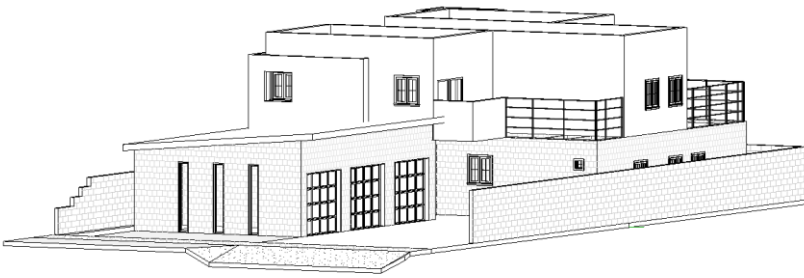


418 E. Transit St.

Planned Unit Development



File No. PUD18-001
Ordinance No. 3145
Approved: 11/05/2019

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1. Introduction

This document is intended to function as a set of planning and design principles, development regulations, and performance standards to guide and govern the development of a 4,350-square foot parcel of land fronting Transit Street and within the block bounded by Sultana Avenue to the East, Plum Avenue to the West, and Emporia Street to the South (see Exhibit 1-1: Project Location Map and Exhibit 1-2: Aerial Map of Project Site, below). The project site is located within the Downtown Mixed Use District as established by Exhibit LU-01, Land Use Plan, of the Policy Plan component of The Ontario Plan, which requires establishment of a Planned Unit Development (hereinafter referred to as “PUD”) prior to the approval of a precise plans for development (hereinafter referred to as “Development Plans”). The requirements for establishing a PUD is outlined in Ontario Development Code Section 4.01.030 (Planned Unit Development (PUD) and Amendments). Approval of this PUD will establish the land use and development standards, and design guidelines, for this particular parcel. The 418 East Transit Street PUD will replace the existing zone district designations and zoning standards that apply to the affected property. Unless defined herein, definitions and interpretations contained in the Development Code shall apply. Where the provisions of this PUD are silent, the provisions of the City of Ontario Development Code shall be used.

City staff and private developers will rely on this PUD to determine whether Development Plans will adequately meet the City’s land use and design objectives.

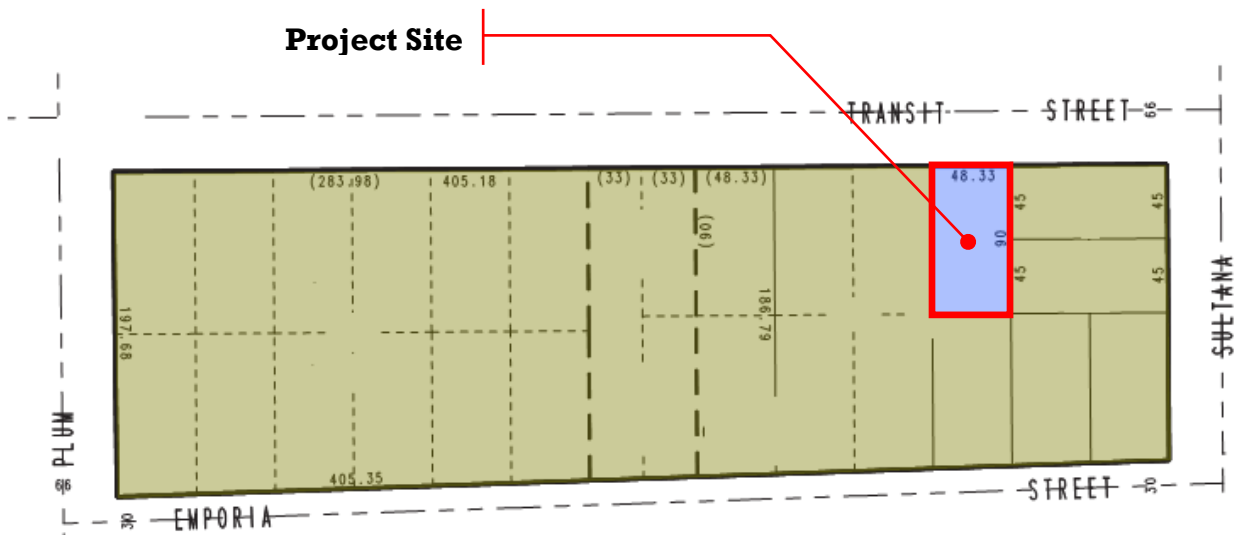


Exhibit 1-1: Project Location Map

Project Site



Exhibit 1-2: Aerial Map of Project Site

2. Objectives

2.1 The Ontario Plan Objectives

The Ontario Plan Policy Plan designates the project area as Downtown Mixed Use (MU-1). The 418 East Transit Street Planned Unit Development is consistent with the principles, goals, and policies contained within the components that make up The Ontario Plan (hereinafter referred to as “TOP”), including: (1) Vision, (2) Policy Plan, and (3) City Council Priorities. Policies that are supplemented by this PUD are as follows:

(1) Vision

Distinctive Development

Commercial and Residential Development

- Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.
- A demonstrated ability to attract housing in pursuit of our acknowledged responsibility to balance housing with the job growth that drives our quality of life.
- One of the most comprehensive and diverse housing stocks in the region that offers broad choices for its diverse workforce and their families, ranging from entry level housing to executive level development; from semi-rural to highly urban.
- Distinctive and well-maintained neighborhoods that offer exceptional variety in lifestyles, with convenient access to schools, recreation and cultural facilities, places of worship, places of employment and shopping.
- Diverse and highly successful villages that benefit from preservation, enhancement, and selective intensification (Original Model Colony).

Development Quality

- Superior quality and design of the built environment and open spaces through careful attention to detail at every scale, including public and private spaces and structures.

(2) Policy Plan

Land Use Element

LU 1-4 Mobility - We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities

LU 1-6 Complete Community – We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario.

LU 2-1 Land Use Decisions – We minimize adverse impacts on the adjacent properties when considering land use and zoning requests.

LU 3-1 Development Standards - We maintain clear development standards which allow flexibility to achieve our Vision.

LU 3-3 Land Use Flexibility - We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

Housing Element

H 2-1 Corridor Housing - We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally and aesthetically suited to corridors.

H 2-6 Infill Development – We support the revitalization of neighborhoods through the construction of higher density residential developments on underutilized residential and commercial sites.

H 3-2 Flexible Standards – We allow flexibility in the application of residential and mixed-use development standards to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.

H 3-3 Development Review – We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.

Environmental Resource Element

ER 1-6 Urban Runoff Quantity – We encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

Complete Community

CE 1-6 Diversity of Housing - We collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.

Community Development

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

CD 2-1 Quality Architecture – We encourage all development projects to convey visual interest and character through:

- Building volume, massing, and height to provide appropriate scale and proportion.
- True architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting.

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

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

- Variable setbacks to accommodate a diversity of housing types
- Landscaped parkways, with sidewalks separated from the curb.

CD 3-6 Landscaping - We utilize landscaping to enhance the aesthetics, functionality and sustainability of streetscapes, outdoor spaces and buildings.

CD 5-1 Maintenance of Buildings and Property - We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.

(3) City Council Priorities

- Invest in the growth and evolution of the City’s economy.
- Focus resources in Ontario’s commercial and residential neighborhoods.

2.2 PUD Purpose and Objective

The purpose of the 418 East Transit Street PUD is to secure a greater realization of the general plan than that which would result from the application of present zone district regulations; to promote high standards in urban design; to encourage the development of an exceptionally high quality, high intensity residential project while establishing regulations and standards for uses with unique regulatory and design needs. The intent of the PUD is to:

- (1) Promote the development of a residential project, a three-unit multiple-family building, which is consistent with the land use/downtown objectives of The Ontario Plan.
- (2) Achieve a high-density residential development while maintaining high quality in design and construction.
- (3) Contribute to the revitalization of downtown and enhancement of the unique character of the downtown street streetscape.
- (4) Promote flexibility and innovative design of more intense urban development to provide efficient use of space and preserve significant natural, scenic and cultural features of a site.
- (5) Develop high quality, rental housing
- (6) Establish appropriate relationships among new residential neighborhoods as well as with adjacent land uses

3. Land Use Plan

Land uses will be allowed on the parcel as described below. The land uses have been established to meet the zoning standard of the Downtown Mixed-Use Zone (MU-1). The MU-1 zoning district was established to accommodate an intensive mixture of vertical and horizontal retail and office uses at a development intensity of up to 2.0 FAR, and residential uses at a density of 25 to 75 dwelling units per acre. Development projects within the MU-1 zoning district are intended to maintain a pedestrian friendly atmosphere, while enhancing the historic character of the surrounding area. Consistent with the intent of the MU-1 (Downtown Mixed Use) zoning district, the project site is hereby designated as the MFR (Multiple-Family Residential) land use district.

3.1 Residential Uses

The property will be developed as a high-density residential development in a mid-rise formation. One building comprised of three attached units in a townhome configuration. Each unit will be 2 stories with a one-car garage at grade level, habitable areas on the first, and second floors, with a roof deck on part of the second level. The garages will be detached from the living areas and placed in the front of the building complex. All units will be designed for an urban style of living in close proximity to existing shopping centers, entertainment, and dining venues.

3.1.1 Permitted Uses

The permitted land uses within the 418 East Transit Street PUD are as follows:

- (1) Single family residential dwellings;
- (2) Multiple family residential dwellings;
- (3) Live-work units;
- (4) Motor vehicle parking ancillary to multiple family housing developments;
- (5) Temporary uses as permitted within the residential districts of the City of Ontario Development Code Subject to an Administrative Permit; and
- (6) Other land uses compatible with multiple family residential development projects, as determined by the Zoning Administrator.
- (7) Uses may be prohibited through rental contracts and agreements, as provided by the owner and property management, unless prohibited by Federal, State, or Local laws.

4. Regulations for Development

4.1 Allowed Residential Density Range

The project site shall be developed within the density range of 25 to 75 dwelling units per acre.

4.2 Project Density

This project site consists of 0.102 acre of land. The density range stipulated in Section 4.1 (Residential Density), above, allows for the development of a minimum of two dwellings and a maximum of seven dwellings on the project site.

4.3 Building Height

No structure shall exceed 35 feet in height, except that the maximum height may be exceeded by roof mounted equipment, architectural projections, chimneys, elevator towers, parapet walls, and any other roof top structures by up to 10% of the allowed building height. No rooftop equipment shall be visible from anywhere on the project site, public streets, or adjacent properties, and shall be fully screened with as needed architectural treatments. Roof mounted equipment shall not exceed the height of the appurtenances used to screen them.

4.4 Building Setbacks

Table 4.1: Building Setbacks

<i>Location</i>	<i>Distance</i>
(1) Front yard:	10 FT
(2) Rear yard:	5 FT
(3) Side yard:	5 FT
(4) Building setback from drive aisles:	0 FT
(5) Building separation:	5 FT

4.5 Access

Along Transit Street one driveway access is allowed, providing primary access to the site. The driveway may be as small in width as 10 feet and as large as 22 feet.

4.6 Open Space

It is the intent of this section to ensure sufficient open space areas for the enjoyment of recreational activities by residents and their guests.

4.6.1 Private Open Space

- (1) Private Open Space shall be provided for each residential unit in order to provide private outdoor areas that can be enjoyed exclusively by the occupant of the residential

unit and their guests. Types of areas considered Private Open Space include balconies, decks, patios, and enclosed yard areas.

- (2) Private Open Space shall be provided for all residential units, and shall have direct access from each residential unit. Residential units shall have a minimum private open space area of 130 square feet, and a minimum average Private Open Space area of 190 square feet shall be achieved for the overall project. The Space may be provided in multiple areas (i.e. balconies, covered porches, a yard, and patio, etc.), as-long-as the total area of the space meets the minimum private open space requirement for the unit. The minimum dimension for private open space shall be no less than 6 feet in any direction.

4.6.2 Common Open Space

Common Open Space is typically provided to allow for both passive and active types of recreation, along with the site landscape amenities; however, given the reduced size of the project site, common open space areas shall be restricted to passive areas within the project's side and rear setback areas.

4.7 Landscaping

4.7.1 Site Landscaping

A conceptual landscape plan shall be submitted with each Development Plan within the 418 East Transit Street PUD area. The plan shall specify all landscape and hardscape elements for the development plan site. Detailed Landscape and Irrigation plans shall be required prior to the issuance of building permits. The detailed plans shall show location of ground mounted utility boxes and equipment, along with the methods of screening for these items from the public right of way and adjacent residences where possible (see Figure 4-1: Conceptual Landscape Planting Legend).

The Landscape and irrigation plan shall be designed with water conservation in mind, utilizing "California friendly" species and drought tolerant planting materials. The landscaping and irrigation shall comply with AB 1881, and all other laws and regulations related to planting materials.

4.9.2 Compliance with State and Federal Laws

Provide landscaping and an irrigation system, which promotes the conservation of water as required by the Water Conservation in Landscaping Act of 2006 (AB 1881), commencing with the California Government Code Section 65591.

4.8 Screening

4.8.1 General Requirement

- (1) All roof and ground mounted mechanical equipment shall be screened pursuant to the requirements of the Ontario Development Code.
- (2) Screening shall include plant and building materials compatible with the project design so it is well integrated and hidden within the project area.

- (3) Building and plant materials used for screening shall be compatible with the architectural style and planting palette used on the project area.
- (4) All ground level screening shall comply with the requirements of the Ontario Development Code Section 6.02.030 (Protection of Intersection Visibility).

4.8.2 Fences, Wall, and Hedges

- (1) Fences, walls and hedges shall comply with Section 6.02.030 (Protection of Intersection visibility) of the Ontario Development Code, Engineering Department corner sight distance standards, and all other applicable city standards. Fences and wall shall be made of decorative materials that are compatible with, or enhance the overall architectural character of the project. All fences, walls and hedges shall be in scale with the development, and shall be used for screening, site enhancement, and creating a safer living environment for residents and their guests. All decorative walls, monuments, and/or other similar features, shall not encroach in to the public street right of way.
- (2) A 6-foot high decorative masonry block wall, with a decorative cap, shall be constructed along the perimeter of the project, including the interior side and rear project boundaries. The wall height shall be measured on the exterior side of the wall, at the highest point of natural ground or finished grade at the base of the wall, to the top of the wall above the same base point.

5. Parking and Circulation

5.2 Site Accessibility

The site shall be designed to promote safety for residents. This will be achieved by have separate entrances provided at opposite ends for pedestrians and vehicles.

5.3 Vehicle Circulation

The project area shall be designed to provide all guest parking off site to ensure accessibility. Location of drive aisles and entries shall be approved by the City Engineer. Vehicle circulation shall be designed in a way that promotes pedestrian safety and proper access to the parking garage areas.

5.4 Pedestrian Circulation

The development must provide for safe pedestrian circulation across the project site by separating the pedestrian areas from the vehicular access. This includes, but is not limited to, accessibility from garage areas to unit entries, site amenities, and perimeter sidewalks. Fencing and gates may be used to limit public access to resident-only areas.

5.5 Access to Mass Transit

The PUD development should encourage the use of existing bus stops.

5.6 Public Right-of-Way Improvements

The project site public right-of-way improvements shall be limited to the site frontage and shall only include sidewalk and driveway improvements.

5.7 Infrastructure

Water service will be provided by utilizing the existing 6-inch water line under Transit Street. The existing water line has been determined adequate for the proposed development. An upsizing of the line will not be required. Sanitary sewer connections for the project will be made to an existing 8-inch line under Transit Street. An upsizing of the sewer line will not be required. Two power poles are available at the subject property, in the North-East and South-East corners. Overhead power service drops shall be allowed to service the site.

5.8 Parking Requirements

5.8.1 On-Site Parking Requirements

The number of parking spaces provided is based on the number of bedrooms within each of the dwelling units proposed, and is subject to the following requirements:

- (1) All required resident parking spaces shall be provided on-site
- (2) All required resident parking spaces shall be covered spaces, in a garage or carport
- (3) Each dwelling is intended for occupancy by one family, regardless of bedroom sizes provided in a particular unit. Parking for dwellings shall be provided pursuant to the

requirements of Table 5.1: Minimum Parking Requirements, below. Each unit shall be provided a minimum of one covered parking space in a garage or carport

Table 5.1: Minimum Parking Requirements

<i>No. of Bedrooms</i>	<i>No. of Resident Parking Spaces Required per Unit</i>
(a) Studio and One-Bedroom Units:	1.0
(b) Two-Bedroom Units:	2.0
(c) Three-Bedroom Units:	2.5

In addition to the resident parking required above, a minimum of one guest parking spaces shall be provided for every four dwelling units and shall comply with Section 5.8.2 of this PUD.

5.8.2 On-Street Parking Requirements

On-street parking may be utilized to satisfy guest parking requirements, subject to the following conditions:

- (1) On-street parking may be used to satisfy guest parking requirements and shall not be used satisfy resident parking requirements.
- (2) On-street parking shall only be counted along the public street adjacent to the project site (Transit Street).

5.8.3 Parking Standards

All parking space size and location requirements shall conform to the standards set forth in City of Ontario Development Code Section 6.03.045 (Off-Street Parking Standards).

6. Design Guidelines

6.1 Building Orientation and Streetscapes

To preserve the existing neighborhood character, the development will act as a transition from the industrial/commercial use to a completely residential use. One pedestrian walkway will be placed from the public way to the site, running along the east side of the building, as shown in Figure 6.1 The existing parkway area will be remodeled to conform with the development on the property while adding to the overall streetscape.

6.2 Architectural Character

The building will be largely visible to public view and neighboring properties. The building will utilize large openings on all sides to encourage a modern building appearance, while increasing the amount of natural daylight into the structures. Whereas the buildings will be designed with modern architecture style, it will also blend with neighboring industrial buildings, by the representation of blocks on the exterior. The Development Plan will take this into account in its approval of architectural treatments. These treatments should be carried around all portions of the building.

6.3 Materials and Color

Durable high-quality materials shall be used at the pedestrian level. Foam features, trim, or similar materials are not allowed at pedestrian level due to the lack of durability and failure to maintain a quality appearance over time.

The color scheme for the project shall be taken from an earth tone palette to blend and coordinate the various architectural features of the building, with the surrounding area, to create a cohesive appearance.

6.4 On-Site Lighting

Decorative light fixtures attached to the buildings shall be compatible with the architectural style of the building

All other on-site lighting shall meet development standard of the Ontario Development Code

6.5 Off Site Improvements

All off-site improvements shall be installed in accordance with City standards, and to the satisfaction of the City Engineering department.

7. Administration

7.1 Items not addressed in the 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 High-Density Residential zones and City Standards.

7.2 Development Applications

A Development Plan for the development of the lot shall be submitted for review and approval per the requirements contained in Article 8 of the City of Ontario Development Code with 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 deviation in excess of 10 percent shall require Variance approval.