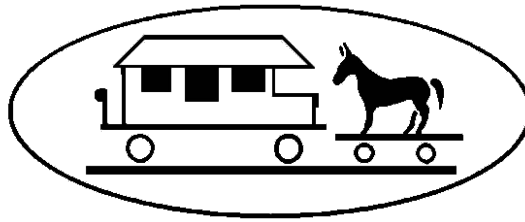


Historic Ontario



The "Model Colony"

**CITY OF ONTARIO HISTORIC PRESERVATION
COMMISSION
HISTORIC PRESERVATION SUBCOMMITTEE**

AGENDA

February 10, 2022

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

MEETINGS WILL BE HELD AT 5:30 PM VIA ZOOM

TO VIEW THE MEETING:

- VISIT THE CITY'S WEBSITE AT THE FOLLOWING ADDRESS:
www.ontarioca.gov/agendas/historicpreservation
- THE LINK FOR THE ZOOM CONFERENCE MEETING WILL BE LISTED AT THE WEBSITE ADDRESS ABOVE.

TO PROVIDE PUBLIC COMMENT:

1. **PROVIDE PUBLIC TESTIMONY DURING THE MEETING:** Submit your request to speak no later than 12:00 PM the day of the meeting by either (1) emailing your name, telephone number, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov or (2) by completing the Comment Form on the City's website at: ontarioca.gov/agendas/historicpreservation.

Comments will be limited to 5 minutes. If a large number of individuals wish to speak on an item, the Historic Preservation Subcommittee Chairman may limit the time for individuals wishing to speak to 3 minutes in order to provide an opportunity for more people to be heard. Speakers will be alerted when their time is up, and no further comments will be permitted.

2. **COMMENT BY E-MAIL:** Submit your comments by email no later than 12:00 PM on the day of the meeting by emailing your name, agenda item you are commenting on, and your comment to planningdirector@ontarioca.gov. All comments received by the deadline will be forwarded to the Historic Preservation Subcommittee for consideration before action is taken on the matter.

3. **COMMENT BY TELEPHONE:** Submit your comments by telephone no later than 12:00 PM on the day of the meeting by providing your name, agenda item you are commenting on, and your comment by calling (909) 395-2036. All comments received by the deadline will be provided to the Historic Preservation Subcommittee for consideration before action is taken on the matter.
4. **COMMENT BY MAIL:** To submit your comments by mail, provide your name, agenda item you are commenting on, and your comment by mailing to Planning Department, Ontario City Hall, 303 East "B" Street, Ontario, CA 91764. Comments by mail must be actually received by the Planning Department no later than 12:00 PM on the day of the meeting. Postmarks are not accepted. All comments received by the deadline will be provided to the Historic Preservation Subcommittee for consideration before action is taken on the matter.

LOCATION WHERE DOCUMENTS MAY BE VIEWED: All documents for public review are on file in the Planning Department located at 303 E. B Street, Ontario, CA 91764 and on the city website at www.ontarioca.gov/agendas/historicpreservation.

PUBLIC COMMENTS

Citizens wishing to address the Historic Preservation Subcommittee 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 Historic Preservation Subcommittee values your comments, the members cannot respond nor take action until such time as the matter may appear on the forthcoming agenda.

AGENDA ITEMS

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

CONSENT CALENDAR ITEMS

A. MINUTES APPROVAL

Historic Preservation Subcommittee Minutes of January 13, 2022, approved as written.

Motion to Approve/Deny

PUBLIC HEARING ITEMS

B. ENVIRONMENTAL ASSESSMENT AND CERTIFICATE OF

APPROPRIATENESS REVIEW FOR FILE NO. PHP21-021: A Certificate of Appropriateness for the construction of two commercial buildings totaling 30,971 square feet, on 0.86 acres of land located at 125 West Emporia Street, within the LUA-2N (Arts District - North) of 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 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1049-059-14) **submitted by RWSS Development LLC. Planning Commission action is required.**

1. CEQA Determination

No action necessary – Exempt: CEQA Guidelines Section § 15332

2. File No. PHP21-021 (Certificate of Appropriateness)

Motion to recommend Approval / Denial

DISCUSSION ITEMS:

1. Fallis House Update
2. Annual CLG Report
3. Annual Workshop Training

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

If you challenge any action of the **Historic Preservation Subcommittee** 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 **Historic Preservation Subcommittee** at, or prior to, the public hearing.

The next **Historic Preservation Subcommittee** meets on March 10, 2022.

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 or before **February 7, 2022**, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 303 East “B” Street, Ontario.



Administrative Assistant

**CITY OF ONTARIO HISTORIC PRESERVATION COMMISSION
(Presented to public via ZOOM)**

Historic Preservation Subcommittee Meeting

Minutes

January 13, 2022

REGULAR MEETING: Called to order via ZOOM, by Jim Willoughby, at 5:30pm

BOARD MEMBERS PRESENT

Jim Willoughby, Chairman
Nancy DeDiemar, Commissioner
Rick Gage, Planning Commissioner

BOARD MEMBERS ABSENT

None

STAFF MEMBERS PRESENT

Rudy Zeledon, Planning Director
Diane Ayala, Senior Planner
Elly Antuna, Associate Planner

PUBLIC COMMENTS

No one responded from the public.

MINUTES

- A. **APPROVAL OF MINUTES:** Motion to approve the minutes of the December 9, 2021, meeting of the Historic Preservation Subcommittee as written were approved unanimously by those present (3-0).

PUBLIC HEARING ITEMS

- B. **REQUEST TO REASSESS POTENTIAL HISTORIC RESOURCES TO THE ONTARIO REGISTER FOR FILE NO. PHP17-031:** A request to reassess the following potential historic resources on the Ontario Register: 1) The Lockheed Aircraft Services Historic District, located on the northwest portion of the Ontario International Airport property, south of East Airport Drive and west of Vineyard

Avenue (APNs: 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03); 2) The Terminal One Historic District, located at 1820-1800 East Moore Way (APN: 113-261-18); 3) The General Electric Aircraft Engines Historic District, generally located on East Avion Street west of Vineyard Avenue (APN: 113-261-06); 4) The Aerojet-General Hangar, located at 301 S. Hellman Avenue west of the Cucamonga Creek Channel (APN: 113-261-03); 5) The Air National Guard Hangar, located at 2475 East Avion Street (APN: 113-271-02); The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. **City initiated.**

- C. **REQUEST FOR A REASSESSMENT OF THE TIER DETERMINATION FOR THE PROPOSED LOCKHEED AIRCRAFT SERVICES HISTORIC DISTRICT FOR FILE NO. PHP17-026:** A request for a reassessment of the Tier Determination for the Proposed Lockheed Aircraft Services Historic District located on the northwest portion of the Ontario International Airport property, south of East Airport Drive and west of Vineyard Avenue. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APNs: 113-231-05, 113-231-06, 113-241-06, 113-241-07, 113-231-04, and 113-231-03); **City initiated.**
- D. **REQUEST FOR A REASSESSMENT OF THE TIER DETERMINATION FOR THE PROPOSED TERMINAL ONE HISTORIC DISTRICT FOR FILE NO. PHP17-027:** A request for a reassessment of the Tier Determination for the Proposed Terminal One Historic District located at 1820-1800 East Moore Way within the Ontario International Airport property boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-261-18); **City initiated.**
- E. **REQUEST FOR A REASSESSMENT OF THE TIER DETERMINATION FOR THE AIR NATIONAL GUARD HANGAR FOR FILE NO. PHP17-028:** A request for a reassessment of the Tier Determination for the Air National Guard Hangar located at 2475 East Avion Street within the Ontario International Airport boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-271-02); **City initiated.**
- F. **REQUEST FOR A REASSESSMENT OF THE TIER DETERMINATION FOR THE PROPOSED GENERAL ELECTRIC AIRCRAFT ENGINES HISTORIC DISTRICT FOR FILE NO. PHP17-029:** A request for a reassessment of the Tier Determination for the Proposed General Electric Aircraft Engines Historic District generally located on East Avion Street west of Vineyard Avenue within the Ontario International Airport property boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-261-06); **City initiated.**
- G. **REQUEST FOR A REASSESSMENT OF THE TIER DETERMINATION FOR THE AEROJET-GENERAL HANGAR FOR FILE NO. PHP17-030:** A request for a reassessment of the Tier Determination for the Aerojet-General Hangar located at 301 S. Hellman Avenue west of the Cucamonga Creek Channel within the Ontario International Airport property boundary. The request is not a “Project” pursuant to Section 21065 of the CEQA Guidelines. (APN: 113-261-03); **City initiated.**

Diane Ayala, Senior Planner presented the staff report on Items B through G.

The HPSC reassessed action taken under File Nos. PHP17-031, PHP17-026, PHP17-027, PHP17-028, PHP17-029 and PHP17-030 and made a motion to approve File No. PHP22-001, the request to rescind the determinations of Tier and eligibility for inclusion on the Ontario Register of Historic Resources, pursuant to the facts and reasons contained in the staff report was approved unanimously by those present (3-0).

DISCUSSION ITEMS

1. None

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'E. Antuna', written over a faint horizontal line.

Elly Antuna
Associate Planner



Historic Preservation Subcommittee

February 10, 2022

DECISION NO:

FILE NO: PHP21-021

DESCRIPTION: A Certificate of Appropriateness to facilitate the construction of two commercial buildings totaling 33,787 square feet, on 0.86-acre of land located at 125 West Emporia Street, within the LUA-2N (Arts District - North) of the MU-1 (Downtown Mixed-Use) and EA (Euclid Avenue Overlay) zoning districts (APN: 1049-059-14) submitted by RWSS Development LLC. **Planning Commission Action is required.**

PART I: BACKGROUND & ANALYSIS

RWSS DEVELOPMENT LLC, (herein after referred to as "Applicant") has filed an application for the approval of a Certificate of Appropriateness, File No. PHP21-021, as described in the subject of this Decision (herein after referred to as "Application" or "Project").

(1) **Project Setting:** The project site is comprised of 0.86-acre of land located at the eastern terminus of Emporia Street, north of the Southern Pacific Railroad right-of-way, at 125 West Emporia Street, and is depicted in *Exhibit A: Aerial Photograph*. Emporia Street terminates at the project site where Euclid Avenue is approximately 20 feet below grade. Located within the Proposed Downtown Historic District, the site is currently developed with a paved public parking lot and is depicted in *Exhibit B: Site Photographs*. Surrounding the project site are several historic buildings, including the Pacific Electric Bus Depot (Local Landmark No. 37) located on South Laurel Avenue, the Old Post Office (Local Landmark No. 38) located on Transit Street, the Charles Frankish Building (Local Landmark No. 12 and listed on the National Register) located at the corner of Transit Street and Euclid Avenue, the Salvation Army building (Eligible Historic Resource) located at the corner of Emporia Street and Euclid Avenue, the Ontario Museum of History and Art located on Euclid Avenue, and the Euclid Avenue median and parkway (Local Landmark No. 67 and listed on the National Register). Other development in the area includes a mix of light industrial, office, commercial, residential, and civic buildings constructed in varying architectural styles and construction dates. Public right-of-way improvements includes mature *Washingtonia filifera* (California palm) and historic *Grevillea robusta* (silk oak) street trees and scored sidewalks.

Prior to commencing a parking lot use during the 1950s, the project site was the location of the Ontario Land Company. The George and William Chaffey built the original Ontario Land Company building on the median of Euclid Avenue just north of the railroad tracks,

along with a small fountain that was turned on to show the availability of water when trains with prospective land buyers came through. When the Chaffey brothers moved to Australia in 1886, they sold their interest in the Ontario Land Company to a group of investors, and the company was renamed to Ontario Land and Improvement Company. The resident manager of the new land company was Charles Frankish. Frankish constructed a new fountain on the Euclid Avenue median and the land office building was moved to the west side of Euclid Avenue, the location of the project site. In the 1980s, the Euclid Avenue underpass was constructed below the Southern Pacific Transportation Company and Union Pacific Railroad Company facilities, resulting in the fountain relocation to the east side of Euclid Avenue onto the grounds of the Ontario Museum of History and Art, where it stands today.

(2) Background: In 2020, the LUA-2N (Arts District - North) of the MU-1 (Downtown Mixed-Use) zoning district was established to accommodate a variety of land uses including residential, work/live lofts, artisan co-ops, restaurants, galleries, breweries, residential and other commercial land uses intended to strengthen the economic base of the Downtown. This area is envisioned to be a dynamic destination for locals and tourists, while creating a fulfilling urban experience energized by artistic, educational, and commercial participants.

On January 16, 2001, the City Council designated the entire public right-of-way of Euclid Avenue from Philadelphia Street to the I-10 a Local Historic Landmark. On August 10, 2005, the public right-of-way of Euclid Avenue from Philadelphia Street in Ontario to 24th Street in Upland was listed on the National Register of Historic Places as a significant cultural landscape. The public right-of way includes north and south bound streets, sidewalks, light fixtures, parkways, median, trees, and stone and concrete curbs and gutters. Contributing character-defining features include the 60-foot wide median, historic rock curb, scored sidewalks, King standard light posts, double planting of California pepper trees (*Schinus molle*), silk oaks trees (*Grevillea robusta*), and other mature vegetation such as deodar trees (*Cedrus deodara*) and Canary Island palms (*Phoenix canariensis*). Non-contributing features include the bridge which crosses the I-10 and the bridge railroad crossings at Emporia and State Streets.

On April 21, 2021, the Applicant submitted four applications to facilitate the development of the Project site, as follows:

- A Planned Unit Development (File No. PUD22-001: Art District West Planned Unit Development) to establish development standards, design guidelines, and infrastructure requirements for the Project site;
- A Certificate of Appropriateness (File No. PHP21-021) to allow for the construction of the proposed Project within the Euclid Avenue Overlay Zoning District and ensure that the development does not adversely affect the character-defining features of Euclid Avenue;

- A Tentative Parcel Map (File No. PMTT21-009 (TPM 20394)) to subdivide 0.86-acre of land into single lot for condominium purposes; and
- A Development Plan (File No. PDEV21-017) to construct 2 commercial buildings totaling 33,787 square feet.

(3) Project Description: The Applicant is requesting a Certificate of Appropriateness to facilitate the construction of two commercial buildings totaling 33,787 square feet at the project site and is depicted in *Exhibit C: Site Plan*. Building A (front building) is 9,669 square feet in size and is centrally located along the northern portion of the site, oriented in an east-west configuration, with the primary entrance facing north, towards Emporia Street. The northern portion of Building A includes 3,455 square feet of flex-space, restrooms and trash enclosure, located along Emporia Street. The southern portion of Building A includes 6,214 square feet of six “Car Condo” suites and mezzanine areas designed for the storage of personal vehicles (such as cars and recreational vehicles) within the southern portion of the building. Two off-street parking lots are located to the east and west of Building A.

Building B (rear building), located along the east, south and west property lines, is configured in a U-shape design with 21,542 square feet of Car Condos and a separate 2,470 square-foot tap room within the northeast portion of the building. A total of 14 Car Condo suites will be built, with an additional 9,086 square feet of mezzanine area. The tap room is a 2,470 square-foot retail space designed to accommodate a 1,673 square-foot tap room with a 106 square-foot outdoor patio and 691 square-foot mezzanine area located at the northeast corner of the site.

There is a total of 20 car condo suites proposed within portions of Buildings A and B. The PUD defines car condos as space you own and customize to house your vehicles. The car condos offer car aficionados a safe, secure, and private space to store and display their vehicles (sports, classic, racing, exotics, hot rods, and/or other collectible cars), motorized toys, and/or personal treasures. Each unit includes a mezzanine area that can be customized to include a loft area, office, TV viewing area and/or refreshment kitchenet area (*See Figure 1: Car Condo Examples*). The unit’s range in size from 420 to 1,836 square feet, which range from 30 to 68 feet in depth and the 14 to 68 feet in width. Residential occupancy of the Car Condo units will be prohibited by the CC&Rs.

The project site will be accessed from two points along Emporia Street. The driveways are located at the northwest and northeast corners of the project site, immediately to the east and west of Building A. A 20-foot to 35-foot-wide U-shaped drive-aisle is proposed between Buildings A and B, connecting the two points of access and providing on-site circulation and access to each car condo unit.

A contemporary industrial inspired architectural design is proposed to complement the surrounding historic buildings and context of the historic downtown area and is depicted in *Exhibit D: Conceptual Elevations and Exhibit E; Project Rendering*. Buildings A and B

are single-story buildings, with a two-story massing (27 feet to 30 feet) consistent with the existing surrounding buildings located to the north and west of the project site. Both buildings will incorporate a combination of vertical corrugated metal panels, horizontal flat metal siding, brick veneer, metal canopies, storefront glazing, and a contrasting color palette that includes black, grey, brown, and red tones.

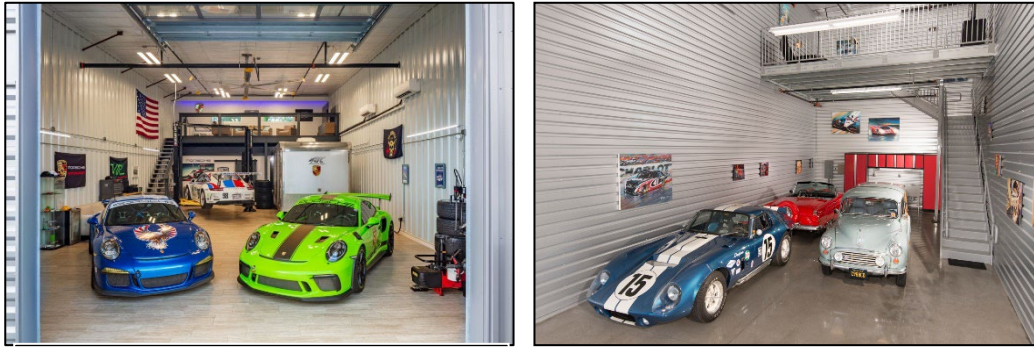


Figure 1: Car Condo Examples

The eastern elevation of Building B will be prominently seen from Euclid Avenue. The taproom was strategically located on the northeast corner of the site as part of Building B to provide a prominent architectural element facing Euclid Avenue. The taproom portion of the building incorporates a brick veneer, a 20-foot-long blade sign and a round tower element designed to have the appearance of a beer vat. The upper portion of the tower is treated with horizontal corrugated metal siding and a metal roof, and the ground floor incorporates deep recessed clear storefront glazing that allow views of the beer vat design from Euclid Avenue. To the west of the tower, the Project is also incorporating a ground floor and second story outdoor patio that will face Emporia Street and be visible from Euclid Avenue, which has been integrated into the overall design of the building and features similar building materials.

(4) Project Analysis: Section 6.01.035, Overlay Zoning Districts of the Ontario Development Code, requires Certificate of Appropriateness approval for any development project within the Euclid Avenue Overlay zoning district. The Euclid Avenue Overlay zoning district is intended to recognize, protect, and enhance the visual character and quality of Euclid Avenue as a major scenic and historic resource of the City, and to identify and safeguard Euclid Avenue’s position on the National Register of Historic Places. The intent of the Overlay zoning district is not to create a false sense of history with any new development along the Euclid Avenue Corridor, but rather to ensure that new development does not adversely impact the visual character-defining features of Euclid Avenue, such as the 60-foot-wide landscaped median, rock curbs, and King’s Standard lampposts. Additionally, all new construction should be compatible with the surrounding developments in site design, massing and scale.

The Secretary of the Interior Standards for the Treatment of Historic Properties, also referred to as “the Standards,” provide a critical part of the framework of the national

preservation program and are widely used at the federal, state and local levels to guide work on historic resources and have been incorporated into the Arts District West Planned Unit Development (PUD). The Standards state that alterations will not destroy historic features and spatial relationships that characterize the historic resource, and that new work will be differentiated from the old and will be compatible with historic materials, features, size, scale, and proportion, and massing to protect the integrity of the resource.

The west side of Euclid Avenue, from Holt Boulevard to the project site, can be characterized as early twentieth century commercial development which includes the First National Bank constructed in the Art Deco style of architecture in 1928, the McCann Building constructed in the Commercial style of architecture in 1917, the Envoy Hotel also constructed in the Commercial style of architecture in 1920, the Frankish Building constructed in a simplified Italianate architectural style in 1916, and the Salvation Army Building constructed in Art Deco style of architecture in 1930. These buildings are constructed of brick and concrete, are 2 and 3 stories in height with first floor commercial and have a zero setback from the Euclid Avenue property line. Prominent character-defining features include classic storefronts with large display windows, bulkheads (base), transom windows, mid-panel banding, a mix of materials and colors, and vertical columns in the Art Deco style buildings.

Across Emporia Street from the project site is the historic Pacific Electric Bus Depot. The building was constructed in a brick Commercial style of architecture in 1928. The single-story brick building is square in floorplan, has a parapet roof, and a storefront. Adjacent to the project site is the Emporia Street Lofts (work/live units). The buildings were originally constructed for an industrial manufacturing purpose in 1968 but were adaptively reused in 2003 to allow commercial and residential mixed-uses within a flexible space. The buildings are designed with two-stories, brick and stucco finishes and have a parapet roof.

The Project illustrates similar architectural features, building placement, scale and massing to the surrounding historic buildings and within the context of the historic downtown area. The Project is appropriate in scale and massing and through use of materials and design and will not detract or adversely affect the historic character of neither Euclid Avenue nor the proposed Downtown Historic District. This is exemplified through the use of:

- Articulation in storefront modulation through color and material changes, bulkhead/base, glass roll up doors, storefront glazing, and enhanced accent banding; and
- Articulation in the building parapet, roof lines, and a corner tower element which serves to accentuate the building's entries and openings, and breaks up large expanses of building wall; and
- A mix of exterior colors, materials, finishes and fixtures; and

- Incorporation of base and top treatments defined by changes in color, materials, and recessed wall areas. Designed to ensure that its massing and proportion, along with its colors and architectural detailing, are consistent on all building walls, giving a four-sided (360-degree) appearance; and
- Utilizing strong and identifiable building forms using the corner tower element to demarcate street intersections.

Furthermore, the Project demonstrates the type of development and architecture promoted by the proposed Art District West PUD. The Project incorporates the design principles and the desired architectural features of the proposed PUD using:

- Simple, yet varied massing, with wall openings that create shadow line and provide visual relief; and
- Incorporation of human-scaled details such as canopies, transparent windows, and windows displays. These are required at public entrances and along heavily trafficked outdoor areas; and
- Providing highly visible public entrances, oriented to streets and outdoor spaces; with shop entrances clearly expressed with recesses, overhangs, special materials, and detailing; and
- Creating visual interest by using at least three different building materials on building facades including brick, flat metal siding, and corrugated metal panels.

The Project is a two-story construction featuring elements from Emporia Street Lofts (work/live units) to the west and the Salvation Army Building to the north. The corner tower element faces Euclid Avenue and Emporia Street providing emphasis to the entrance which is similar to the corner entrances of the Frankish Building and Salvation Army Building. In addition, Euclid Avenue is situated approximately 20-feet below grade of the project site ultimately minimizing the visual impacts to Euclid Avenue.

PART II: RECITALS

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

WHEREAS, the Project is exempt from CEQA pursuant to a categorical exemption (listed in CEQA Guidelines Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Historic Preservation Subcommittee (“HPSC”) the responsibility and authority to review

and make recommendation to the Planning/Historic Preservation Commission, on the subject Application; and

WHEREAS, all members of the HPSC of the City of Ontario were provided the opportunity to review and comment on the Application, and no comments were received opposing the proposed; and

WHEREAS, on February 10, 2022, the Historic Preservation Subcommittee of the City of Ontario conducted a hearing on the Application and concluded said hearing on that date; and

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

PART III: THE DECISION

NOW, THEREFORE, IT IS HEREBY FOUND AND DETERMINED by the Historic Preservation Subcommittee of the City of Ontario, as follows:

SECTION 1: As the recommending body for the Project, the HPSC 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 HPSC, the HPSC finds as follows:

(1) The Project is categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-Fill Development Projects) of the CEQA Guidelines, meeting each of the following conditions: [1] the Project is consistent with the applicable general plan designation and all applicable general plan policies, as well as the applicable zoning designation and regulations; [2] the proposed development occurs within city limits, on a project site of no more than five acres, and is substantially surrounded by urban uses; [3] the project site has no value as habitat for endangered, rare, or threatened species; [4] approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality; and [5] the Project site can be adequately served by all required utilities and public services; and

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

(3) The determination of CEQA exemption reflects the independent judgment of the HPSC.

SECTION 2: Based upon the substantial evidence presented to the HPSC during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the HPSC hereby concludes as follows:

(1) The new construction, in whole or in part,

a. Will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource. While there are no identified historic resources within the project site, the site has frontage along historic Euclid Avenue and is within the Proposed Downtown Historic District. Through appropriate scale, massing and use of materials, the new construction is compatible with the surrounding buildings and therefore, will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource; and

b. Will not detrimentally change, destroy or adversely affect the historic character or value of the resource. While there are no identified historic resources within the project site, the Project has frontage along historic Euclid Avenue and is within the Proposed Downtown Historic District. The Project proposes appropriate building massing and scale, site design, building layout, and architecture that is in keeping with the area; and

c. Will be compatible with the exterior character-defining features of the historic resource. Although the project site is not considered historic, the project site has frontage along historic Euclid Avenue and is within the proposed Downtown Historic District. Through enhanced architectural elements, including the tower feature, the proposed project does not detract from the visual character of Euclid Avenue and is compatible with the Proposed Downtown Historic District; and

d. Will not adversely affect or detract from the character of the historic district. Through compatible architectural elements the proposed project does not detract from the visual character of Euclid Avenue and is compatible with the Proposed Downtown Historic District.

SECTION 3: Based upon the findings and conclusions set forth in Sections 1 and 2 above, the HPSC hereby approves the Application subject to each and every condition, included as Attachment "A" of this Decision, and incorporated herein by this reference.

SECTION 4: 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: 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.

APPROVED AND ADOPTED this 10th day of February 2022.

Historic Preservation Subcommittee

Exhibit A: Project Location Map

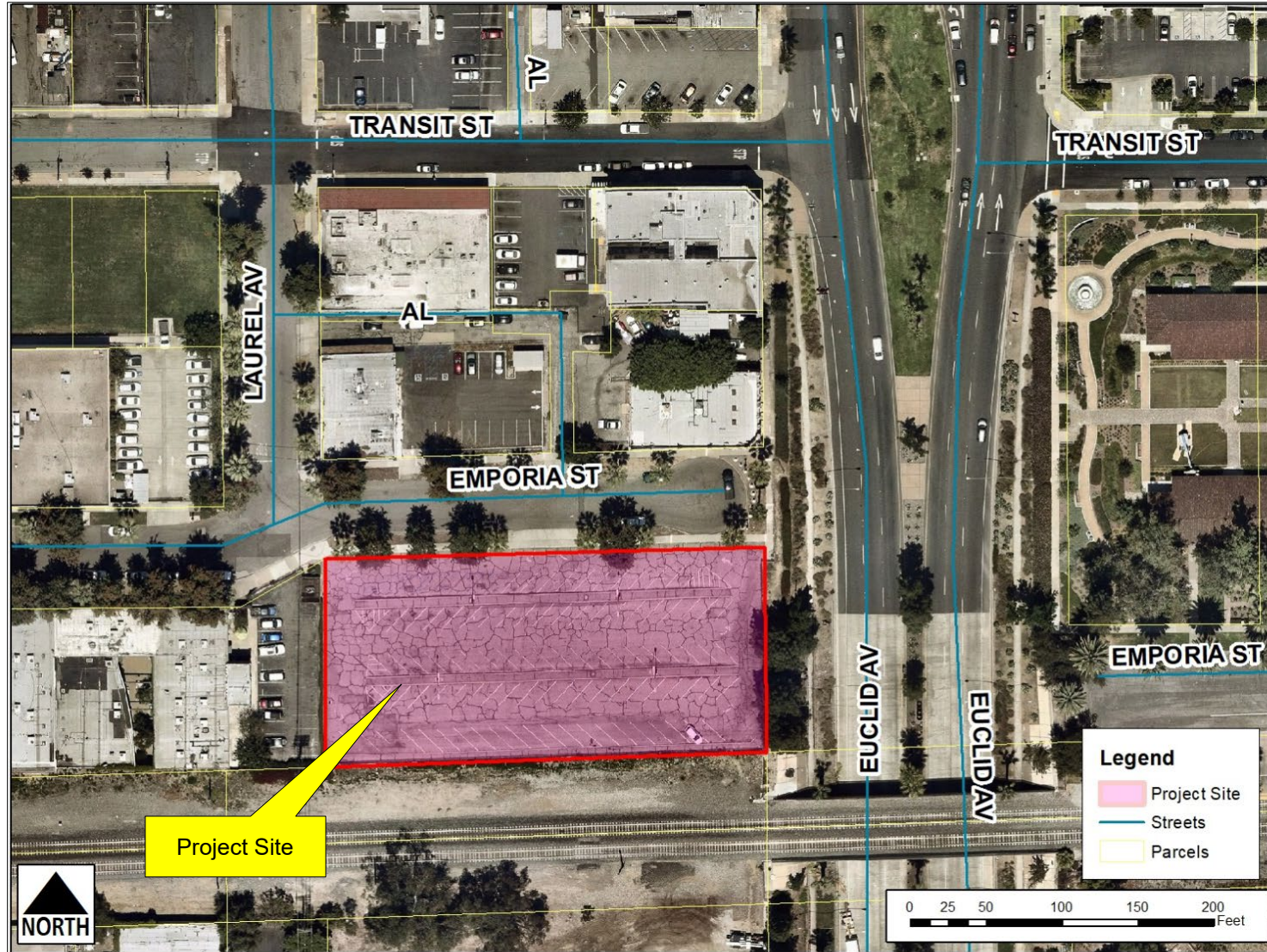


Exhibit B: Site Photographs



Northeast corner of the site facing the rail



Southeast corner of the site facing Northwest



Southwest corner of the site facing Emporia Street



Northwest corner of the site facing the rail

Exhibit B: Site Photographs (continued)



Euclid Avenue facing Southwest



Euclid Avenue facing Northwest

Exhibit C: Site Plan

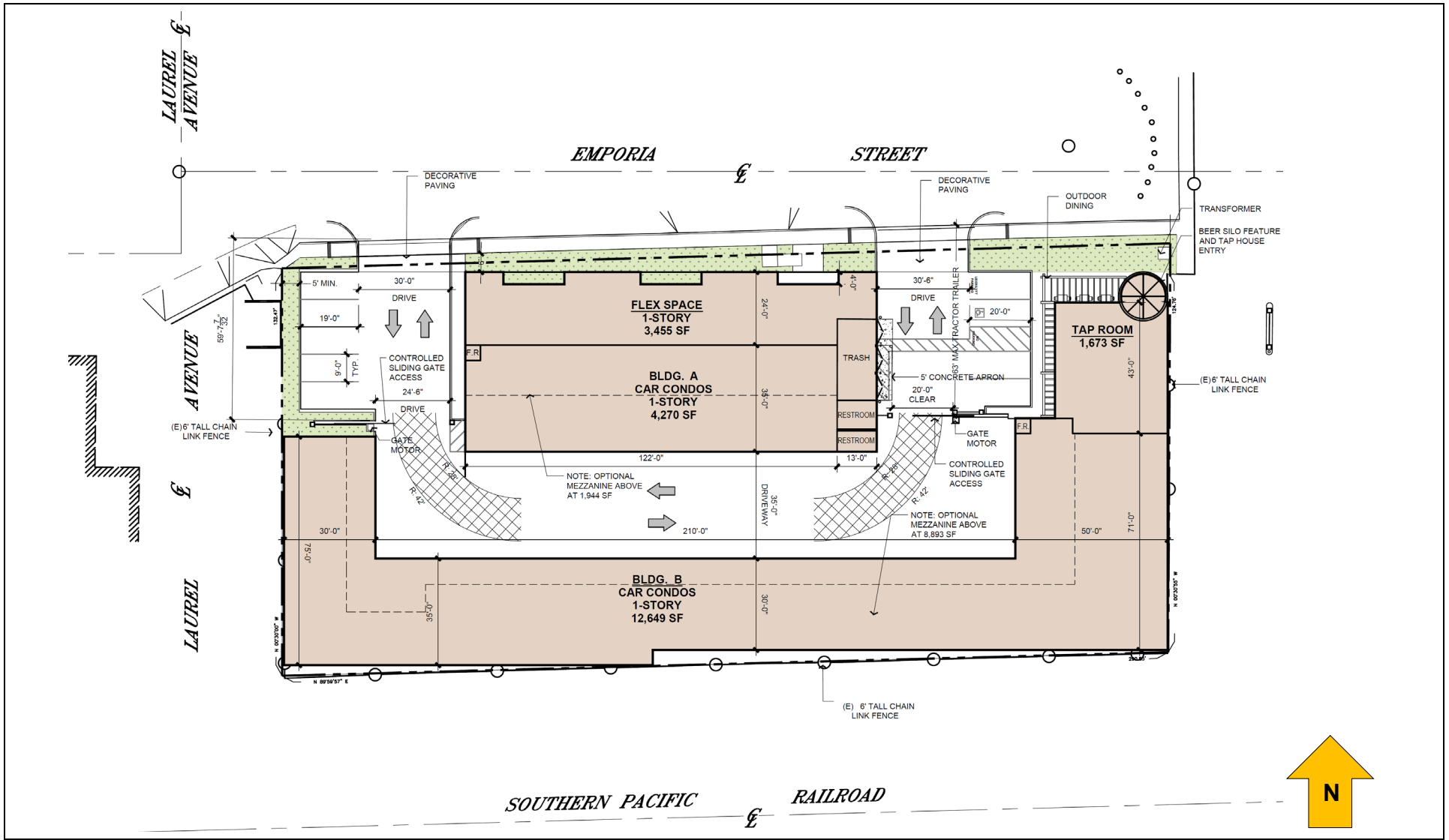


Exhibit D: Conceptual Elevation



Exhibit D: Conceptual Elevation

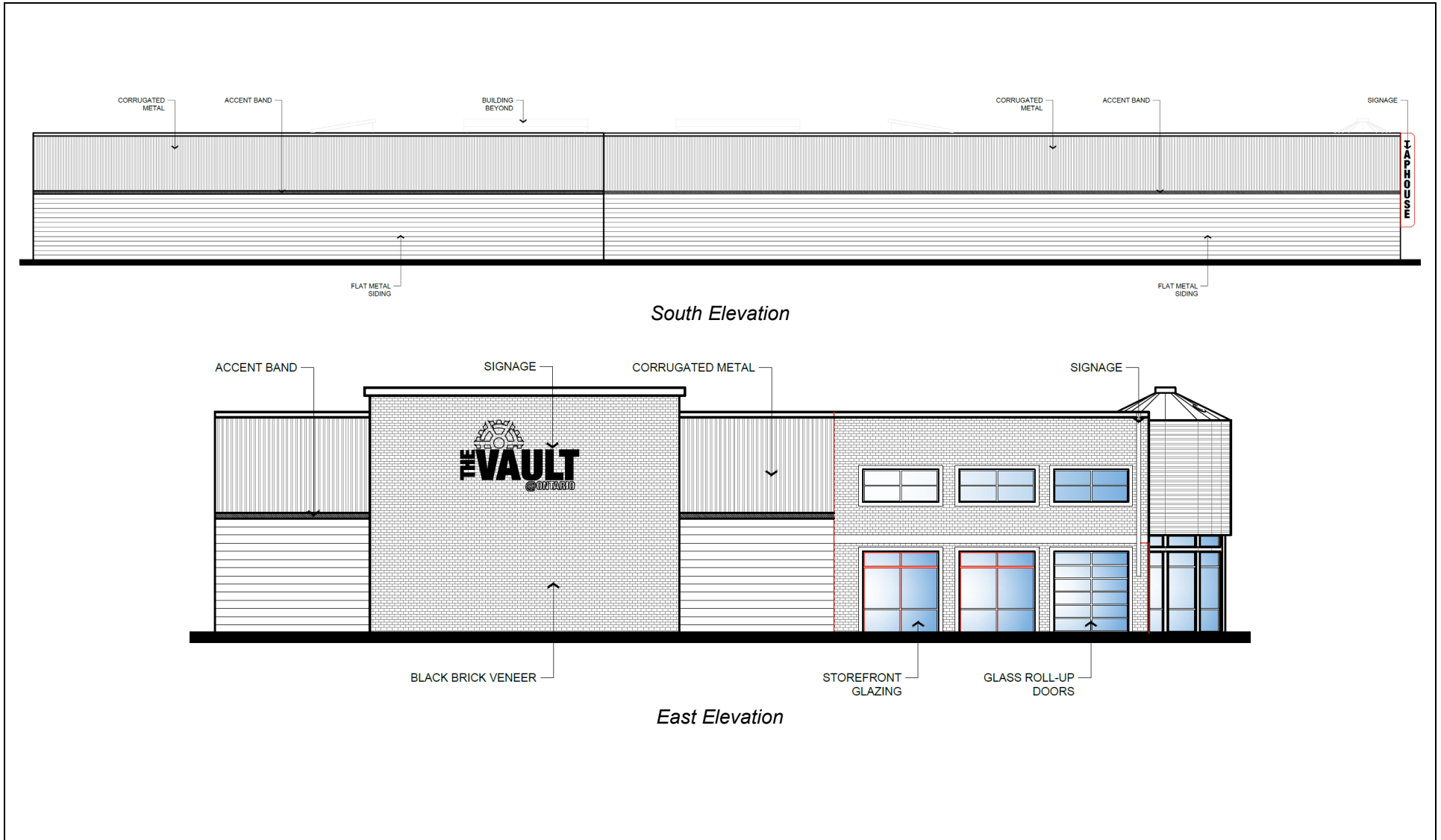


Exhibit E: Project Renderings



Northeast Corner of the Project Site

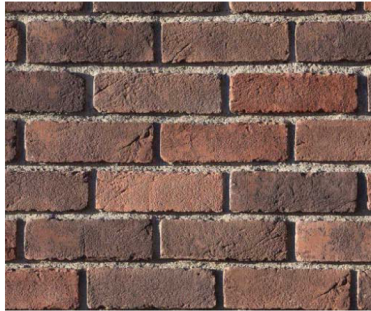


Northeast Corner of the Project Site

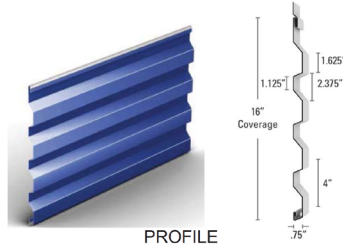


East Elevation

Exhibit F: Proposed Exterior Finishes



BRICK VENEER
 ELDORADO STONE OR EQUAL
 TUNDRABRICK
 COLOR "HARTFORD"



CORRUGATED METAL PANEL
 MCELROY OR EQUAL
 WAVE PANEL
 COLOR "ASH GRAY"



FLAT METAL PANEL
 AEP SPAN OR EQUAL
 FLUSH PANEL
 COLOR "ASH GRAY"



COLOR ACCENT
 DUNN EDWARDS
 DEA002 RL#476
 "BLACK"



COLOR ACCENT
 DUNN EDWARDS
 DEA105
 "RED POWER"

STW
 THE VAULT @ ONTARIO
 ONTARIO, CA

MATERIAL BOARD



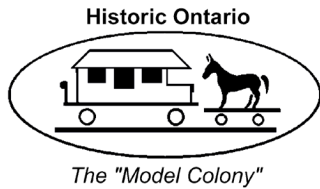
THIS DOCUMENT AND ITS CONTENTS ARE UNCLASSIFIED
 UNLESS AND UNTIL THE CONTRACTING AUTHORITY OR OTHER
 AUTHORITY SHALL DETERMINE OTHERWISE. INFORMATION IN THIS
 DOCUMENT IS UNCLASSIFIED EXCEPT WHERE SHOWN
 OTHERWISE. DATE OF DECLASSIFICATION: 01-01-2021
 AUTHORITY: 6880-0108-0001-101-000000000000

JOB NUMBER: 19-1008
 SCALE:
 DATE: 02/04/2021

Attachment “A”

FILE NO. PHP21-021

CONDITIONS OF APPROVAL



CERTIFICATE OF APPROPRIATENESS

CONDITIONS OF APPROVAL

Date: February 10, 2022
File No.: PHP21-021
(Related File Nos. PUD22-001, PMTT21-009 / TPM 20394, PDEV21-017)
Location: 0.86-acre of land located at 125 West Emporia Street
(APN: 1049-059-14)
Prepared By: Jeanie Irene Aguilo, Associate Planner

Description:

A Certificate of Appropriateness for the construction of two commercial buildings totaling 30,971 square feet, on 0.86-acre of land located at 125 West Emporia Street, within the LUA-2N (Arts District - North) of the MU-1 (Downtown Mixed-Use) and EA (Euclid Avenue Overlay) zoning districts (APN: 1049-059-14); **submitted by RWSS Development LLC.**

Conditions:

CONDITIONS OF APPROVAL

The above-described Project shall comply with the following Conditions of Approval.

1. Time Limits.

1.1. The Certificate of Appropriateness shall become void twenty-four (24) months from the date of approval unless a building permit has been issued and work authorized by this approval has commenced prior to the expiration date and is diligently pursued to completion.

2. Architectural Treatment.

2.1. An interpretative plan shall be submitted with the construction drawings. Interpretative elements should be coordinated with the design of the landscape and hardscape to achieve maximum compatibility and functionality. The purpose of the interpretative plan is to convey the historic background and historic significance (Developer's Row, Pacific Electric Bus Depot, Frankish Building, Salvation Army Building, and Chaffey's Ontario Land Improvement Co.) of the site and surrounding area through narrative plaques and photo displays. The salvaged rock curb should be part of the interpretative plan.

2.2. Construct storefronts in an extruded aluminum frame to provide a definitive

cross section profile between frame or face of sash and the glass.



Example - Marvin Coastline Storefront

- 2.3. Storefronts shall have a bulkhead (base) 18 inches in height and shall be finished with a brick veneer to match building. The bulkhead shall be topped with a decorative cap to delineate the change of material to storefront. *Reference example above.*
- 2.4. Storefront display windows may be composed of single pane of glass or be divided into smaller lights by glazing bars or muntins. *Reference example above.*
- 2.5. Transom windows above the display windows shall be provided. The window heights should range from 2 to 3 Feet depending on overall floor height. *Reference examples above.*
- 2.6. Brick veneer, in a variety of color and texture, shall wrap the exterior building wall corners and terminate at the next wall that runs perpendicular. Veneer shall have a bull nose edge where the finished wall material changes (flat metal siding).
- 2.7. Exterior light fixtures shall be compatible with the overall architectural style. Submit a cut sheet to Planning for review and approval prior to issuance of building permit.

3. Signs.

- 3.1. Sign plans shall be submitted and approved for the site prior to the installation of any signs. Signs shall conform to Division 8.01 (Sign Regulations) of the Ontario Development Code.

4. Permits, Approvals, and Final Inspection.

- 4.1. Approval of this Application is contingent upon Planning Commission approval of related Tentative Parcel Map (File No. PMTT21-009 / TPM 20394), Development Plan (File No. PDEV21-017), and City Council approval of related Planned Unit Development (File No. PUD22-001).
- 4.2. The applicant shall obtain a building permit prior to any demolition, relocation, or construction.
- 4.3. Any deviation from the approved plans shall require approval of the Planning Department and, if necessary, the Historic Preservation Commission.
- 4.4. Conditions of Approval table shall be reproduced onto all plans submitted for permits.
- 4.5. Prior to Occupancy, the Planning Department shall inspect the premises to ensure the Conditions of Approval have been met and that the addition has been constructed per the approved plans. Upon the completion of the addition and compliance with the requirements stated above, the Planning Department shall issue a Certificate of Completion.