

# Holt Boulevard & Grove Avenue Planned Unit Development File No. PUD17-003 February 2019



Prepared By:

Elba, Inc.

2243 Calle Margarita

San Dimas, CA 91773

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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 6 parcels located on the northwest corner of Holt Boulevard and Grove Avenue (see Exhibit 1-1, PUD Location Map), as a two phased commercial development that faces Holt Boulevard and Grove Avenue. The Holt Boulevard and Grove Avenue Planned Unit Development (PUD) will replace the existing zone district designations and zoning standards that apply to the affected properties. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply. City staff and private developers will rely on this PUD to determine whether precise plans for development ("Development Plans") will adequately meet the City's land use and design objectives.

Exhibit 1-1: PUD Location Map



## 2. PUD OBJECTIVES

### 2.1 THE ONTARIO PLAN (TOP) CONSISTENCY

The Ontario Plan Policy Plan (General Plan) designates the entire project area as mixed-use (East Holt Blvd.). The Ontario Plan describes the East Holt Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The most intensive uses are envisioned along Euclid and Holt Avenues. The Holt Boulevard Mixed Use commercial and residential corridor is also envisioned as an area that transition to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations (e.g., at major intersections). The densities and intensities of the mixed use designation represented within The Ontario Plan (TOP) are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development.

The Holt Boulevard and Grove Avenue PUD is consistent with the principles, goals and policies contained within the components that make up The Ontario Plan (TOP), including: (1) Vision, (2) Policy Plan (General Plan), and (3) City Council Priorities. The policies furthered by this PUD are as follows:

#### 1. Vision

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

1. A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity.
2. A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared.
3. **Distinctive Development** that integrates our varied and diverse focal points, districts, villages, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.

4. **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors.

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

## DISTINCTIVE DEVELOPMENT

### Commercial and Residential Development

- The PUD will support new multifamily developments and existing residential neighborhoods by providing the increased demand for retail in a more concentrated, strategic location (e.g., at major intersections) as intended for the East Holt Mixed Use Area.
- The PUD will seek to ensure a mix of retail and commercial uses that will provide a variety of goods and service to the surrounding community and the future Buss Rapid Transit (BRT) users.

### Design Quality

- The PUD will require a well-designed project(s) that conveys visual interest and character through:
  - Appropriate scale and massing
  - Architectural style and design that are complementary and appropriate for its setting.
  - The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
  - Appropriate Site Planning to ensure building orientation visibility from the street, adequate number of driveways, sidewalks, building setbacks, parking lot orientation, adequate refuse storage areas and well-designed street frontages.

### Public Safety

- The PUD will ensure that proper exterior lighting standards be located and designed to minimize direct glare beyond parking lots and future residential development to the west and existing residential development to the north. In addition, per the Ontario Police Department, to ensure that all lighting standards comply with the one-foot candle illumination to provide a level of security and public safety within the retail center.

## 2. Policy Plan

## LAND USE ELEMENT

### LU1 Balance

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

The PUD, through the development of retail and commercial uses, will help provide jobs to support the existing and new development within the surrounding area.

#### Policies

- *LU1-3 Adequate Capacity. We require adequate infrastructure and services for all development.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector.

- *LU1-4 Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities.*

The Grove Avenue BRT SBX Station is proposed within the median on Holt Boulevard directly to the south of the PUD area. The PUD will seek to capitalize on the location of the station by ensuring a mix of retail and commercial uses and business that will provide a variety of goods and service to the surrounding community and the future Buss Rapid Transit (BRT) users.

### LU2 Compatibility

Goal LU2: Compatibility between a wide range of uses.

The PUD, through land use regulations for permitted uses, have ensured that those permitted uses allowed within the PUD are compatible with the surrounding area and not allow those uses that may have potential to create adverse impacts to the surrounding area.

#### Policies:

- *LU2-1: Land Use Decisions: We minimize adverse impacts on adjacent properties when considering land use and zoning requests.*

The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. Careful consideration has been given to ensure that permitted uses that may have potential to create adverse impacts to the surrounding area are not allowed.

- *LU2-2 Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.*

The PUD, through the site planning, requires that future building developed on the site shall be placed along the frontages of Grove Avenue and Holt Boulevard to keep a buffer between the future residential development to the west and existing residential to the north.

- *LU2-4 Regulation of Nuisances. We regulate the location, concentration and operations of potential nuisances.*

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. Careful consideration has been given to ensure that permitted uses that may have potential to create adverse impacts to the surrounding area are not allowed. Those uses with operations that may have potential to create nuisances, will require discretionary approval through the Conditional Use Permit process.

- *LU2-5 Regulation of Uses. We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.*

The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential areas. Careful consideration has been given to ensure that permitted uses that may have potential to create adverse impacts to the surrounding area are not allowed.

### LU3 Flexibility

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

The Ontario Plan describes the East Holt Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. To provide flexibility the densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects



may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development. The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines.

Policies:

- *LU3-1 Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.*

To provide flexibility the densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development. The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The development standards within the PUD are intended to ensure quality and appropriate development to achieve TOP Vision for well-designed projects that convey visual interest.

- *LU3-3 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.*

The Grove Avenue BRT SBX Station is proposed within the median on Holt Boulevard directly to the south of the PUD area. The PUD will seek to capitalize on the location of the station by ensuring a mix a retail and commercial uses that will provide a variety of goods and services to the surrounding community and the future Buss Rapid Transit (BRT) users. The PUD will also encourage a plaza area on the corner of Holt Boulevard and Grove Avenue to provide for outdoor eating opportunities and pedestrian gathering areas for residents and future BRT users.

## COMMUNITY ECONOMICS ELEMENT

### CE1 Complete Community

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

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area and contribute to the City's tax sales base.

## Policies:

- *CE1-7 Retail Goods and Services. We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.*

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. These retail and commercial uses will be provided to areas currently lacking close access to a retail center.

CE2 Place-Making

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

The PUD will seek to ensure a mix a retail and commercial uses that will provide a variety of goods and services to the surrounding community and the future Buss Rapid Transit (BRT) users. The PUD area will be distinctive through the requirement of well-designed projects that covey visual interest and character through:

- Appropriate scale and massing
- Architectural style and design that are complementary and appropriate to for its setting.
- The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
- Appropriate site planning to ensure building orientation visibility from the street, adequate number of driveways and sidewalks. Building setbacks, parking lot orientation, adequate refuse storage areas and well-designed street frontages.

## MOBILITY ELEMENT

M3 Public Transit

Goal M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard.

## Policies:

- *M3-4 Bus Rapid Transit (BRT) Corridors. We work with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard.

## COMMUNITY DESIGN

### CD1 Image & Identity

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

- To provide flexibility the densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development. The project area is zoned MU-2 (East Holt Boulevard Mixed Use) and requires that a PUD be implemented for the project area to establish the development standards, land use regulations and design guidelines. The development standards within the PUD are intended to ensure quality and appropriate development to achieve TOP Vision for well-designed projects that convey visual interest.

### Policies:

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

The Ontario Plan Policy Plan (General Plan) designates the entire project area as mixed-use (East Holt Blvd.). The Ontario Plan describes the East Holt Mixed Use Growth Area. The PUD area will be distinctive through the requirement of well-designed projects that convey visual interest and character through:

- Appropriate scale and massing
- Architectural style and design that are complementary and appropriate to for its setting.
- The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
- Appropriate site planning to ensure building orientation visibility from the street, adequate number of driveways and sidewalks. Building setbacks,

parking lot orientation, adequate refuse storage areas and well-designed street frontages.

- *CD1-4 Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-way dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector and bus stop along the frontage of Holt Boulevard. In addition, the PUD will require adequate landscaping, hardscape, signage and lighting to enhance the prominent corner of Holt Boulevard and Grove Avenue,

### CD2 Design Quality

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

Polices:

- *CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:*
  - building volume, massing, and height to provide appropriate scale and proportion;
  - a true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
  - exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

The PUD area will be distinctive through the requirement of a well-designed projects that covey visual interest and character through:

- Appropriate scale and massing
- Architectural style and design that are complementary and appropriate to for its setting.
- The use of high quality materials that will create visual interest, high quality, durable and appropriate for the architectural style.
- Appropriate site planning to ensure building orientation visibility from the street, adequate number of driveways and sidewalks. Building setbacks, parking lot orientation, adequate refuse storage areas and well-designed street frontages.

- *CD2-3 Commercial Centers. We desire commercial centers to be distinctive, pedestrian friendly, functional and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.*

The permitted uses within PUD have been established to provide retail and commercial uses to serve the surrounding residential area. These retail and commercial uses will be provided to areas currently lacking close access to a retail center. The Grove Avenue BRT SBX Station is proposed within the median on Holt Boulevard directly to the south of the PUD area. The PUD will seek to capitalize on the location of the station by ensuring a mix a retail and commercial uses business that will provide a variety of goods and service to the surrounding community and the future Buss Rapid Transit (BRT) users. A plaza area will be incorporate.

- *CD2-5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.*

The PUD, along with the future development entitlements for the site, will require the necessary infrastructure to serve the site and provide the necessary right-of-ways dedication for street widening and to accommodate the future Bus Rapid Transit (BRT) for the SBX West Valley Connector. In addition, the future development entitlements will require site improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

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

The PUD development standards will ensure landscape design and materials will be used to enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

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

The PUD development standards will ensure water conservation be provided through low water using plant materials, hydro zones, water efficient irrigation and weather based controllers. Landscaped areas may be used for storm water infiltration through vegetated swales, retention basins, or dry wells as needed with the use of appropriate planting materials. Broad canopy shade trees will be used to reduce heat gain on buildings, paving and parking areas.

#### City Council Priorities

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

## 2.2 CENTER CITY REDEVELOPMENT PLAN OBJECTIVES

The Center City Project Area encompasses the historic Euclid Avenue District, as well as East Holt Boulevard. Ontario's City Hall and surrounding Civic Center, Senior Center, Main library, the Museum of History and Art, Ontario Town Square, and the Law School of the University of La Verne are all within the Center City Project Area. Development is designed to create an immediate and positive identity transforming the area into a comfortable place to stroll and be seen.

The current goals of the Center City Project include:

- Encourage development of a high intensity, multi-use central business district and surrounding neighborhoods that maximize the economic productivity of the commercial areas and maximize the housing opportunities of the residential areas.
- Apply innovative mixed use urban design that maintains a flexible approach to allow for changing opportunities over a long-term, phased revitalization effort.
- Create a healthy and exciting urban environment, with the ability to work, live, shop and play within a small area, combine daytime and nighttime use and conserve energy and resources through mixed use development.
- Cluster activity centers within walking distance of each other, supported by a pedestrian network that provides an enjoyable pedestrian flow.

## 2.3 PUD DISTRICT PURPOSE AND OBJECTIVES

The purpose of the Holt Boulevard and Grove Avenue Planned Unit Development (PUD) is to secure a fuller realization of the Policy Plan (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 exceptionally high quality, commercial uses, while establishing regulations and standards for uses with special conditions and regulatory needs to ensure harmonious relationships with other land uses. The intent of the PUD District is to:

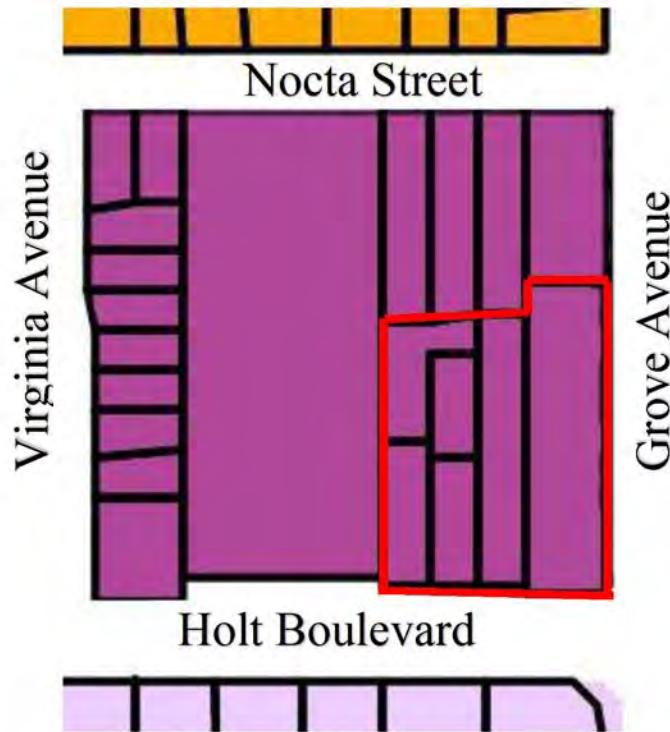
- Promote development projects that are consistent with the land use/downtown revitalization objectives of the Center City Redevelopment Project area.
- Promote community commercial uses to meet the needs of the projects surrounding residential uses.
- Promote the development of plaza areas within the commercial center to providing for social interaction.
- Orient commercial buildings to the street, wherever possible to create an accessible urban edge and sense of arrival.
- Incorporate landscaping to enhance the environment.

## 3. LAND USE PLAN

### 3.1 Land Use Designation

The Holt Boulevard and Grove Avenue PUD includes 6 parcels that are designated Mixed Use (MU-2) within the Ontario Plan and on the City's Zoning Map. The Ontario Plan describes the East Holt Boulevard Mixed Use Area as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid Avenue and Holt Boulevard. The Holt Boulevard Mixed Use commercial and residential corridor is also envisioned as an area that transition to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations (e.g., at major intersections). The densities and intensities of the mixed use designation represented within TOP are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development.

**Exhibit 3-1: Land Use District Map**



**Project Area:**  Mixed Use 2 (MU-2)

**Adjacent Uses:**  Business Park (0.6 FAR)  Medium Density (11.1 – 25 du / ac)

**3.2 PERMITTED USES**

Exhibit 4-1: Permitted Use Table	
Land Use	MU-2 Commercial
<b>EDUCATIONAL</b>	
Vocational/Trade Schools	C
Private Schools	
<b>MEDICAL</b>	
Animal Hospital/Veterinarian	P
Ambulance Service (Office Only – No Storage of Vehicles)	P
Medical Office	P
<b>MEDICAL OFFICE/FAMILY CLINIC</b>	
Pharmacies and Drug Stores w/o Drive-thru Facilities	P
Industrial Clinic	P
<b>PUBLIC FACILITIES</b>	
Police / Fire Station	P



<b>Exhibit 4-1: Permitted Use Table</b>	
<b>Land Use</b>	<b>MU-2 Commercial</b>
Police Storefront / Substation	<b>P</b>
<b>RELIGIOUS</b>	
Religious Assembly	<b>C</b>
<b>NON-PROFIT/SERVICE ORGANIZATIONS 501 (C) (3) (PER DEVELOPMENT CODE SECTION 9-101305 N)</b>	
Campaign Offices	<b>P</b>
Charitable, Philanthropic, Service and Other Non-Profit Organization Offices	<b>P</b>
Charitable Distribution Services (i.e. Food Banks, etc.)	<b>C</b>
<b>ALCOHOL</b>	
Alcoholic Beverage Sales for Off-Premise Consumption	<b>C</b>
Liquor Store	<b>NP</b>
<b>AUTOMOBILE RELATED SERVICES</b>	
Automotive Parts and Accessories Stores (Retail Sales Only)	<b>P</b>
Automotive Services (i.e. Tune-Up, Emission Tests, Batteries, etc. No use of impact wrenches or other equipment that could create noise impacts.)	<b>NP</b>
Minor Repair (i.e. Brakes, tires, radiators, electrical, etc)	<b>NP</b>
Gas Stations (per Section 9-1.1305 G)	<b>NP</b>
Tire Stores	<b>NP</b>
Car Wash – Full	<b>C</b>
<b>TELECOMMUNICATIONS FACILITIES</b>	
Wireless Telecommunications Facility (Refer to the Development Code)	
<b>DAY CARE FACILITIES</b>	
Commercial Daycare	<b>C</b>
<b>EATING DRINKING PLACES AND FOOD SERVICES</b>	
Restaurants (Sit Down / Full Service)	<b>P</b>
Banquet Facilities in conjunction with a restaurant	<b>P</b>
Bar/Cocktail Lounge	<b>NP</b>
Fast Food	<b>P</b>
Fast Food with Drive-through (per Development Code, Section 9-10305D)	<b>C</b>
<b>ENTERTAINMENT AND RECREATION</b>	
Live Entertainment (in conjunction with restaurant use only)	<b>C</b>
Simulated Shooting Games (Indoor)	<b>C</b>
Health Club / Gymnasium – less than 10,000 square feet	<b>P</b>
Health Club Gymnasium – over 10,000 square feet	<b>C</b>
<b>OFFICES</b>	
Administrative, Professional, and Other Offices	<b>P</b>
<b>RETAIL</b>	
Antique Stores	<b>P</b>
Art Galleries and Art Supply Store	<b>P</b>
Beauty Supply Store	<b>P</b>
Book Stores	<b>P</b>
Hardware Store	
Camera and Photographic Supply Store	<b>P</b>
Cigar and other Tobacco Products Store	<b>NP</b>
Clothing and Accessory Stores	<b>P</b>
Computer and Home Electronic Stores	<b>P</b>
Florist	<b>P</b>
Furniture Stores	<b>P</b>

<b>Exhibit 4-1: Permitted Use Table</b>	
<b>Land Use</b>	<b>MU-2 Commercial</b>
General Merchandise Stores	<b>P</b>
Department Store	<b>P</b>
Discount Variety Store	<b>P</b>
Guns and Ammunition Stores	<b>NP</b>
Hobby, Toy and Game Store	<b>P</b>
Home Appliance Store	<b>P</b>
Jewelry Store	<b>P</b>
Luggage and Leather Goods	<b>P</b>
Music and Video Stores	<b>P</b>
Office Supply, Stationery & Gift Stores	<b>P</b>
Pawnshop / Pawnbroker	<b>NP</b>
Pet and Pet Supply Store	<b>P</b>
Shoe Store	<b>P</b>
<b>FOOD AND BEVERAGE STORES</b>	
Bakery	<b>P</b>
Delicatessen	<b>P</b>
Convenience Market	<b>P</b>
Grocery Store	<b>P</b>
Specialty Food Stores	<b>P</b>
<b>SERVICES</b>	
Advertising Agency	<b>P</b>
Data Processing Services	<b>P</b>
Exterminating Service	<b>P</b>
Equipment Sales and Rentals	<b>P</b>
Photography Studio	<b>P</b>
Photocopying and Duplicating Services	<b>P</b>
<b>FINANCIAL SERVICES</b>	
Banks, Credit Unions and other Depository Institutions	<b>P</b>
Banks, Credit Unions and other Depository Institutions with Drive-thru (See Development Ordinance Section 9-101305 D)	<b>C</b>
Check Cashing	<b>NP</b>
Check / Payday Advance	<b>NP</b>
Money Transmitting	<b>NP</b>
Other Financial Services	<b>NP</b>
<b>PERSONAL SERVICES</b>	
Barber Shop and Beauty / Nail Salon	<b>P</b>
Dry Cleaners	<b>P</b>
Laundry - Commercial	<b>C</b>
Pet Grooming	<b>P</b>
Tailor	<b>P</b>
Travel Agency	<b>P</b>
<b>REPAIR SERVICES</b>	
Computer, Home Electronics, and Small Home Appliances (when ancillary to another use)	<b>P</b>
Electrical Equipment	<b>P</b>
Jewelry and Watches / Clocks	<b>P</b>
Locksmith / Key Shop	<b>P</b>
<b>RESIDENTIAL</b>	

<b>Exhibit 4-1: Permitted Use Table</b>	
<b>Land Use</b>	<b>MU-2 Commercial</b>
Multiple Family Dwellings	<b>NP</b>
Second Dwelling Units	<b>NP</b>
Senior Housing Developments	<b>NP</b>
Single-Family Dwellings	<b>NP</b>
Single Room Occupancy Facilities	<b>NP</b>
Supportive Housing	<b>NP</b>
Work/Live Units	<b>NP</b>

“P” (permitted) shall mean the land use, activity, or facility within the specified zoning district is permitted by right of being in the proper zoning district.

“C” (conditionally permitted) shall mean the land use, activity, or facility within the specified zoning district is subject to the granting of a Conditional Use Permit pursuant to Section 4.02.025 (Conditional Use Permits) of this Development Code.

“NP” (Not Permitted) shall mean the land use, activity, or facility within the specified zoning district is not permitted by right of being in the proper zoning district.

All other uses not listed as Permitted or Conditional are prohibited unless a finding can be made by the Planning Director that the use is similar to, and no more objectionable than, a permitted or conditional use.

## 4. DEVELOPMENT REGULATIONS

### 4.1 INTENSITY

Commercial retail uses within the mixed-use district are allowed a Floor Area Ratio (FAR) of up to 1.0. Floor Area Ratio is calculated by dividing the building square footage by the net lot area (after right-of-way dedications).

### 4.2 BUILDING HEIGHT

The buildings within the Commercial district area shall be a maximum of 35 feet in in order to be in scale to the existing surrounding residential.

### 4.3 SETBACKS

All setbacks shall be measured from the ultimate property lines after all dedications to develop streets to the ultimate right-of-way width. Placement of buildings, structures, fences, walls, utility facilities, yards, etc. will be based on the street rights-of-way and property line dimensions.

<b>Exhibit 5-1: Building(s) Setback Table</b>		
<b>MU-2 Commercial District Development Standards</b>		
<b>Requirements</b>	<b>MU-2 Commercial District</b>	<b>Additional Requirements</b>
<b>Building Development Standards</b>		
1. Minimum Street Setback (Holt Boulevard/ Grove Avenue)	15 Feet	Building may encroach into the setback provide that a setback average 15 feet is maintained.
2. Interior Property Setbacks	10 feet	Setback areas shall be landscaped
<b>Site Development Standards</b>		
1. Minimum Landscape Coverage	15%	
2. Minimum Parking Space or Drive Aisle Setbacks to Street Property Line	15 feet	Setback areas shall be landscaped.
3. Minimum Parking Space or Drive Aisle Setbacks to Interior Property Lines	10 Feet	Setback areas shall be landscaped.
4. Minimum Parking Space or Drive Aisle to buildings, walls or fences	5 Feet	Setback areas shall be landscaped.

#### 4.4 ACCESS

Holt Boulevard Access - Limited to right-in and right-out turning movements. Any drive access on Holt Boulevard must be located a minimum of two hundred (200) feet from intersecting streets.

Grove Avenue Access - Limited to right-in and right-out turning movements. A minimum of one hundred fifteen (115) feet separation is maintained from intersecting streets.

Distance from the intersecting streets shall be measured from the end of the curb return to the centerline of the driveway.

#### 4.5 LANDSCAPING

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

Water conservation shall be provided through low water using plant materials, hydro zones, water efficient irrigation and weather based controllers. Landscaped areas may be used for storm water infiltration through vegetated swales, retention basins, or dry wells as needed with the use of appropriate planting materials. Broad canopy shade trees shall be used to reduce heat gain on buildings, paving and parking areas. The plan shall identify all existing trees on site and preserve

them where possible. The landscape design shall meet the requirements of the Landscape Development Standards and shall create well-functioning spaces within a sustainable design.

Trees along street frontages shall comply with the variety, size, and spacing as directed by the City of Ontario Master Street Tree Plan. A minimum of fifteen (15%) percent of the site shall have landscaping, not including right-of-way or paved areas.

Street front and side landscape setbacks within the Commercial district shall be maintained at a minimum average of fifteen (15) feet along Holt Boulevard, and Grove Avenue.

#### 4.6 EQUIPMENT SCREENING

All roof mounted and ground mounted equipment shall be fully screened from view of the public street and adjacent developments. The location of items shall be designed to allow screening with landscape materials, walls, architectural features, parapet walls, etc. Screening shall be designed to be integrated into the design of the project.

#### 4.7 FENCES AND WALLS

Fences and walls within the project area shall be made of decorative materials which are compatible with the overall architectural character of the development within the PUD area. All fences and walls shall be in scale with the development to fulfill such needs as screening and security.

Fences, walls and hedges within the project area shall comply with Engineering Corner Sight Distance Standards and other applicable standards. All decorative walls, monuments and/or other similar features shall not encroach into the public street right-of-way.

Within the Mixed-Use 2 districts, walls shall be limited to a maximum of four (4) feet in height within any front yard area. Interior or rear walls shall be a maximum of six (6) feet in height.

Walls shall be coordinated with the architecture of the building with such features as finish material, reveal lines, trim, etc.

## 5. CIRCULATION AND PARKING

### 5.1 VEHICLE CIRCULATION

The City of Ontario, as part of its intersection widening plan, and the developers of the PUD site shall be responsible to improve Holt Boulevard and Grove Avenue to their ultimate widths. These streets will provide vehicular access to the site.

### 5.2 PEDESTRIAN CONNECTIONS

Pedestrian connections shall be provided to each building from the public street within the PUD site. The Mixed-Use Commercial land use district shall also provide pedestrian pathways to

connect all of the commercial developments as well as pedestrian pathways from the corner promoting public use of the corner patio.

### 5.3 MASS TRANSIT

A bus stop with a bus shelter will be located along the Holt Boulevard frontage. The design of the bus shelter shall be determined at the time of development which shall be subject to approval of the Planning and Engineering Departments.

### 5.4 STREET DEDICATIONS AND EASEMENTS

The developers shall dedicate right-of-way along all street frontages as necessary to increase the right-of-way to ultimate width, including corner cutbacks per City Standard Drawing No. 1301. Additionally, developers shall adhere to the Proposed Holt Blvd and Grove Ave Widening Improvements R/W Requirements as a part of the West Valley Connector Project. The ultimate widths surrounding the PUD are as follows:

Holt Boulevard – up to 72.56' half width

Grove Avenue – up to 51.31' half width

### 5.5 PUBLIC RIGHT-OF-WAY IMPROVEMENTS

The public right-of-way shall be improved with each proposed development. The public right-of-way improvements required are to include, but are not limited to the following: street pavement, curb & gutter, parkway landscaping, parkway irrigation, public sidewalk, traffic signing and striping, street lights, bus stop, bus shelter and amenities. The extent of the required improvements shall be determined for each development plan. At a minimum, the improvements shall incorporate all items along the street frontages of the properties to be developed with proper transitioning if the entire block frontage is not being installed with a particular development. The City may do some or all of the improvements as part of its Proposed Holt Blvd and Grove Ave Widening Improvements

### 5.6 INFRASTRUCTURE

There are existing water lines along Holt Boulevard which shall serve the PUD site. Wastewater flows for the PUD site will be designed to use existing sewer lines in Holt Boulevard.

On-site stormwater drainage facilities shall be provided to capture and infiltrate a 2-yr, 24-hour storm event, consistent with the San Bernardino County Stormwater Program's Water Quality Management Plan (WQMP) requirements for new development projects. Stormwater capture and infiltration facilities may include the utilization of vegetated swales, depressed landscaped basins, pervious concrete pavement or underground stormwater retention/infiltration vaults. All building roof and paved area runoff shall be directed into depressed landscaped swales, trenches or basins, within the development, in order to comply with the requirement to capture and infiltrate the 2-yr, 24-hour storm event runoff.

All utility lines (electric, communications, TV, etc.) along Holt Boulevard and Grove Avenue will remain underground. Existing overhead utility lines on-site shall be under-grounded at or before the time of development by the developer or property owner.

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

#### 5.7 PARKING

Parking shall be provided on-site at the rates required by the City of Ontario Development Code. No street parking will be allowed on Holt Boulevard or Grove Avenue.

## 6. DESIGN GUIDELINES

### 6.1 BUILDING ORIENTATION AND STREETSCAPES

#### Building Orientation

Buildings should be oriented towards Holt Boulevard or Grove Avenue with entry elements, interesting architecture, enhanced materials, and pedestrian scale to provide connection between the development and the street. Windows and entries should face the street avoiding blank walls dominating public views. Stores with entries not visible from the street may be oriented towards pedestrian open space. The building entries may be located on the side of the building so long as strong pedestrian connection is maintained through wide walkways, enhanced pavers, plazas, appropriately scaled lighting and/or other similar features. Rear entrances, if needed, should be secondary in nature.

Building clustering's are recommended to help define parking lot areas and encourage walking between stores. Building entries and storefronts should be positioned close to one another to reduce walking distances between them.

#### Street side Setbacks and Buildings

The sides of buildings along street edges shall be landscaped within the setback to soften the building's appearance as well as designed with windows or design elements.

#### Street Frontage and Parking Lots

Parking lots should generally be placed away from streets. Street frontages shall be broken up with buildings, landscaping, plazas, and other pedestrian features. Continuous parking lots along the street frontage should be avoided. Any parking along street edges shall be setback with a landscaped buffer to minimize the dominant feeling of the automobile along the street. Continuous parking stalls may be interrupted by landscaped islands no more than 10 stalls apart. Parking lots

are encouraged to be interconnected rather than separated for each building. Separated parking lots encourage customers to drive from store to store.

### Service and Storage Areas

Loading areas and storage areas are to be located behind or to the side of buildings siting onto secondary access and not primary streets. These features must be screened with walls and landscaping as much as possible from public view of streets, residences, and pedestrian walkways. Loading areas and storage areas should not conflict with pedestrian walkways.

### Refuse Containers, Utility and Mechanical Equipment

Refuse containers and equipment shall be easily accessed by service vehicles. They shall be screened from view of the streets, parking lots, and connecting walkways through roof forms, walls and/or landscaping. Screening details should incorporate elements that are compatible to the architecture style of the building. Proper landscaping, including trellises, may also help to screen these elements. Equipment and enclosures shall not be located near pedestrian walkways. Roof-mounted equipment shall be screened by the roof/parapet.

### Sidewalks

Sidewalks shall be located along natural pedestrian travel paths. Sidewalks should be a minimum of 5' wide along pedestrian pathways.

## 6.2 ARCHITECTURAL CHARACTER\DETAILS

### Building Design

Due to the size and scale of the PUD project area, virtually all sides of the buildings will be visible from the public street, common access drives, common parking areas or adjacent parcels with commercial uses. As such appropriate massing becomes more important to maintain the human-scale of the development and create a visually pleasing environment. Bay windows, stepped buildings, height changes and setback variations between stores help to break up large buildings as well as indicate entries and store locations to customers. Tower elements or monumental features are encouraged at focal points, such as corners, plazas, major entrances, or where walkways meet streets. Glazing to be used throughout the building to articulate the open space structure of the building. Overall the building architecture concept is to encompass contemporary open space architecture.

Varying setbacks along the front façade of buildings will create small outdoor public spaces for pedestrians to gather and sit.

### Roof Forms

Hipped and gable roofs are encouraged. Roof pitches shall be compatible to the architectural style of the building. Flat roofs should vary in height and be accompanied by cornice, trim or other accent features.



### Entry Design

Building entries shall be prominent and easily identified. Various elements can be used to enhance the entry features including massing variation, materials and color change, change in roof form, and awnings.

### Arcades and Awnings

Outdoor arcades along store fronts are encouraged over pedestrian walkways. Arcades may be used to connect separate buildings providing a more pleasing experience for pedestrians. Trellises or awnings may also be used to create a covered walkway to protect pedestrians from the sun and rain.

### Architectural Styles

A consistent architectural style should be used throughout the commercial development to create a sense of continuity between the buildings. Related elements, such as trellises, planters, light-standards, windows, doors, etc. shall also adopt detailing that is compatible to the selected architectural style.

Architectural styles shall derive from Southern California contemporary or modern styles that generally respond to the region's climate including such features as outdoor circulation, outdoor courtyards or plazas, recessed window frames, awnings, arcades, loggias, and trellises.

### Building Wall Treatment

No wall should have a blank, uninterrupted length exceeding 20 feet without including one of the following:

- Change in texture
- Change in material
- Change in plane
- Lattice
- A tree or equivalent element

Façades that are visible from adjacent streets or walkways should display even greater visual interest by using architectural elements that break up the massing of the buildings, such as windows, arcades, awnings, porticos, and other architectural features.

### Base and Top Treatments

Base and top treatments help to balance the "weight" of the building visually. Bases should appear to "ground" the building, while tops create a defined edge to the roofline. Possible treatment techniques are as follows:

#### Base

- Thicker walls

- Natural materials
- Enriched landscaping with a mature height of at least 18”
- Precast materials
- Other decorative, durable materials as approved by the City

Special materials, such as ceramic tile, granite and marble are encouraged at major entries.

#### Tops

- Cornice treatments
- Roof overhangs with brackets
- Stepped parapets
- Textured materials

Colored “stripes” are not acceptable as the only treatment.

#### Exterior Materials

Recommended materials include stucco, exterior plaster, brick, wood siding, tile, precast concrete or stone. Exterior materials that appear pre-fabricated are not recommended. Selected materials and detailing should have an enduring appearance. Foam products should be avoided at the pedestrian level.

#### Roof Materials

Roofing materials that are generally acceptable include metal standing seam, concrete tile, ceramic tile and slate or slate-like materials. Asphalt or wood shingles are prohibited.

#### Colors

Color selection shall be consistent with the selected architecture style.

### 6.3 SIGNS

Signs shall comply with the requirements of the City of Ontario Development Code and shall be coordinated through a comprehensive sign program. A sign program shall be approved by the City prior to any signs being installed.

### 6.5 SERVICE FACILITIES

Service facilities such as trash enclosures, loading zones and yard areas shall be designed, located and oriented to have a minimal visual impact on the development within the PUD area.

Trash enclosures shall be designed to coordinate with the architecture, colors and materials of the style of the development and shall be located to provide adequate access for trash pickup without encroaching on access drives or landscaped areas. Trash enclosures shall be designed and constructed with a solid roof cover which shall also be designed to match the architecture of the development.

Loading areas should be screened by location, orientation, and, if necessary, walls to reduce the visual impact of these areas.

## 7. HISTORIC PRESERVATION

### 7.1 HISTORIC BACKGROUND

The one block area that comprises the PUD established by this document is not located within the City's Historic Downtown District. However, the property was part of Pikes Peak Ocean-to-Ocean Highway (Holt Boulevard frontage). Long before freeways and highways existed in Ontario, travelers relied on Native American trails and stage coach routes. Some of these routes evolved into highways such as the famous Lincoln Highway and the National Old Trails Road (US Route 40). One of the nation's first transcontinental highways, which commenced construction in 1912, is the Pikes Peak Ocean-to-Ocean Highway. The highway spanned the continent from Los Angeles to New York and passed through Holt Boulevard in Ontario. This occurred at a time when paved roads were rare and traveling by car for more than 10 miles was an adventure. Road boosters and automobile enthusiasts arranged local chapters within cities and towns to participate in the promotion of this new highway and laid the foundation for auto-orientated development.

By 1920, Holt Boulevard was a 4-lane highway and the main transportation route linking Los Angeles to Palm Springs. As tourism increased, grand hotels, restaurants, and other roadside businesses developed along Holt Boulevard such as Ford's Lunch, Jiffy Lunch, Hot Dog Show, Casa Blanca Hotel, Dietz Garage and famous tourist attraction, Hotpoint. Movie stars and Beverly Hills socialites ate, shopped, and slept in Ontario's historic downtown making this place a "must stop" destination.

### 7.2 EXISTING HISTORIC STRUCTURES

The project site does not contain any historic resources and is not in a Designated, Proposed, or Potential District. Additionally, Holt Boulevard and Grove Avenue PUD is not adjacent to any historic districts.

## ADMINISTRATION

### 1. ITEMS NOT ADDRESSED IN PUD

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

### 2. DEVELOPMENT APPLICATIONS

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

### 3. ADMINISTRATIVE EXCEPTIONS

Deviation from the development standards set forth in this document may be granted up to a maximum of ten (10%) percent by the Zoning Administrator. Any deviation that is greater than (10%) percent shall require Variance approval.