spaces are going to be assigned to residents. He also wanted to know if the parking assignments would be based on the number of bedrooms.

Mr. Barretto stated there's a master parking plan and it then depends on how the management company chooses to assign them. He stated they may choose to rent another space; where everyone receives a space and an additional space costs an additional price as part of their monthly rent. He said Mr. Malamut could probably add more detail on how that would happen.

Mr. Malamut stated they have conditions to their master parking plan which would need to be followed. He explained that each of their projects are based on demographics and at this project, there is a parking structure where everyone will have one parking space and when those fill up, they will assign the surface parking spaces around the community. He also stated there are enforcement procedures and residents will be given those written

parking regulations when they move in. He said the parking spaces are usually assigned by the demand of the unit size. For example, a one-bedroom unit would be assigned one parking space. He stated accommodations for additional parking spaces are accessed as needed thereafter and strategically to assure there is adequate resident and guest parking.

Mr. Gage wanted to know if they had studies showing if multi-bedroom units equated to multi-car situations. He said that seemed like a common sense type of question and how would they accommodate the overflow of cars.

Mr. Malamut stated it's a give and take when planning this master community and its parking plan. He stated they also have to accommodate the storm water infiltration, open spaces, amenities and everything else that goes into it. He said one of the ways they've dealt with the parking is by putting spaces underneath every building and spaces around the entire community.

Mr. Gage asked how they addressed the large parking problem so well known by other complexes and in the apartment industry in general.

Mr. Malamut reiterated that they are bringing a podium style to an urban multi-family development onto this particular project site. He said in doing so, it has parking structures below each building rather than garages so nothing can be stored within them. He stated that this opens up the area for parking and ensures that each parking space will be utilized for parking and not stored with stuff as mentioned earlier. He said that was one design element they have which helps them not to have a parking issue.

Mr. Gage asked if they will manage the community long-term.

Mr. Malamut stated yes.

Mr. Downs asked where the visitor parking would be [on the site plan] and how many spaces are allocated for them.

Mr. Malamut stated there would be parking stalls located all around the drive aisles, along with small niche parking lots throughout the community. He stated about 133 spaces are allocated for visitor parking.

Commissioner Ricci arrived at 6:48 PM.

Mr. Willoughby pointed out that each building has at least one parking structure under it. He also wanted to confirm that if there are extra parking spaces available, residents may have the opportunity to rent another available space.

Mr. Malamut stated that was correct.

Mr. Willoughby asked Mr. Barretto if he could share what areas [cities] the parking surveys were taken in, which were shared with the Commission.

Mr. Barretto stated the three they looked at are: Irvine, Monrovia and Pasadena. He stated another consultant compiled information from the cities of: Irvine Orange, Fullerton,

Santa Ana and Costa Mesa. He said they also referenced a publication which had field studies from Ontario and Rancho Cucamonga. The publication was named, "Parking Reform Made Easy" and the parking ratios were about 1.58 to 1.66 spaces per unit. He stated another study which mentioned Ontario had a ratio of 1.62. He said the entire gamut had the high of 1.75 and what they found is that the 1.75 was a good starting point and everything above that was "gravy" since they were at the 2.05 ratio.

Mr. Willoughby asked Mr. Malamut if they are within the 1.75 ratio on recent projects.

Mr. Malamut stated yes, they are a little bit below and usually have a surplus of spaces.

Mr. Willoughby questioned where the pool areas are located; if they were on top of the podium areas.

Mr. Malamut stated the blue areas on the slides are water features and are on top of parking structures.

Mr. Gage asked if any tandem parking is proposed in the parking structures or storage shelves available.

Mr. Malamut stated no; bicycle parking will be available in their recreational centers.

Loree Masonis stated she had basic questions and concerns. She said she lived close to Fourth Street and there's already an apartment complex between Baker and Corona where construction was standing still and there was another approved multi-unit project on Corona and Fourth. She said one of her questions was when will construction start and what was the time limit to finish. She was concerned about traffic and street issues.

City Attorney Rice stated Ms. Masonis should ask all her questions within her three minute time period to eliminate a back and forth question and answer period.

Ms. Masonis continued stating she had concerns about the trend for more apartments being built and the change in behavior to not go for the American dream and buy a house. She questioned if the project was timely, good or effective or does the City plan to change everything that was once cherished in our country as in moving and progressing.

Mr. Willoughby stated the project is located on Inland Empire Boulevard, so it should not affect Fourth Street too much.

Ms. Masonis asked what the Meredith Specific Plan was.

Mr. Willoughby explained it was the Specific Plan created for the property which this project is part of and was created many years ago and was amended in 2015.

Paul Raunko, from CBRE, who specializes in the multi-family field came up to speak. He wanted to address the parking question(s) Mr. Gage brought up. He stated that larger multi-family projects that allocate two or more parking spaces per unit are seen as well planned. He also stated most management companies assign one space per unit and then the rest is open because not everyone is home at the same time. He said patterns change

with people working, school, etc. He stated the real trend going on with multi-family living include Uber and Lift and they are finding more people are having less cars, than more cars. He said especially when they have older residents. He wanted to share there should be no concerns with parking and they have adequate spaces with this project.

Mr. Malamut stated all construction predicates on permits, but grading goals are for later this year and construction is to begin in early 2017.

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

Mr. Gage stated it was very good to hear all the answers to the questions and the input from everyone. He shared he has a concern about parking on every project they oversee and one of the reasons is because he has had experiences where his daughter lived in a larger apartment complex and there was not enough parking, although there were many amenities. He explained the proposal, information regarding the parking reduction and statistics on companies like Uber are helpful. He said he's excited to see this project come into the City and it's a very nice high quality project which will help the economy of the area. He said everything came together for him and he would be voting for it.

PLANNING COMMISSION ACTION

It was moved by Downs, seconded by Gage, to adopt resolutions to approve the Development Plan, File No. PDEV16-014, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

- B. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN FOR FILE NO'S PMTT16-006 (PM19743) AND PDEV16-008:** A Tentative Parcel Map (File No. PMTT16-006; PM19743) to subdivide 9.17 acres of land into 4 parcels, in conjunction with a Development Plan (File No. PDEV16-008) to construct 4 industrial buildings totaling 182,084 square feet within the Business Park Land Use Designation of the Grove Avenue Specific Plan located at 1554 South Grove Avenue. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APN: 1050-161-03); **submitted by Western Realco, LLC.**

Senior Planner, Henry Noh, presented the staff report. Mr. Noh stated the applicant is requesting the two applications to facilitate the construction of four industrial buildings. He shared the project is within the Grove Avenue Specific Plan, zoned Business Park and is surrounded by industrial buildings. He explained the lot is currently empty and the applicant is requesting a parcel map to separate the lot into four parcels and there would be improvements which include sidewalk, landscape and utilities. Mr. Noh continued by stating the second application is for a development plan which will facilitate the construction for the four industrial buildings ranging in size from approximately 29,000

square feet to approximately 63,000 square feet, for a total of 182,000 square feet of total building area. Mr. Noh stated there are proposed two ingress and egress areas along Grove Avenue and pointed out setbacks for the various buildings. He explained the Development Code requires 135 parking spaces and the project is proposing 196 parking spaces. He shared the design elements of the four concrete tilt-up buildings along with their proposed color schemes and elevations. He stated that staff is recommending the Planning Commission approve File Nos. PMTT16-006 and PDEV16-008, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

PUBLIC TESTIMONY

Gary Edwards, Principal from Western Realco appeared and spoke. He stated they were excited about the project, have worked with staff, they've reviewed the conditions of approval and they're acceptable. He said they were looking forward to the future and would answer any questions which the Commission might have.

Mr. Downs stated he thought it was one of the last parcels left on Grove.

Mr. Edwards stated that he thought that was true, definitely one of the few left and they were excited to develop it.

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

There was no Planning Commission deliberation.

PLANNING COMMISSION ACTION

It was moved by Delman, seconded by Ricci, to adopt the CEQA Determination and Mitigated Negative Declaration, Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

It was moved by DeDiemar, seconded by Ricci, to adopt resolutions to approve the Tentative Parcel Map, File No. PMTT16-006 subject to conditions of approval and Development Plan, File No. PDEV16-008 subject to conditions of approval. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

- C. **ENVIRONMENTAL ASSESSMENT AND SPECIFIC PLAN AMENDMENT FOR FILE NO. PSPA16-002:** An Amendment to The Exchange Specific Plan to establish the Industrial Park (IP) land use development standards, regulations and design guidelines for 10.59 acres of land, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. The proposed project is located within the Airport Influence Area of Ontario International

Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (Related Files No's.: PMTT16-012 and PDEV16-016) (APN: 0238-012-19); **submitted by Orbis Real Estate Partners. City Council action is required.**

- D. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT16-012 AND PDEV16-016:** A Tentative Parcel Map (File No. PMTT16-012 (TPM 19715)) to subdivide 10.59 acres of land into 4 lots, and a Development Plan (File No. PDEV16-016) to construct four industrial buildings totaling approximately 225,000 square feet, located on the north side of Ontario Mills Parkway, east of the I-15 Freeway, within the Industrial Park land use district of The Exchange Specific Plan. Pursuant to the California Environmental Quality Act, staff is recommending the adoption of a Mitigated Negative Declaration of environmental effects for the project. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (Related File No.: PSPA16-002) (APN: 0238-012-19); **submitted by Orbis Real Estate Partners.**

Senior Planner, Henry Noh, presented the staff report. Mr. Noh gave a summary of the areas which the applicant is requesting to be included in the Specific Plan Amendment and gave background on the Tentative Parcel Map and Development Plan which includes four industrial buildings. Mr. Noh stated the project is located east of the 15 freeway and north of Ontario Mills Parkway and is currently vacant. He explained that in 2003 The Exchange Specific Plan was originally adopted and provided the land use designations for a Freeway Commercial portion and Industrial Park portion. He continued to state the original design guidelines only had standards for the Freeway Commercial portion due to the development which was already proposed. He shared the Industrial Park design guideline standards were deferred until a later time and the applicant is now addressing those in this project in Section Five of the Specific Plan Amendment. Mr. Noh stated all the areas which would be included like parking, landscape and design. He next explained the Tentative Parcel Map giving acreage and size for the application along with the Development Plan application stating the four industrial buildings being proposed. He shared slides of elevations, building materials and schematics of each building. He stated that staff is requesting the Planning Commission recommends approval to the City Council for the CEQA determination and adoption of a Mitigated Negative Declaration and File No. PSPA16-002, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval. Also, that staff is recommending the Planning Commission approve File Nos. PMTT16-012 and PDEV16-016, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

PUBLIC TESTIMONY

Grant Ross, Principal from Orbis Real Estate appeared and spoke. He stated this was their third project with the City of Ontario. He said it's an industrial development and they are excited to be here and do business with Ontario. He shared he would be available to answer any questions.

Mr. Willoughby asked if it would be in one phase, having all buildings constructed simultaneously.

Mr. Ross stated yes it would be a single phase project.

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

Mr. Gage stated he appreciated the orientation of the buildings to the 15 Freeway and how it will shield the trucks. He thought it was a good idea.

Mr. Willoughby stated it looked like a good tree line as well.

PLANNING COMMISSION ACTION

It was moved by Downs, seconded by Gregorek, to recommend adoption of the CEQA Determination and Mitigated Negative Declaration. Roll call vote: AYES, DeDietmar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

It was moved by Gage, seconded by Ricci, to recommend adoption of a resolution to approve the Specific Plan Amendment, File No. PSPA16-002, subject to conditions of approval. Roll call vote: AYES, DeDietmar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

It was moved by Delman, seconded by Downs, to adopt resolutions to approve the Tentative Parcel Map, File No. PMTT16-012 subject to conditions of approval and Development Plan, File No. PDEV16-016 subject to conditions of approval and contingent upon the approval of the Specific Plan Amendment by City Council. Roll call vote: AYES, DeDietmar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

E. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT16-015:

A Tentative Tract Map (TT20025) to subdivide two parcels totaling 0.83 acres of land into six numbered lots and one lettered lot for single-family residential homes generally located at the southwest corner of La Avenida Drive and New Haven Drive within Planning Area 10A of The Avenue Specific Plan. The impacts of this project were previously analyzed in an addendum to The Avenue Specific Plan EIR (SCH# 2005071109) that was adopted by the City Council on June 17, 2014 and was prepared pursuant to the requirements of California Environmental Quality Act. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). (APNs: 218-452-16 & 218-452-22); **submitted by Brookfield Residential.**

Senior Planner, Henry Noh, presented the staff report. Mr. Noh explained the project is currently mass graded and within the New Haven Community which has a club house

and model homes and construction homes open to the public. The applicant is requesting the one-acre of land be divided into six single family residential lots that range in size from 2,700 square feet to 3,500 square feet. He stated in April of 2016, the Planning Commission approved the Development Plan for the La Avenida product which included the proposed architecture and site plan. He stated that staff is recommending the Planning Commission approve File No. PMTT16-015, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

PUBLIC TESTIMONY

Susan McDowell a representative from Brookfield Residential appeared and spoke. She thanked staff for their work on the item and said she would address any questions the Commission might have.

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

There was no Planning Commission deliberation.

PLANNING COMMISSION ACTION

It was moved by DeDiemar, seconded by Delman, to adopt a resolution to approve the Tentative Tract Map, File No. PMTT16-015, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

- F. **ENVIRONMENTAL ASSESSMENT AND GENERAL PLAN AMENDMENT REVIEW FOR FILE NO. PGPA16-004:** A General Plan Amendment (File No. PGPA16-004) to: (1) Modify Figures M-1 (Mobility Element System) and M-3 (Multipurpose Trails and Bikeway Corridor Plan) to add a parallel bike route to Holt Blvd. from Benson to Haven Aves., extend and modify the San Antonio Bike Corridor to extend from the southern to the northern city limits, modify planned facilities in Ontario Ranch to be consistent with Streetscape Masterplan and modify various existing planned facilities; (2) Modify Figure M-5 (Truck Routes) to eliminate Holt Blvd. as a designated truck route from Benson to Grove Aves.; (3) Modify Figure M-2 (Functional Roadway Classification Plan) to note locations of all grade separations regardless of whether they are existing or proposed; (4) Modify Figures M-1 (Mobility Element System) and M-4 (Transit Plan) to modify the Bus Rapid Transit (BRT) Corridor on Holt Blvd. east of Vineyard Ave. to be consistent with the alignment approved by Omnitrans; and (5) Add a Complete Streets Policy to the Mobility Element pursuant to AB1358. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP). The project is categorically exempt from environmental review pursuant to State CEQA Guidelines Section 15301 (c) (Existing Facilities). **City initiated. City Council action required.**

Senior Planner, Melanie Mullis, presented the staff report. Ms. Mullis stated that one additional change from the staff report is on G Street and each one of them should have a

copy showing from Benson to Del Norte. This change is from Class II to Class III. Additionally, she said that the San Antonio Corridor is a bike facility that will connect from Chino all the way through Upland. She explained the various bike facility changes which included Holt Boulevard which is not the first choice, but is one of the modifications. The second areas with proposed changes are the transit facility. Ms. Mullis stated the existing city mobility transit shows BRT (Bus Rapid Transit) [green on the slide] along Holt Boulevard from Benson Avenue to Vineyard Avenue up Archibald Avenue to Fourth Street. She said the modified plan [yellow on the slide] would drop down on Vineyard into the airport, provide BRT service into the airport, come around onto Archibald and come across into Milliken, serve Ontario Mills and then head north on Milliken Avenue to Foothill Boulevard then cross Foothill Boulevard. She said this was consistent with the modified alignment of what Omnitrans had adopted. The third area of proposed changes are to the truck routes. Ms. Mullis stated the proposed change includes the elimination of the truck route on Holt Boulevard between Benson to Grove Avenue. She said it would not modify or eliminate the local truck service for business along Holt Boulevard in those areas. She explained trucks would be encouraged to use Mission Avenue to the south or I-10 freeway to the north. She said this change would not significantly affect truck service in the community. Ms. Mullis stated the last change being proposed is to add a new "Complete Streets" policy. She said this would be more explicit than the current General Plan states. She stated that staff is requesting the Planning Commission recommend approval to the City Council for File No. PGPA16-004, pursuant to the facts and reasons contained in the staff report and attached resolution and modified exhibits (A, C and D) presented to them at the meeting.

Mr. Willoughby asked for the clarification of the different Classes I, II, III and IV, Multipurpose, etc. The different types of bicycle paths.

Ms. Mullis explained each one. Class I: Bike Path provides a completely separated path separate from motor vehicles for the exclusive use by bicycles. Class II: Bike Lane provides a striped lane for usually one-way bicycle travel on a street or highway adjacent to auto travel lanes and it provides a dedicated space for bicycles but no physical barrier between motor vehicles and bicyclists. Class III: Bike Route provides for shared use by bicycles and motor vehicles usually along the outside edge of the outermost vehicle travel lane with no pavement markings. It provides no barrier between motor vehicles and bicyclists. Class IV: Cycle Track/Buffered Bike Lane is a new classification that places the bicycles on the road but physically buffered from the vehicle travel lanes. Multipurpose Trail is a shared trail for bicyclist, pedestrian and other non-motorists that is physically separate from motor vehicles. Sharrow/Bike Boulevard provides for shared use by bicycles and motor vehicles on low-volume, low speed streets (predominantly residential) that typically parallel major streets.

Ms. DeDiemar asked how the general public becomes informed of the new information regarding bicycles and trucks when the resolution is adopted and goes into effect.

Ms. Mullis stated she would start with the truck portion first. She said there currently are not a lot of trucks that use Holt Boulevard as a truck route. She said they have communicated with the City of Montclair for their portion of Holt Boulevard between Benson and Central. She continued stating the biking community is hard to reach out to, but there has been correspondence with Wheel House, a local organization who is in

support of the changes.

Ms. DeDiemar asked if there was signage or wayfinding on the streets which are affected. Ms. Mullis stated that with a Class II or III there will be signage along the roadway, both have pavement markings, as does a Class I. She said a Sharrow does as well.

Mr. Gage asked if Risk Management has been part of the process.

Ms. Mullis stated they have not had direct conversations with Risk Management. She stated all of the proposed facilities have worked closely with Engineering and the CalTrans plans, standards and specifications have been followed to accommodate both motorists and bicyclists.

Mr. Murphy stated that one of the things they try to do is be consistent with the CalTrans requirements. He continued by saying that what Risk Management will do is have you follow state standards which have already been adopted, like CalTrans and adhering to that standard. He said that you can never avoid litigation, but this would help reduce litigation.

Ms. Mullis stated in regards to the collisions analyzed in our area are because the bicyclist and pedestrian have done something wrong and not the motorist. Thus, they are trying to inform the bicycling community and outreach to them about safety and rules of the road. She stated there would be an upcoming bicycle class in September offered by SCAG in both English and Spanish.

Mr. Delman stated that through the 1970s and 1980s that he and his wife were avid cyclists. He gave examples how they would travel up and down the state taking the 15 and 91 freeways where allowed, before traffic was so heavy. He stated that this is a long time coming for safety and for training.

Mr. Ricci asked if there are any bicycle laws on streets that allow drivers 40 mph or above. He made reference to Fourth Street and the area around Anthony Munoz Park and the zoning of a residential area.

Ms. Mullis stated yes and no. She said that no in specific design. She stated that area could be problematic and that the Sharrow is designed to help with that problem. She stated there are opportunities to do traffic calming along the route but some of these issues will have to be built into when they get to the design.

Mr. Ricci stated that he sees a lot of children on the street. He stated that there was a BMX-style bike with an emergency vehicle on the way to the meeting tonight and he said it broke his heart since they were talking about this issue tonight.

Ms. Mullis stated that staff has been consistently looking for active transportation grant money and each year they have been applying for grants. She said they have been successful in the first two cycles; and cycle two was around El Camino Elementary. She continued by saying that one of the improvements was rapid flashing beacons at that location. She explained that someone can push a button to have the beacon go off so they flash when someone tries to cross, to try to further communicate that a pedestrian or

bicyclist is crossing at that point. She stated this is an on-going effort.

Mr. Ricci stated considering the speed limit there [on Fourth Street], it's 40 mph and with two lanes on each side, that scares him. He states especially since he still has younger children and there's a real potential for bad things to happen.

Ms. Mullis said she would communicate the concern with the Engineering staff.

PUBLIC TESTIMONY

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

Mr. Gregorek stated he appreciated staff's presentation on the item and the time and detail they put into the report.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by DeDiemar, to recommend adoption of a resolution to approve the General Plan Amendment with the modified exhibits, File No. PGPA16-004. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

- G. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-004:** A request to add Chapter 18 to Title 6 of the Ontario Municipal Code and amend the Ontario Development Code Section 9.01 (Definitions), Table 5.02-1 (Land Use Table), Table 5.02-1 (Land Use Table), and Section 5.03.280 (Medical Marijuana Dispensaries) to regulate personal, medical, and commercial use of marijuana. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15601(b)(3) (General Rule) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP); **City initiated. City Council action is required.**

Planning Director, Scott Murphy, presented the staff report. Mr. Murphy stated that they would likely know or learn about Prop. 64 which would allow adults recreational use for marijuana. He said with the approval of this proposition, individuals 21 years or older may possess up to 28.5 grams of concentrated cannabis, possess up to six living plants and products to support those plants. It would allow cities to reasonably regulate without prohibiting the cultivation within your private residence and would authorize cities to prohibit the outdoor cultivation of marijuana at a private residence until such time as the California Attorney General determines that the non-medical use of marijuana is lawful in the State under federal law. Mr. Murphy also stated the act would also authorize cities to completely prohibit the establishment and operation of marijuana dispensaries. He reminded the Commission that currently the city has a prohibition on medical marijuana cultivation and dispensaries. He stated what is proposed and provided within the

Development Code amendment are a list of terms provided within the act. He also said the land use table would be modified to include the prohibition for all commercial use, dispensaries, and cultivation. Mr. Murphy continued by stating the prohibition would also include the transportation, delivery, storage, distribution or sale of marijuana, marijuana products or marijuana accessories for commercial purposes. He stated that staff is requesting the Planning Commission recommend approval to the City Council for File No. PDCA16-004, pursuant to the facts and reasons contained in the staff report and attached resolution.

Mr. Ricci wanted clarification about the six living plants. If it is per individual in a household or individual residence.

Mr. Murphy stated per individual resident if they are over 21.

Mr. Ricci asked about regulation to outdoor use and within a certain distance to schools.

Mr. Rice stated that outdoor cultivation is prohibited outright and will continue to be outright prohibited after Prop. 64 passes. He stated in terms of smoking, the use is only allowed within a residence. The use is not allowed outside.

Mr. Ricci wanted to clarify if they could smoke outside in their backyard.

Mr. Murphy stated it would remain to be illegal to smoke outside in public. Neighbors would need to be within their home to be allowed.

Mr. Rice stated it will be tricky if a window is open near a property line and the best argument would be some sort of nuisance that might be a code enforcement call which would be legitimate.

Mr. Willoughby stated most of this seems to be the cultivation and distribution.

Mr. Murphy stated the city is still prohibiting the use of marijuana for commercial purposes.

Mr. Willoughby asked how the issue of multiple individuals living in a home might be addressed.

Mr. Murphy stated off the cuff, probably not. There are likely more questions than answers. He stated the questions of enforcement and testing are still questionable.

PUBLIC TESTIMONY

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

PLANNING COMMISSION ACTION

It was moved by Delman, seconded by Downs, to recommend adoption of a resolution to approve the Development Code Amendment, File No. PDCA16-

004. Roll call vote: AYES, DeDiemar, Delman, Downs, Gage, Gregorek, Ricci, and Willoughby; NOES, none; RECUSE, none; ABSENT, none. The motion was carried 7 to 0.

- H. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA16-005:** A request to add Reference I, Public Art Program, to the City of Ontario Development Code to promote public art and art in public places. Staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15601(b)(3) (General Rule) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport (ONT), and was evaluated and found to be consistent with the policies and criteria of the ONT Airport Land Use Compatibility Plan (ALUCP); **City initiated. City Council action is required.**

Planning Director, Scott Murphy, stated that staff is recommending continuance of this item to the September 27, 2016 meeting.

PUBLIC TESTIMONY

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

There was no Planning Commission deliberation.

PLANNING COMMISSION ACTION

It was moved by Gregorek, second by Delman to continue the Development Code Amendment, File No. PDCA16-005 to September 27, 2017 Planning Commission meeting. The motion was carried 7 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): This subcommittee met on August 11, 2016.

- *The Subcommittee Approved a request to remove a single family residence, located at 517 East El Morado Court, from the Ontario Register.*
- *Historic Preservation received a CLG grant for the Ontario Airport.*
- *Ontario Heritage held a fundraiser at the Iron Skillet, he could not yet report on the total amount of monies raised.*

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.

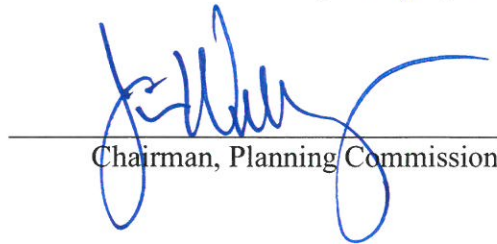
DIRECTOR'S REPORT

Mr. Murphy stated the Monthly Activity Reports are in their packets.

ADJOURNMENT

Gregorek motioned to adjourn, second by Ricci. The meeting was adjourned at 8:47 PM.


Secretary Pro Tempore


Chairman, Planning Commission