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# Downtown West Planned Unit Development

*Approved by:*

**CITY COUNCIL  
AUGUST 20, 2024**

*Prepared for:*

**CITY OF ONTARIO**

*Prepared by:*



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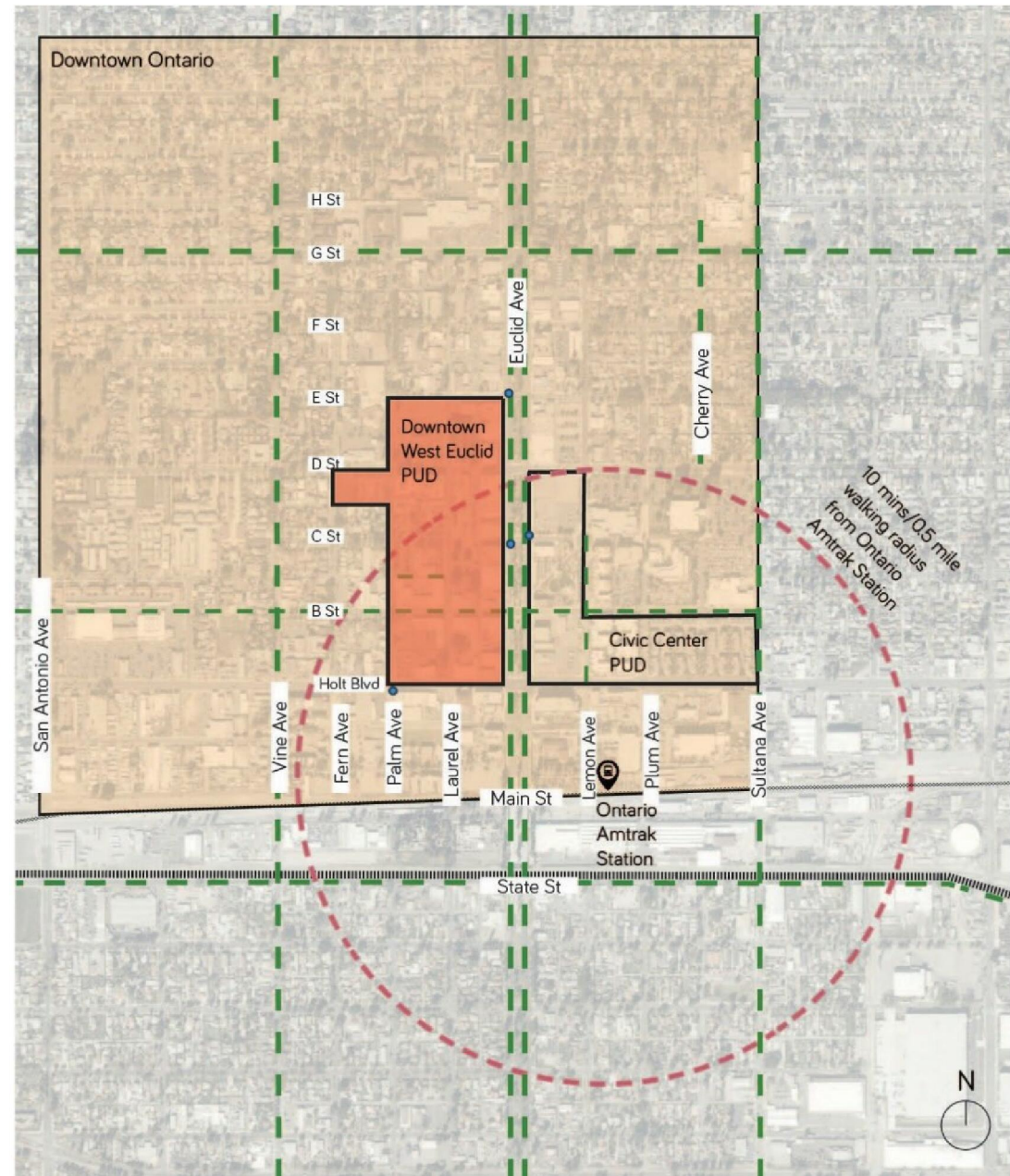
# 1 Introduction

The Downtown West Planned Unit Development (PUD) is intended to function as a set of planning and design principles, development regulations, and performance standards to guide and govern the development of the blocks between E Street to the north and Holt Boulevard to the south, and between Palm Avenue to the west and Euclid Avenue to the east, in addition to the portion of the block between D Street and the alley connecting Fern Avenue and Palm Avenue (PUD area). The PUD area is situated within the City of Ontario's historic downtown and is adjacent to the City's Civic Center, as shown in **Map 1 (PUD Area Vicinity Map)** and **Map 2 (PUD Area Location Map)**. This PUD will facilitate the revitalization of downtown Ontario, streamline development, emphasize historic preservation and adaptive reuse, and provide development flexibility to achieve the City's goals to economically revitalize and aesthetically enhance the project area.

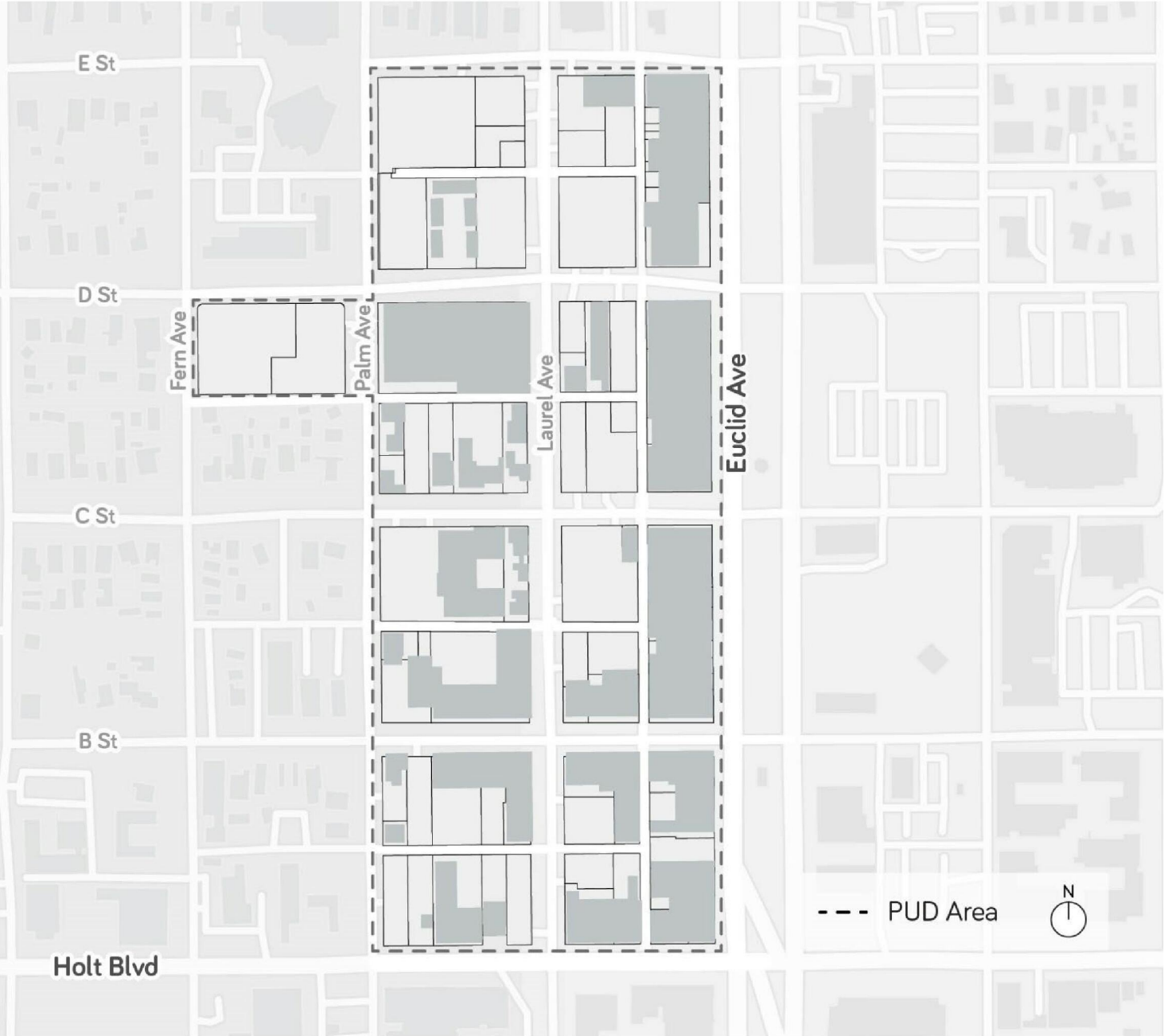
This document is organized to fulfill the requirements for a PUD, as set forth in the Ontario Development Code. As such, this PUD will replace the existing zone district designations and zoning standards that apply to the affected properties. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply.

City staff and private developers will rely upon this PUD to determine whether precise plans for development (Development Plans) will adequately meet the City's land use and design objectives for this key part of Ontario's original downtown. The objectives have been defined through The Ontario Plan (TOP) (2020), summarized in the following sub-section.

Map 1: PUD Area Vicinity Map



Map 2: PUD Area Location Map



## 1.1 The Ontario Plan (TOP) 2050 Objectives

The Downtown West PUD builds upon the vision and development and design principles for Downtown Ontario as outlined in The Ontario Plan (TOP). The Ontario Plan (TOP) Community Design Element establishes “Districts” that have been categorized as “Place Types,” which are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the “face of the city.” Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.

The PUD area is located within the “Downtown District,” which is envisioned as the place-based, people-focused, commercial, and cultural “heart” of the city and features several designated historic districts and landmarks. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.

The TOP land use designation for the PUD area is Mixed-Use - Downtown (MU-Downtown) as shown in Map 3 (TOP 2050 Land Use Mixed Use – Downtown District Place Type) and summarized in **Table 2-1 (TOP 2050 Land Use Designations Summary –Mixed-Use – Downtown)**. MU-Downtown is envisioned as an intensive vertical and horizontal district with a mixture of retail, office, and residential uses in a pedestrian friendly atmosphere, with the most intensive uses envisioned along Euclid and Holt Avenues. In addition, in MU-Downtown, there is an intention to enhance historic character. Maximum intensity is 2.0 Floor Area Ratio and allowed density is 25.0 to 75 dwelling units per acre.



Map 3: TOP 2050 Land Use Mixed Use – Downtown District Place Type



Table 2-1: TOP 2050 Land Use Designations Summary – High-Density Residential and Mixed-Use - Downtown

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed-Use - Downtown (MU - Downtown)	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned 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 and Holt Avenues.

The TOP Plan Policy Plan (General Plan) establishes a long-term vision for Ontario: “a sustained, community-wide prosperity which continuously adds value and yields benefits.” In addition to this overarching vision, the following four components established by City Council serve as the basic building blocks that set the foundation for a unified and prosperous community:

- A **Dynamic Stability** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity.
- 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.
- **Distinctive Development** that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.
- **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors.

The Downtown West PUD is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan ("TOP"). More specifically, the goals and policies of TOP that are furthered by this PUD are as follows:

City Council Goals
<ul style="list-style-type: none"> <li>▪ Invest in the Growth and Evolution of the City's Economy</li> <li>▪ Operate in a Businesslike Manner</li> <li>▪ Focus Resources in Ontario's Commercial and Residential Neighborhoods</li> </ul>
Governance
<ul style="list-style-type: none"> <li>▪ Decision Making: <ul style="list-style-type: none"> <li>- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.</li> <li>- G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.</li> </ul> </li> </ul>
Vision: Distinctive Development - Commercial and Residential Development
<ul style="list-style-type: none"> <li>▪ Development quality that is broadly recognized as distinctive and not exclusively tied to the general suburban character typical of much of Southern California.</li> <li>▪ A system of vibrant retail, town, and neighborhood centers responsive to market demands and woven into the fabric of the community.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>

- 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.

#### **Vision: Distinctive Development - Development Quality**

- Unique and authentic districts, centers, and corridors of varied scales that establish Ontario as one of the most vital and diverse locales in Southern California.
- 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.

#### **Vision: Distinctive Development - Leisure and Cultural Activities**

- Strong historic districts and cultural resources matching interests of a population with diverse cultural backgrounds, as well as offering a range of arts and entertainment venues of international significance.

#### **Policy Plan (General Plan)**

##### **Land Use Element**

- Goal LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.
  - 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.
- Goal LU-2 Compatibility: Compatibility between a wide range of uses and a resultant urban patterns and forms.
  - LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.
- Goal LU-3: Flexibility: Staff, regulations, and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.
  - LU-3.1: Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.
  - LU-3.2: Design Incentives. We offer design incentives to help projects achieve the 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.
- Goal LU-4 Phased Growth: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.
  - LU-4.4: Shared Infrastructure. We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types.

### Housing Element

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.
  - 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-2.2: Historic Downtown. We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.
  - H-2.5: Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.
  - 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.
- Goal H-3 Government Regulations: A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.
  - H-3.1: Incentives. We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.
  - H-3.2: Flexible Standards. We allow flexibility in the application of residential and mixed-use development standards in order 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.
  - H-3.4: Financial Incentives. We consider financial incentives to facilitate and encourage the production, rehabilitation or improvement of housing, or provision of services where such activity furthers housing and community-wide goals.
- Goal H-5 Special Needs: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.
  - H-5.1: Senior Housing. We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes.
  - H-5.2: Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.

### Parks and Recreation Element

- Goal PR-1 Planning & Design: A system of safe and accessible parks that meets the needs of the community.
  - PR-1.1: Access to Parks. In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
  - PR-1.14: Multi-family Residential Developments. We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.

### Community Economics Element

- Goal CE-1 Complete Community: A complete community that provides for all incomes and stages of life.
  - 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 encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.
  - CE-1.7: 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.
- Goal CE-2 Placemaking: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.
  - CE-2.1: Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
  - CE-2.2: Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.
  - CE-2.4 Protection of Investment. We require that new development and redevelopment project existing investment by providing architecture and urban design of equal or greater quality.

### Safety Element

- Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.
  - S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

### Community Design Element

- Goal CD-1 Complete Community: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.
  - CD-1.2: Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.
  - CD-1.3: Existing Neighborhoods. We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.
  - CD-1.4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.
- Goal CD-2 Design Quality: Goal: A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct.
  - CD-2.1: Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:
    - Building volume, massing, and height to provide context-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 articulated, high quality, durable, and appropriate for the architectural style.
- CD-2.4: Urban, Mixed Use, and Transit-oriented Areas. We establish Place Types to require mixed use, urban, and transit-oriented areas to be designed and developed as pedestrian oriented areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type.
- CD-2.5: 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.
- CD-2.7: Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.
- CD-2.8: Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.
- CD-2.9: Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
- CD-2.10: Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:
  - Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.
  - Structured parking: facade articulation, screening, appropriate lighting, and landscaping.
  - Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.
- CD-2.11: Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.
- CD-2.12: Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.
- Goal CD-3 Urban, Mixed Use, and Transit-Oriented Place Types: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.
  - CD-3.1: Unique Identity. We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active public realm.

- CD-3.2: Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.
- CD-3.3: Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- CD-3.4: Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.
- CD-3.5: Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).
- CD-3.6: Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.
- Goal CD-4 Historic Preservation: Historic buildings, streets, landscapes, and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, have been preserved and serve as a focal point for civic pride and identity.
  - CD-4.5: Adaptive Reuse. We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.

## 1.2 Background and Related Efforts

In addition to the TOP, there are several previous plans and efforts focused on Downtown Ontario that served as background for the development of this PUD, shaping the vision and guiding principles. These previous plans and efforts are summarized in the following section. In addition, the City of Ontario's ongoing focus on the Downtown area has resulted in several related efforts that seek to improve the historic character, urban design, mobility conditions, among others, all of which strengthens Downtown Ontario and complements this PUD. These efforts are summarized in Chapter 7 (Administration and Implementation) as part of the implementation of the PUD.

### 1.2.1 Downtown Ontario Design Guidelines

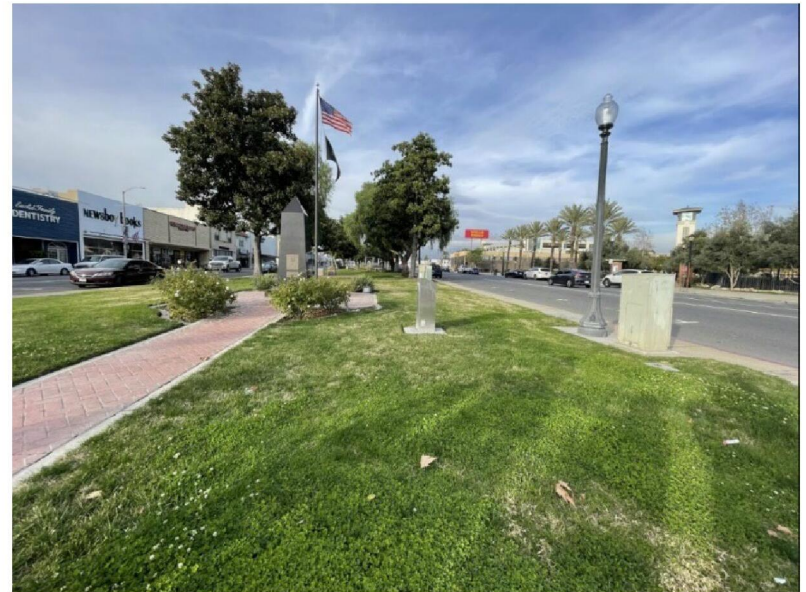
The Downtown Ontario Design Guidelines, adopted by City Council in 1998 as reference to the Development Code, establishes a set of architectural, graphic, and lighting design principles, to provide guidance to business owners, homeowners, City staff, and design professionals, for the development and/or rehabilitation of properties within the City's historic original downtown area. The PUD area is encompassed within the Downtown Design Guidelines project area and straddles the Historic Retail and the Residential Districts as defined in the guidelines. This PUD aims to reinforce the concept plan and associated guidelines included in the Downtown Design Guidelines and further strengthen Downtown Ontario's identity and character. The Downtown Ontario Design Guidelines should continue to be used as a guide for the PUD area to ensure that properties continue to enhance the City's historic original downtown area.

### 1.2.2 Downtown Civic Center Planned Unit Development

The Civic Center Planned Unit Development, adopted in 2006 and amended in 2011 and 2021, includes planning and design principles, development regulations, and performance standards to guide and govern the development of a 6-block area of the City of Ontario, which consists of a portion of the City's original downtown and its current civic center area. The PUD area lies directly west of the Civic Center Planned Unit Development project location, as shown in Map 1, creating opportunities to define complementary regulations, standards, and guidelines along Euclid Avenue to ensure a cohesive corridor experience.

### 1.2.3 West Euclid Activation

The West Euclid Activation effort, which concluded in Spring 2022, focused on defining activation goals for West Euclid Avenue and developing strategies for the activation of properties in the Downtown area, many of which are City-acquired, to help achieve the long-term goal of re-visioning the area as the cultural and entertainment heart of Ontario. Goals for the effort that influence this PUD include: (1) A vibrant and walkable district with rich historic and architectural



*The Euclid Avenue median divides the west side of Euclid Avenue, shown on the left and part of this PUD area, and the east side of Euclid Avenue, shown on the right and part of the Downtown Civic Center Planned Unit Development area.*



character, (2) a regional tourist destination, (3) the heartbeat of Ontario’s thriving arts and culture scene, and (4) an 18-hour downtown with a variety of uses that support residents, visitors, and business owners. As part of the effort, existing and proposed projects were identified and focused projects for further study were determined. Several urban design studies were also included to re-envision specific sites within the downtown area, which are also located within the PUD area, including:

- **Gemmel’s Pharmacy**, a historic building with an opportunity to be subdivided into multiple tenants to activate the Euclid Avenue and B Street ground floor frontage through active uses such as a café or entertainment club with upper floor residential units. The design study envisions façade improvements that enhance the existing historic character as well as a parklet along B Street to support adjacent restaurants, in addition to a suite of other placemaking strategies.
- **Granada Theater**, a 1926 historic theater, envisioned as an anchor of a revitalized Downtown with an opportunity to be restored and infused with new uses, such as retail shops, creative offices, and arts-related uses. The design study envisions active ground floor design treatments and façade improvements.
- **123 W D Street**, an Art Deco style building with an opportunity for adaptive reuse into a quasi-industrial use such as a brewery or other maker-space operation, or entertainment venue. The design study envisions reuse of existing surface parking lot as outdoor space with enhancements like shade, lighting, and art.

A new concept for B Street is also included, which envisions the street as an active, pedestrian-focused street with a variety of placemaking elements, in addition to a concept to transform existing alleys into activated, pedestrian-focused alleyways. The vision and activation concepts from the West Euclid Activation document serve as background and context for the development of the PUD guiding principles and the land use and urban design concepts, discussed in Chapter 2-4.

#### 1.2.4 Euclid Avenue Relinquishment and Historic Property Treatment and Management Plan

In 2020, the City approached the California Department of Transportation (Caltrans) and formally initiated the relinquishment of State Route 83 (Euclid Avenue) to the City. Caltrans conducted and approved Relinquishment Assessment Reports in 2023 to determine if relinquishment is appropriate from a state transportation perspective and found that Euclid Avenue does not serve regional or statewide transportation needs, thereby allowing the City the control in the operation of the transportation system to better represent community interests.

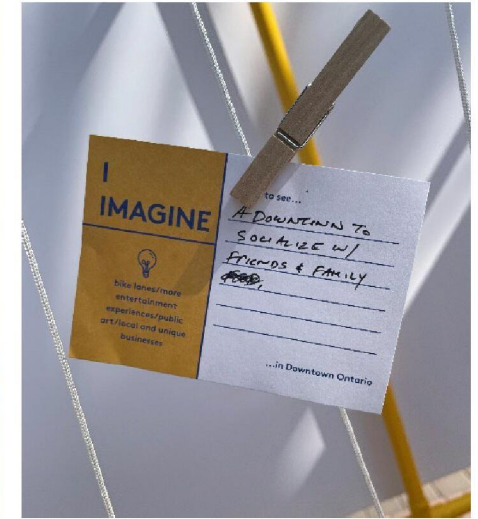
As part of the relinquishment of Euclid Avenue, Caltrans and the City prepared a Historic Property Treatment and Management Plan (HPTMP) which fulfills regulatory compliance for the relinquishment of the historic segment of Euclid Avenue. The public right-of-way from Philadelphia Street to the I-10 was designated as Local Landmark No. 67 by City Council on January 16, 2001. On August 10, 2005, the public right-of-way from Philadelphia Street in Ontario to 24th Street in Upland was listed on the National Register of Historic Places as a significant cultural landscape. Contributing character-defining features of the resource 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*). The HPTMP provides guidance to the City on appropriate maintenance practices and future improvements in a manner that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Implementation of the HPTMP will preserve, protect and enhance the historic character and quality of Euclid Avenue, streamline environmental review for future improvement projects, and safeguard Euclid Avenue’s position on the National Register of Historic Places.

## 1.3 Community and Stakeholder Engagement

Community and stakeholder engagement for the Downtown West PUD included three rounds of community outreach and two rounds of targeted stakeholder conversations via roundtable sessions. The community outreach was conducted through in-person pop-up events as part of existing community events and online via virtual workshops. The roundtable sessions consisted of key stakeholders, including property and business owners, residents, representatives from the downtown Ontario Improvement Association, developers, and others.

An overview of the three rounds of engagement is summarized in the following pages, along with a summary of the feedback shared by the community and stakeholders:

- **Round 1 Visioning and Goals** aimed to share the PUD vision and goals, as well as capture community ideas, aspirations, and priorities.
  - **Feedback from broader community:** The community displayed overall support for the vision and goals, highlighting the unique character of Ontario's historic downtown. In addition, they advocated for mobility options to promote accessibility and active transportation infrastructure for safer connections.
  - **Feedback from the stakeholder roundtable:** Discussions highlighted the Granada Theater as an important historical asset, emphasizing the need for consistent programming to activate it. Stakeholders stressed the importance of effective waste management systems and ample parking to support local businesses in downtown Ontario. Suggestions from stakeholders included the enhancement of community parking accessibility and reimagining alleys to facilitate social activities. Moreover, leveraging the West Valley Connector Bus Rapid Transit (BRT) Project, a 19-mile zero emission BRT that is estimated to open in 2026 connecting the Ontario International Airport (ONT) to two Metrolink lines (San Bernardino and Riverside), and multiple major activity centers, including Downtown Ontario via Holt Boulevard, would promote connectivity to mass transit and encourage the use of alternative transportation methods, reducing car-dependence in the area.



*The community engaged with a pop-up art installation to provide their input on the vision and goals for the PUD. The pop-up was part of the larger State of the City event in March 2023.*

- **Round 2 Land Use and Urban Design Concept** focused on capturing community feedback for preliminary land use and urban design concepts.
  - **Feedback from the stakeholder roundtable:** Stakeholders tasked the PUD with providing clarity on design standards for private development and recommendations for improvements for alley enhancements and public art. In addition, the PUD should provide recommendations for the location and management of the trash facility. Furthermore, to enhance connectivity, stakeholders suggested the exploration of an east-west connection on the block between B and C street along Euclid Avenue.
  - **Feedback from broader community:** The community was enthusiastic about a comprehensive and interconnected network, particularly with enhancements to the public realm, pedestrian safety, and landscaping. The concept of an open garden with pop-up food vendors was well liked due to its potential to establish family-friendly spaces. There was continued support for the adaptive reuse of historic buildings on B Street and Laurel Avenue to promote more active uses. Community members enjoyed the idea of transforming alleyways into a pedestrian-centric area that would potentially create shopping and dining destinations downtown. To accommodate for the influx of people, they recommended extending business hours and increasing the frequency of public transportation.

#### Common Themes across Engagement

- Maintain historic character.
- Adaptive reuse of historic structures with active uses, such as shopping and dining.
- Pedestrian infrastructure to make it safer and more comfortable to get around.
- Prioritize the success of local businesses through improved waste management and ample parking.
- Enhanced transportation infrastructure that supports mobility options and makes it easier to get around in the district by foot or bike.



*The community responded to the Land Use and Urban Design Concept and conceptual illustrations for key sites within the downtown. The pop-up was part of summer concert series in the park in July 2023.*

- **Round 3 Draft PUD Showcase** focused on sharing the draft contents of the PUD with the community and answering questions. The Showcase was designed as an open house with topical stations, including:
  1. **About the Project**, which covered the PUD area, about PUDs, project timeline, and relationship to the TOP.
  2. **Vision and Guiding Principles**, which highlighted the overall vision and the six guiding principles for the project, as well as the land use, urban design, and public realm concept for the PUD area. The concept also included corridor-specific concepts for Euclid Avenue, Laurel Avenue, Holt Boulevard, B Street, and the Alley.
  3. **Historic Overview**, which covered the historic-focused components of the PUD, including key standards, relationship to the Downtown Ontario Design Guidelines, and the PUD-specific Historic Architectural Guidelines.
  4. **Height and Setbacks**, which highlighted allowed heights and setback standards in the PUD area.
  5. **Land Use and Ground Floor Environment**, which included a map of zoning districts with intent statements, a summary of ground floor use standards for B Street, Holt Boulevard, and Euclid Avenue, and ground floor design standards.
  6. **Next Steps**, which highlighted key projects that address mobility, historic preservation, culture, wayfinding, and future development that are separate from the PUD and will be implemented over the next few years.



## 2 Vision and Guiding Principles

The Downtown West PUD vision describes the future of the PUD area to provide direction for how the area will grow and evolve over time. The vision is consistent with the TOP and builds off the West Euclid Activation effort, discussed in Section 1.2. The vision is supported by guiding principles that aim to provide additional detail on how to achieve the vision.

### Downtown West PUD Vision

As the historic center of Ontario, Downtown West, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the city and features several designated historic buildings and landmarks.

Downtown West will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional uses while preserving its historic character, buildings, neighborhoods, and places.

Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.

## GUIDING PRINCIPLES

To support the vision, the following guiding principles apply:



### UNIQUE IDENTITY

Downtown Ontario is the economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of tree-lined streets, laid out as a new “Model Colony” in the 1880s. Downtown West’s history, historic buildings, and distinct urban form define downtown’s unique identity. This is especially true on the west side of Euclid Avenue where a continuous streetwall of quality buildings, many of which are historic resources, create an irreplaceable sense of place and history. Downtown’s historic character and architectural styles should be celebrated and enhanced through appropriate infill development and adaptive re-use of historic and non-historic structures to reinforce the area’s identity.



### HUMAN SCALE PUBLIC REALM

Downtown West’s public realm is a traditional network of sidewalks and public open spaces that are lined with a rich variety of buildings. The district’s streets, sidewalks, and alleys should be enhanced as “outdoor rooms of community,” providing an attractive, comfortable, safe, and lively environment to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private public realm improvement should reinforce a “pedestrians first” intent, and complement existing character, with a focus on strengthening the public realm character along Euclid Avenue through an enhanced sidewalk environment with elements that match the east side of the street.



### COMPLETE & CONNECTED NETWORK

Downtown West’s robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the future Bus Rapid Transit (BRT) station for the West Valley Connector. The layout of the street system provides for a variety of choices across travel routes and modes for each trip. Downtown West’s simple, open network of pedestrian-friendly streets and blocks is the ideal built environment and framework for any urban, mixed use, or transit-oriented area, and the existing block structure should be maintained and enhanced through mid-block paseos and improved alleys.

## APPROPRIATE CONTEXTUAL BUILDING DESIGN & PRESERVATION

Within Downtown West, historic buildings from various time periods comfortably mix with newer buildings. Along Euclid Avenue, buildings are unified by active ground floors with transparent storefronts and accessible pedestrian entries from the sidewalk aligned with a historic “main street” character. Across the district, new buildings are well-designed, with appropriate height based on location, with façade enhancements that also provide opportunities for public art. Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown’s historic character. The architecture of new buildings should not try and replicate historic styles, but be contemporary while harmonizing with the scale, rhythm, and character of their historic predecessors.



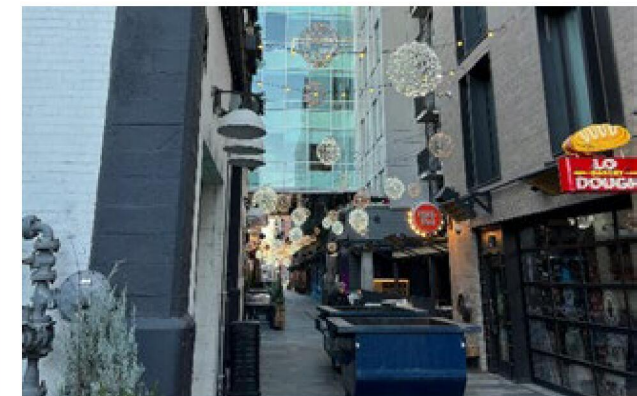
## ACTIVE & CONTEXT-SENSITIVE FRONTAGES

Within the heart of Downtown West, a variety of active uses built right up to the sidewalk “blur the line” between the outdoor public realm and the indoor private businesses. Restaurants, cafes, and shops enliven the sidewalk environment through activities and outdoor dining. On side streets and as one moves toward surrounding residential neighborhoods, frontages are designed with ground floor commercial uses and residences that quitter in nature and promote privacy from passersby. Buildings here are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.



## MANAGED INFRASTRUCTURE

Successful downtowns require active and coordinated management of infrastructure, services, and activities, including parking, trash, public realm maintenance, special events, business recruitment, and on-going promotional activities. For Downtown Ontario, the active and coordinated management of the area’s variety of infrastructure and services can help the district to remain competitive. Of note is a managed system of trash collection along the north-south alley between Euclid Avenue and Laurel Avenue within Downtown West that seeks to balance the desire for an enhanced, pedestrian alley with the opportunity to consolidate trash collection across tenants.



## 2.1 Land Use, Urban Design, and Public Realm Concept

The Downtown West PUD vision and guiding principles are visualized in **Figure 2-1** (Land Use, Urban Design, and Public Realm Concept) with a focus on demonstrating land use, urban design, public realm-related possibilities, and potential development opportunities within the PUD area. As a companion to the overall concept for the PUD area as shown in **Figure 2-1**, the following section highlights several illustrative concepts showcasing development opportunities for the PUD area focused on the following key corridors: (1) Euclid Avenue, (2) Holt Boulevard, (3) B Street, (4) the Alley, and (5) Laurel Avenue. These concepts aim to provide additional detail around future conditions and on-the-ground views of the PUD area to illustrate the implementation of land use, urban design, future development, and public realm-related outcomes of the project. It is important to note that participation by a variety of City of Ontario departments is needed to fully implement the land use, urban design, and public realm concepts for the PUD.

Figure 2-1: Land Use, Urban Design, and Public Realm Concept for the PUD Area





### 2.1.1 Euclid Avenue

As the historic and preeminent boulevard in the city, as well as the north-south major spine and eastern boundary of the PUD area, the future vision for Euclid Avenue is centered on protecting and strengthening this important corridor through promoting a diverse array of destinations where residents and visitors can comfortably walk, shop, explore, dine, and meet friends. Historic buildings fronting Euclid Avenue are protected with additional opportunities for new development through adaptive reuse to further infuse the street with a mix of retail shops, restaurants, and entertainment venues, as well as new housing opportunities, as shown in **Figure 2-2** (Conceptual Illustration for Euclid Avenue). The continuous street edge and urban form is preserved, ensuring that any new development complements and enhances historic resources to further celebrate the unique identity of downtown.

Existing Public Realm along Euclid Avenue



### Historic Euclid Avenue

Euclid Avenue plays an important role in Ontario's historic downtown and the overall character of the PUD area. Euclid Avenue is a major scenic and historic resource of the city given its status as Local Landmark No. 67 with character defining features, such as the 60-foot-wide landscaped median, scored sidewalks, King standard light posts, and a California pepper tree and silk oak tree canopy. Additionally, the right-of-way and median from 24<sup>th</sup> Street in Upland to Philadelphia Street in Ontario are listed on the National Register of Historic Places as a significant cultural landscape historic district. Many buildings that line Euclid Avenue within the downtown are historic resources with a



*Euclid Avenue is a major scenario and historic resource in the city.*

Continuous commercial uses and active storefronts fronting Euclid Avenue generate a constant flow of pedestrian traffic and are complemented by a vibrant and welcoming public realm with generous sidewalks, street trees, and streetscape furniture that reflects the existing street character on the east side of Euclid Avenue.

Euclid Avenue seamlessly blends indoor and outdoor public spaces to create a series of “outdoor rooms” and green spaces for the community, allowing activities, events, temporal programming and kiosks, and outdoor dining to spill out onto sidewalks and into plazas, blurring the line between the public and private spaces. Landscaping along Euclid Avenue is designed to achieve harmony and unity between the indoor and outdoor spaces and softens hardscape areas, enhancing the pedestrian experience. Mid-block paseos provide connections between Euclid Avenue and the alley to promote greater pedestrian access and connectivity within downtown, as shown in **Figure 2-3** (Conceptual Illustration for Euclid Avenue).

The public right-of-way of Euclid Avenue has an opportunity to be enhanced with the relinquishment of the historic corridor from California Department of Transportation to City of Ontario’s ownership, as discussed in Section 1.2, allowing the street to transform into a multi-modal corridor, with mid-block pedestrian connections, high-visibility crosswalks, on-street parking, and bicycle lanes.

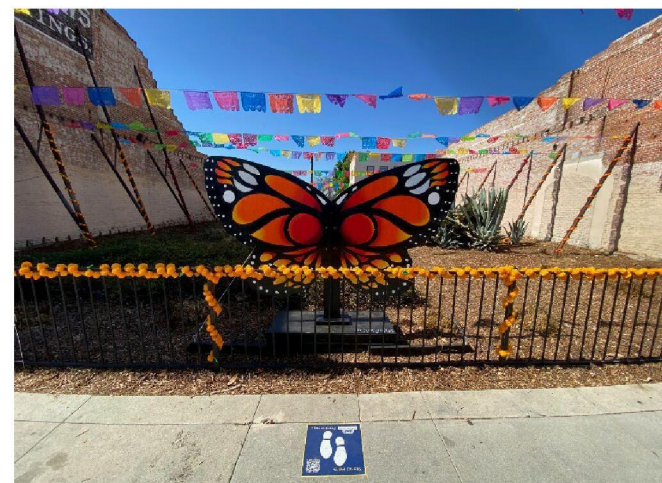
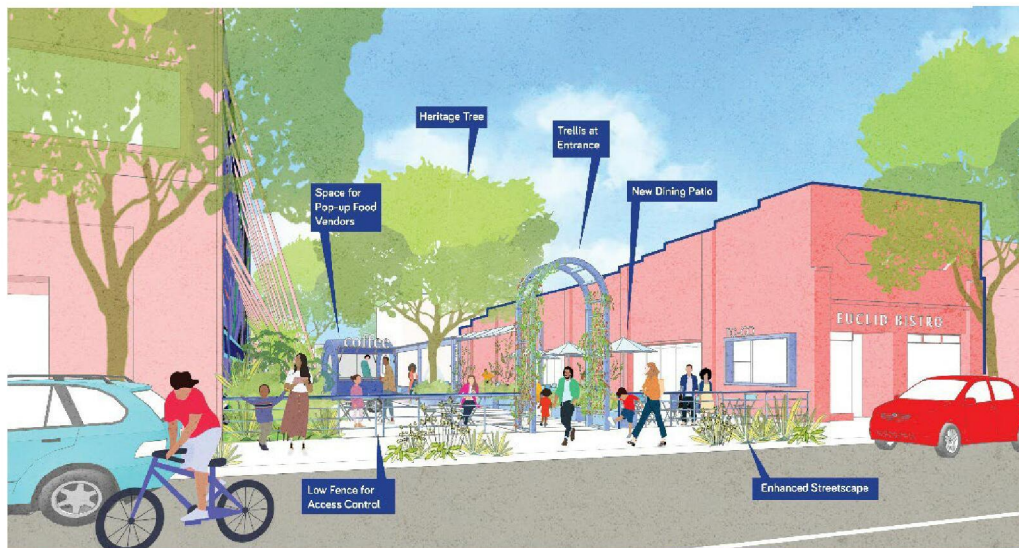


*Local businesses with active storefronts along Euclid Avenue*

Figure 2-2: Conceptual Illustration for Euclid Avenue



Figure 2-3: Conceptual Illustration for Euclid Avenue



Existing open space, referred to as the Cactus Garden, that fronts Euclid Avenue

### Precedent Imagery for Euclid Avenue



## 2.1.2 Holt Boulevard

The future vision for Holt Boulevard, which serves as a key east-west corridor for the downtown and the southern boundary of PUD area, is centered on further establishing it as the southern gateway to downtown. To further define a sense of arrival to the downtown from Holt Boulevard, transit-oriented development and taller buildings frame the street and contribute to a distinctive skyline, serving as a visual beacon. The facades of the buildings are canvases for public art and murals, highlighting the rich history and identity of Ontario, as shown in **Figure 2-4** (Conceptual Illustration for Holt Boulevard).

With the future Bus Rapid Transit (BRT) station for the West Valley Connector at the intersection of Holt Boulevard and Lemon Avenue, Holt Boulevard is transformed into a multi-modal corridor that provides connections between downtown Ontario and major activity centers within San Bernardino County. First-last mile improvements, such as enhanced crosswalks, are in place to promote safe and convenient access for pedestrians, cyclists, and public transit users. Holt Boulevard also has a comfortable public realm with streetscape elements, such as pedestrian-scaled lighting, landscaping, and a mature tree canopy.

Figure 2-4: Conceptual Illustration for Holt Boulevard



Precedent Imagery for Holt Boulevard



### 2.1.3 B Street

B Street serves as pedestrian-oriented, east-west corridor within the PUD area, with a future vision as a vibrant “main street” where local businesses thrive. Historic facades and enhanced storefronts offer a setting for a diverse range of community-serving uses and amenities and housing. The upper floors of buildings fronting B Street, whether existing or new, create versatile spaces that can accommodate commercial and residential uses, as shown in Figure 2-5 (Conceptual illustration for B Street).

B Street has a unique public realm with overhead lighting spanning the street to create a pedestrian-scaled environment, parklets to provide outdoor dining to support restaurants, landscaped bulb-outs, enhanced crosswalks, and signage to guide visitors to the alley and Euclid Avenue. B Street is also lined with mature street trees that frame the street and offer shade for pedestrians. Pedestrian and bicycle mobility and safety are enhanced on B Street as a bicycle boulevard with intersection improvements.



Precedent Imagery for B Street



Figure 2-5: Conceptual Illustration for B Street

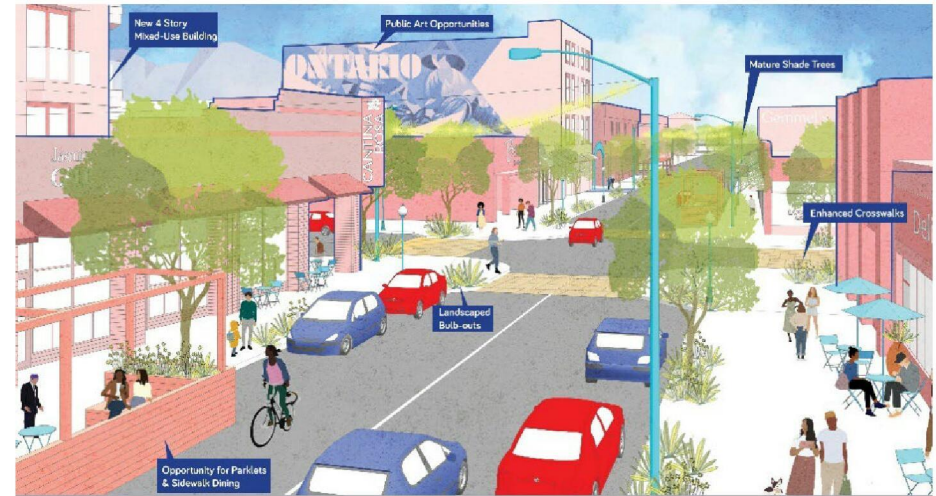


Figure 2-6: Conceptual Illustration for B Street

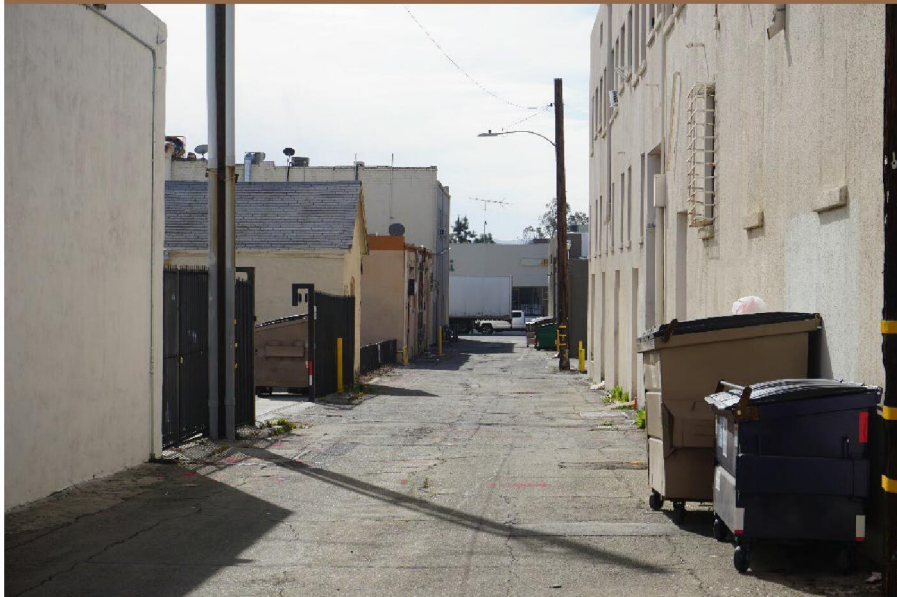


### 2.1.4 The Alley

The alley provides north-south access in the PUD area as a parallel path to Euclid Avenue, connecting east-west streets between E Street and Holt Avenue. The mix of active ground floor uses fronting Euclid Avenue extend their vibrancy to the enhanced alley with entrances, storefronts, outdoor dining, and greening that collectively create a lively and dynamic atmosphere, as shown in **Figure 2-7** (Conceptual illustration for the Alley). The enhanced alley features a special asphalt treatment to create a sense of place and human-scale and lighting that helps to distinguish it from other walkways. The alley also creates a flexible venue that can be temporarily closed to vehicular traffic to accommodate a variety of uses and activities, such as entertainment and music, cultural events, and community programming. Downtown Ontario's cultural identity is represented through interactive public art installations, murals, and sculptures that line the alley.

A pedestrian-focused and enhanced alley serves many purposes for the project area, depending on its specific block and the needs of the surrounding context. The alley is a space that integrates shared infrastructure, such as waste and trash services that are centrally located and accessible to support local commercial businesses. The alley is a preferred green and walkable path for pedestrians, connecting residents and visitors to parking, housing, and other destinations. To support this balanced and flexible vision, the alley segment between A block and B block is envisioned to support more functional alley infrastructure, while the segment between D block and C block adjacent to the Granada Theater is envisioned as a vibrant, active pedestrian-focused alley.

Existing Condition of the Alley



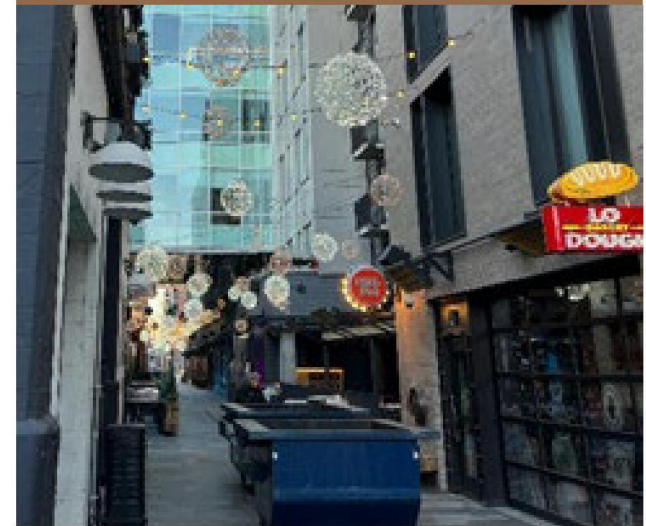
Existing Alley Gateway at Holt Avenue



Figure 2-7: Conceptual Illustration for the Alley



Precedent Imagery for the Alley



Precedent Imagery for the Alley





### 2.1.5 Laurel Avenue

As a neighborhood greenway, Laurel Avenue is focused on the comfort and safety of pedestrians and cyclists by providing a local connection and route from the Mixed-Use Retail Core and Mixed-Use Transitional subdistricts to the heart of downtown. Laurel Avenue’s public realm design includes improvements of pedestrian-friendly features such as enhanced crosswalks, a mature tree canopy, pedestrian lighting, and landscaping, as shown in **Figure 2-8** (Conceptual illustration for Laurel Avenue). Laurel Avenue has a mix of three to four story mixed-use or residential buildings with active ground floor uses that contribute to the character of the street.

Figure 2-8: Conceptual Illustration for Laurel Avenue



Precedent Imagery for Laurel Avenue

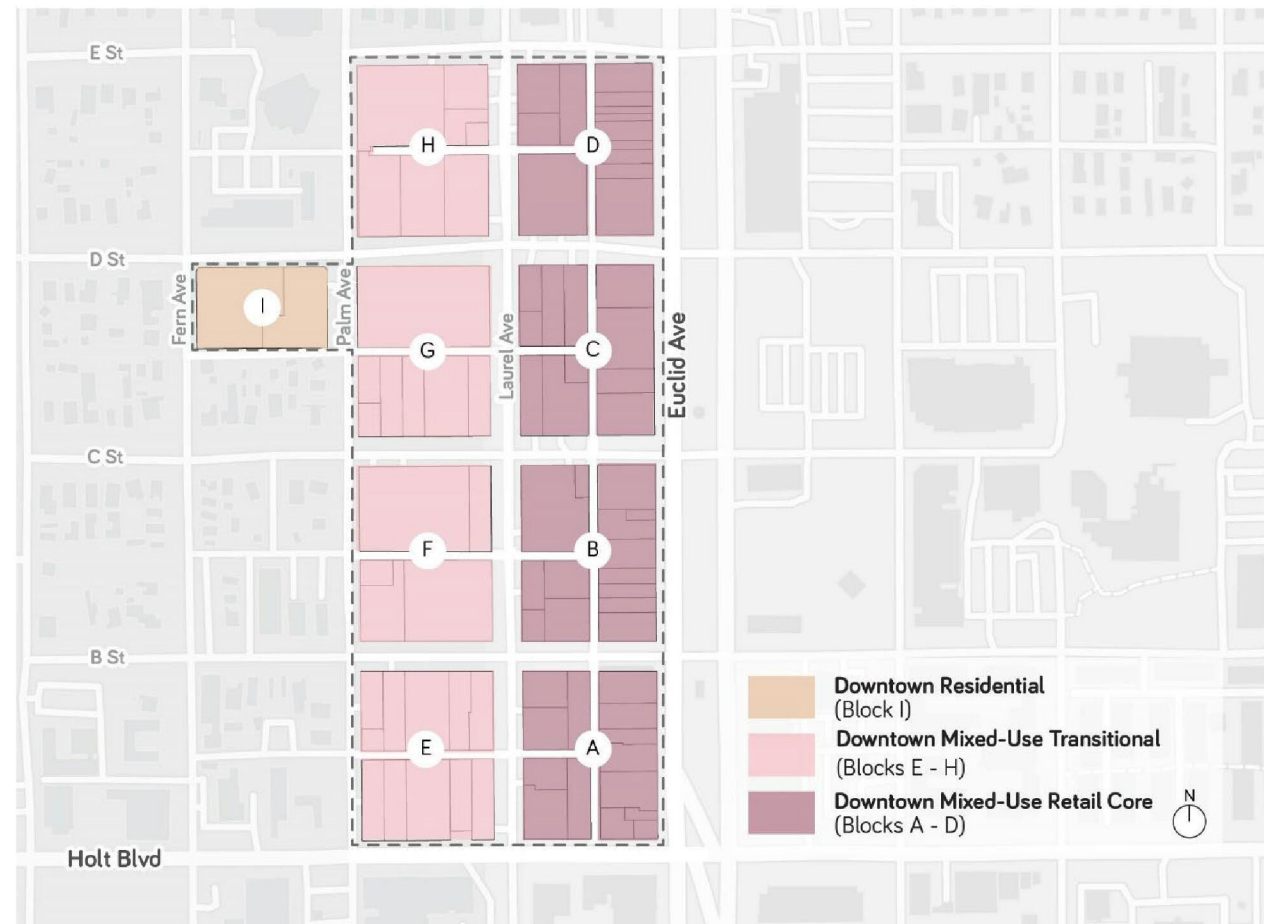


### 3 District and Block Plan

The District and Block Plan for the PUD area establishes the following sub-districts and blocks as shown in **Map 4 (PUD Sub-Districts and Blocks)** and described in the following subsection:

- **Downtown Mixed-Use Retail Core** sub-district encompasses Blocks A-D located between E Street to the north, Holt Boulevard to the south, Euclid Avenue to the east, and Laurel Avenue to the west.
- **Downtown Mixed-Use Transitional** sub-district encompasses Blocks E-H located between E Street to the north, Holt Boulevard to the south, Laurel Avenue to the east, and Palm Avenue to the west.
- **Downtown Residential** sub-district includes Block I located between D Street to the north, an alley connecting Palm Avenue and Fern Avenue to the south, Palm Avenue to the east, and Fern Avenue to the west.

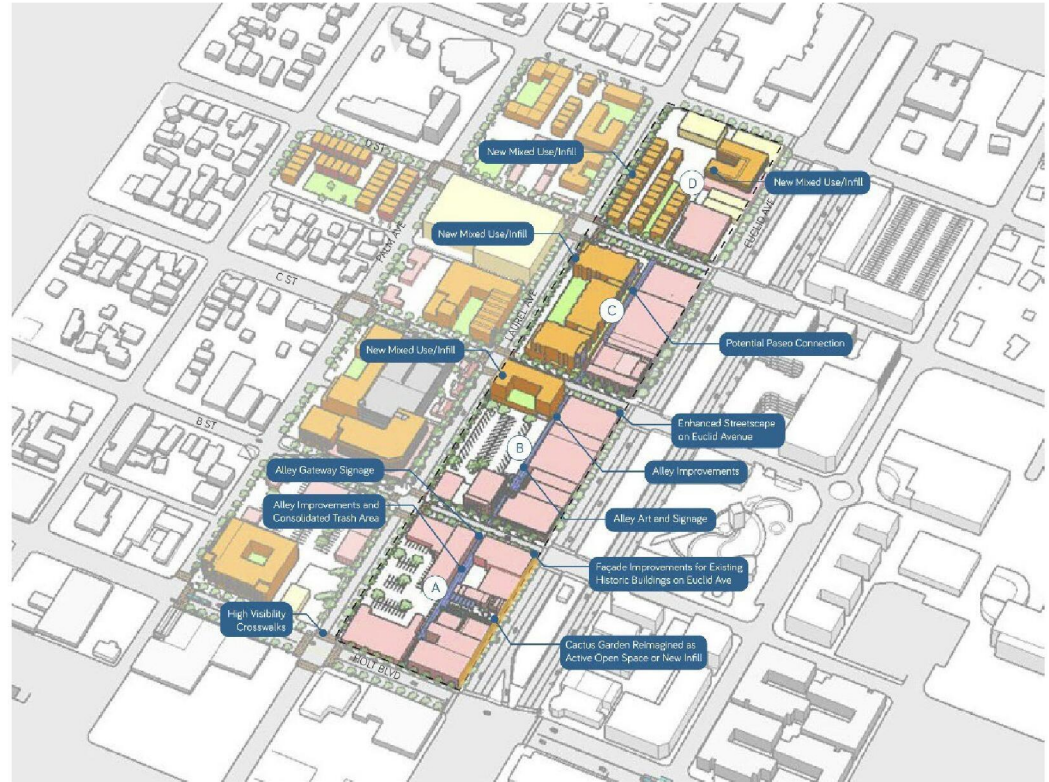
**Map 4: PUD Sub-Districts and Blocks**



### 3.1 Downtown Mixed-Use Retail Core (Blocks A-D)

The Downtown Mixed-Use Retail Core sub-district encompasses Blocks A–D located between E Street to the north, Holt Boulevard to the south, Euclid Avenue to the east, and Laurel Avenue to the west. This sub-district includes blocks that front Euclid Avenue, the major north–south corridor within the PUD area that is envisioned as an 18-hour entertainment, shopping, and dining destination, and Holt Boulevard, a future multi-modal corridor. The purpose of the sub-district is to:

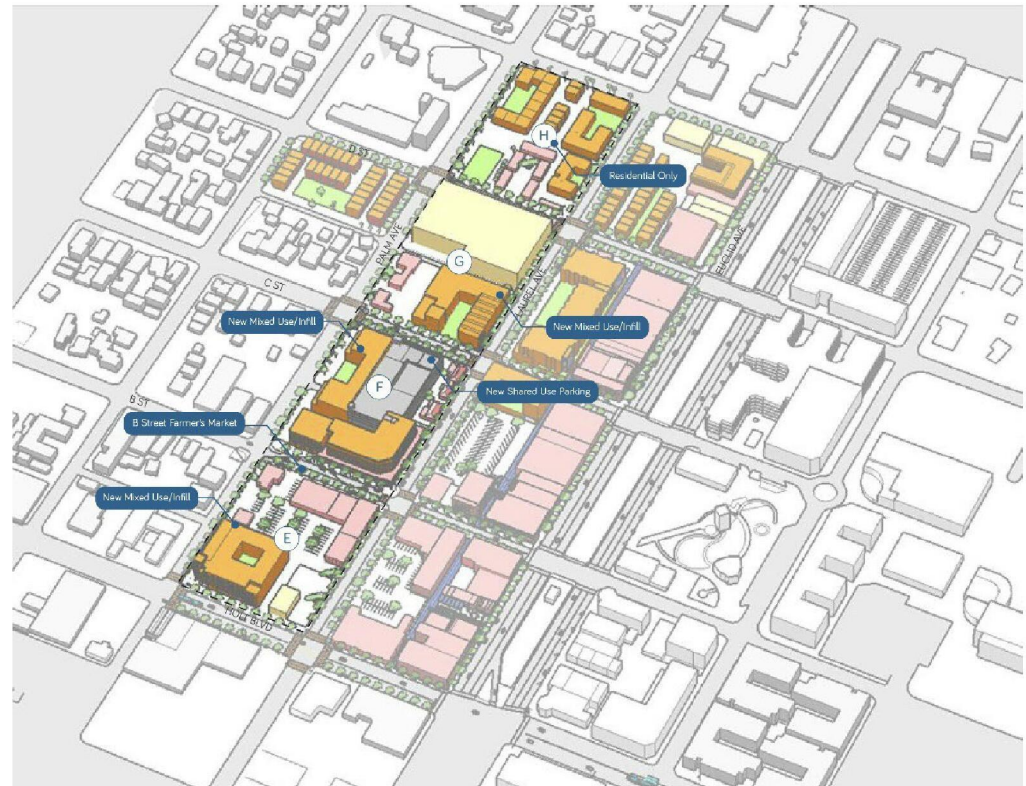
- **Enable a mix of commercial uses with strategic multi-family residential infill development** to support the creation of a vibrant mixed-use district where people can walk to a variety of neighborhood destinations.
- **Require active uses and active frontages along Euclid Avenue, B Street, Holt Boulevard, and the north–south alley** located between Euclid Avenue and Laurel Avenue through uses that generate pedestrian foot traffic, such as retail, restaurant, and entertainment, as well as design treatments that support a lively and comfortable public realm.
- **Along Euclid Avenue, maintain the visual character and development scale** of up to 45 feet (4 stories) not to exceed the height of historic buildings, such as the Granada Theatre to further protect and enhance the corridor as a major scenic and historic resource of the city.
- **Create an enhanced, vibrant, and active public realm and streetscape along Euclid Avenue** that is consistent with the existing elements located on the east side.
- **Promote safe and convenient multi-modal access** with enhanced public and private right-of-way that improves pedestrian and bicycle connectivity and encourages car-independent visits to and within downtown.
- **Provide a southern gateway on Holt Boulevard** and first-last mile improvements to support connections from the West Valley Connector Bus Rapid Transit (BRT) station at Holt Boulevard and Lemon Avenue to downtown.
- **Integrate shared infrastructure facilities**, such as parking, trash services, and open space opportunities to support new development and uses downtown.
- **Transform the north–south alley located between Euclid Avenue and Laurel Avenue, and the open space fronting Euclid Avenue on Block A referred to as the “cactus garden”** into publicly accessible open spaces for downtown users with activation, public art, and programming.
- **Create mid-block connections** along Euclid Avenue to provide greater porosity and pedestrian access to the alley.
- **Orient public artwork as part of new development within the public realm** to be visually and/or physically accessible to the public to showcase the culture and identity of downtown Ontario.



## 3.2 Downtown Mixed-Use Transitional (Blocks E-H)

The Downtown Mixed-Use Transitional sub-district encompasses Blocks E–H located between E Street to the north, Holt Boulevard to the south, Laurel Avenue to the east, and Palm Avenue to the west. The purpose of the sub-district is to:

- **Enable a mix of commercial uses and multi-family residential infill development that accommodates various housing typologies** that support the creation of a complete community and act as a transition from Downtown Mixed-Use Retail Core to existing residential neighborhood west of Palm Avenue. Support residential-only, multi-family infill housing in Block H.
- **Support development flexibility** by allowing vertical and horizontal mixed-use projects, as well as commercial and entirely residential projects. **Allow for variations in building height that respond to the surrounding context**, including lower heights along Palm Avenue in proximity to existing residential uses.
- **Enable greater height within the core of the sub-district** along Laurel Avenue of up to 50 feet (4 stories).
- **Encourage the transformation of Laurel Avenue into a neighborhood greenway** with pedestrian-scaled lighting, crosswalks and bicycle infrastructure, enhanced landscaping, and tree canopy to provide a safe and local connection for residents to downtown.
- **Introduce placemaking elements**, such as new suspended lighting, parklets, signage, landscape bulbouts, and enhanced crosswalks on B Street to enhance the sub-district and create an east–west “main street” with retail shops and services.
- **Orient public artwork as part of new development within the public realm** to be visually and/or physically accessible to the public to showcase the culture and identity of downtown Ontario.
- **Integrate shared infrastructure facilities**, such as parking and open space opportunities to support new development and uses in downtown.
- **Designate Block H exclusively for residential uses** to support additional multi-family housing that accommodates a variety of housing typologies.
- **Provide first-last mile improvements along Holt Boulevard** to support pedestrian and bicycle connections from the West Valley Connector Bus Rapid Transit (BRT) station at Holt Boulevard and Lemon Avenue to downtown.



### 3.3 Downtown Residential (Block I)

The Downtown Residential sub-district includes Block I located between D Street to the north, an alley connecting Palm Avenue and Fern Avenue to the south, Palm Avenue to the east, and Fern Avenue to the west. The purpose of the sub-district is to:

- **Support additional multi-family infill housing** that accommodates various housing typologies.
- **Ensure compatible development with surrounding low-scale residential neighborhood** through development and design standards.
- **Create height districts that respond to the surrounding residential neighborhood** and create transitions between new and existing development.



# 4 Zoning and Land Use Plan

The Land Use Plan for the PUD is organized by zoning districts which use the same boundary as the sub-districts established in Chapter 2. Zoning districts are defined and described in the following sub-section and shown in **Map 5 (Zoning Districts)**.

## 4.1 Zoning Districts

### 4.1.1 Downtown Mixed-Use Retail Core (MU-RC)

*The MU-RC Zone intends to:*

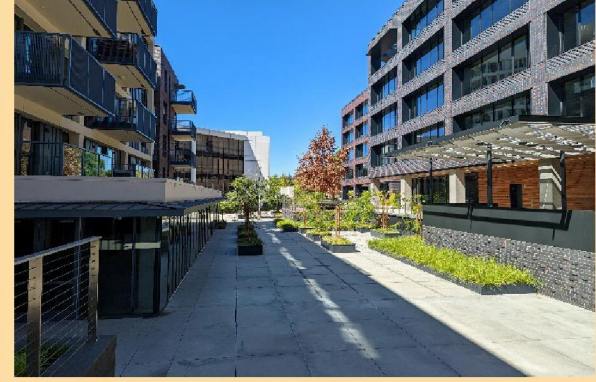
- a. Provide a variety of shopping, restaurant, entertainment, cultural offerings, and multi-family housing options within a mixed-use setting that promotes a vibrant district and pedestrian activity.
- b. Reinforce and enhance Euclid Avenue's historic commercial character within Downtown Ontario through tailored ground floor uses that also support an active pedestrian environment, including retail, restaurant, and entertainment.
- c. Support a diverse ground floor environment along Laurel Avenue through a mix of residential units and commercial uses, including residential units directly accessible from the sidewalk along all streets, except Euclid Avenue.



#### 4.1.2 Downtown Mixed-Use Transitional (MU-T)

*The MU-T Zone intends to:*

- a. Provide for a variety of neighborhood services and amenities and multi-family housing options within a mixed-use setting that promotes pedestrian activity.
- b. Support a diverse ground floor environment through a mix of residential units and commercial uses that focus on the provision of community-serving uses that support a complete neighborhood.
- c. Support projects that are entirely commercial, entirely multi-family, or a mix of the two, either horizontally or vertically configured.
- d. Require new development on Block H to be residential-only projects through the establishment of a distinct subarea to support more multi-family housing in downtown within walking distance to destinations and amenities.



### 4.1.3 Downtown Residential (DR)

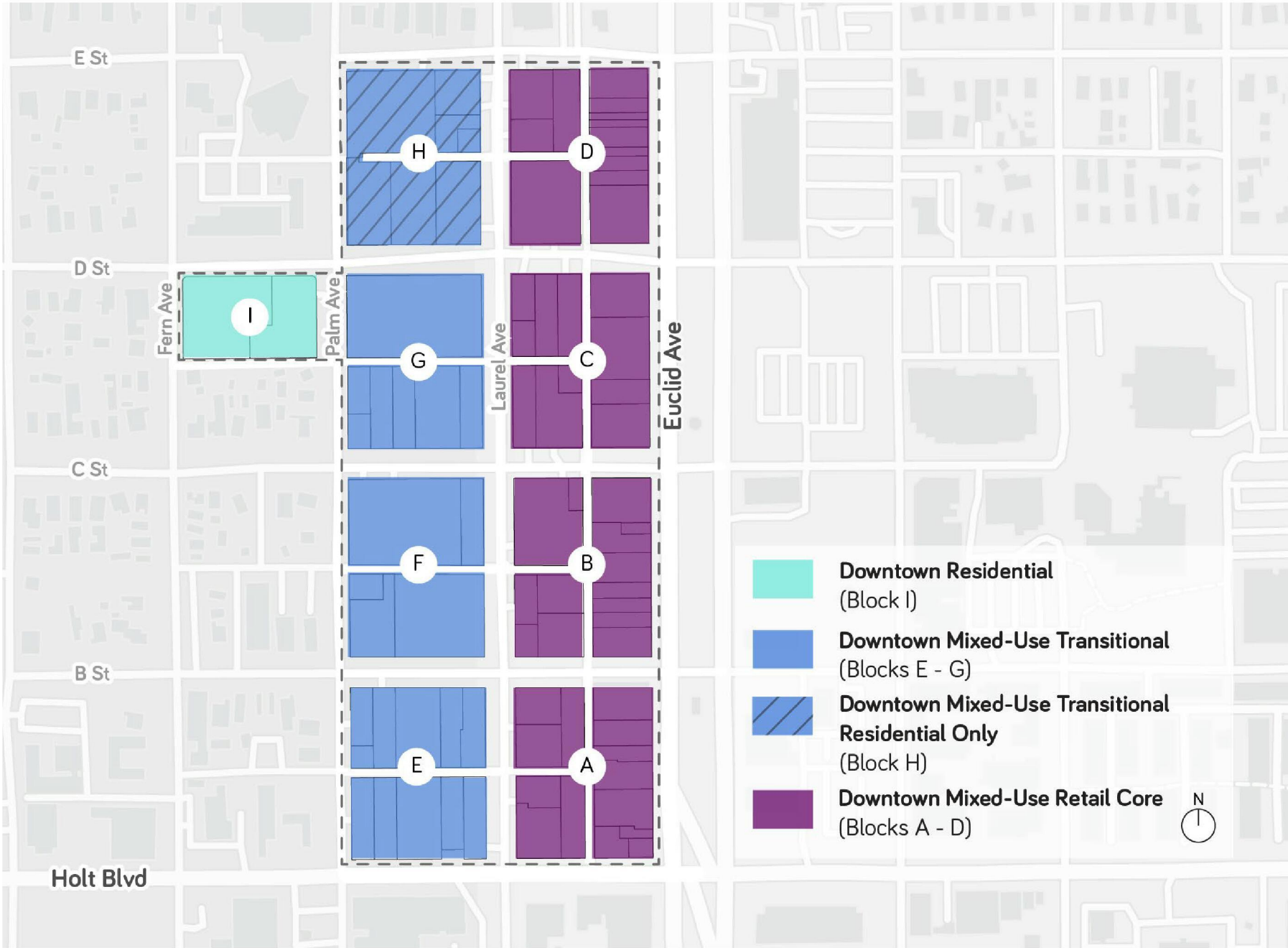
*The DR Zone intends to:*

- a. Provide a variety of multi-family residential housing options that create additional housing opportunities within Downtown Ontario and support residents who are within walking distance of services and amenities.





Map 5: Zoning Districts



## 4.2 Permitted Land Uses

Permitted land uses, activities, and facilities in the PUD area which are not addressed in the Ontario Development Code are listed in **Table 4-1** (Permitted Land Uses by Zoning District). Details and full descriptions of specific land uses, activities, and facilities within each land use category are found in the Ontario Development Code Section 5.01 Land Use Matrix; definitions are included in Division 9.01 (Definitions) of the Ontario Development Code.

The Downtown West PUD defers to existing allowed land uses, activities, and facilities for those parcels located within the boundaries of the LUA-1 (Euclid Avenue Entertainment) sub-district of the MU-1 (Downtown Mixed Use) and Euclid Avenue (EA) Overlay Zoning Districts established by the Ontario Development Code. The EA Overlay District is established to protect Euclid Avenue as a major scenic and historic resource of the City. Within LUA-1/MU-1, the Euclid Avenue Protection Corridor is established by the Ontario Development Code to restrict ground floor uses fronting Euclid Avenue to retail, restaurant, and entertainment uses per Table 5.02 Land Use Matrix and Figure 5.01-2: MU-1 (Downtown Mixed Use) Zoning District Land Use Map of the Ontario Development Code. Uses not allowed on the ground floor along Euclid Avenue but permitted within the MU-1 Zoning District may occupy the upper floors to create a mixed-use corridor.

This PUD extends the Euclid Avenue Protection Corridor ground floor use restrictions per Table 5.02 Land Use Matrix of the Ontario Development Code to B Street, Holt Boulevard, and sections of Laurel Avenue as identified in **Map 6**. In addition, this PUD establishes a ground floor use restriction for residential uses as listed in Table 4-1.

The symbols shown in **Table 4-1** have the following meanings:

Symbol	Description	ODC Section
P	Permitted	-
C	Conditionally Permitted	Section 4.02.025 (Conditional Use Permits) of the Ontario Development Code
L1	Residential land uses are not permitted on the ground floor within 35 feet of the property line in specific locations indicated by Map 6. Entries to upper floor or ground floor spaces behind the 35 feet are allowed.	-

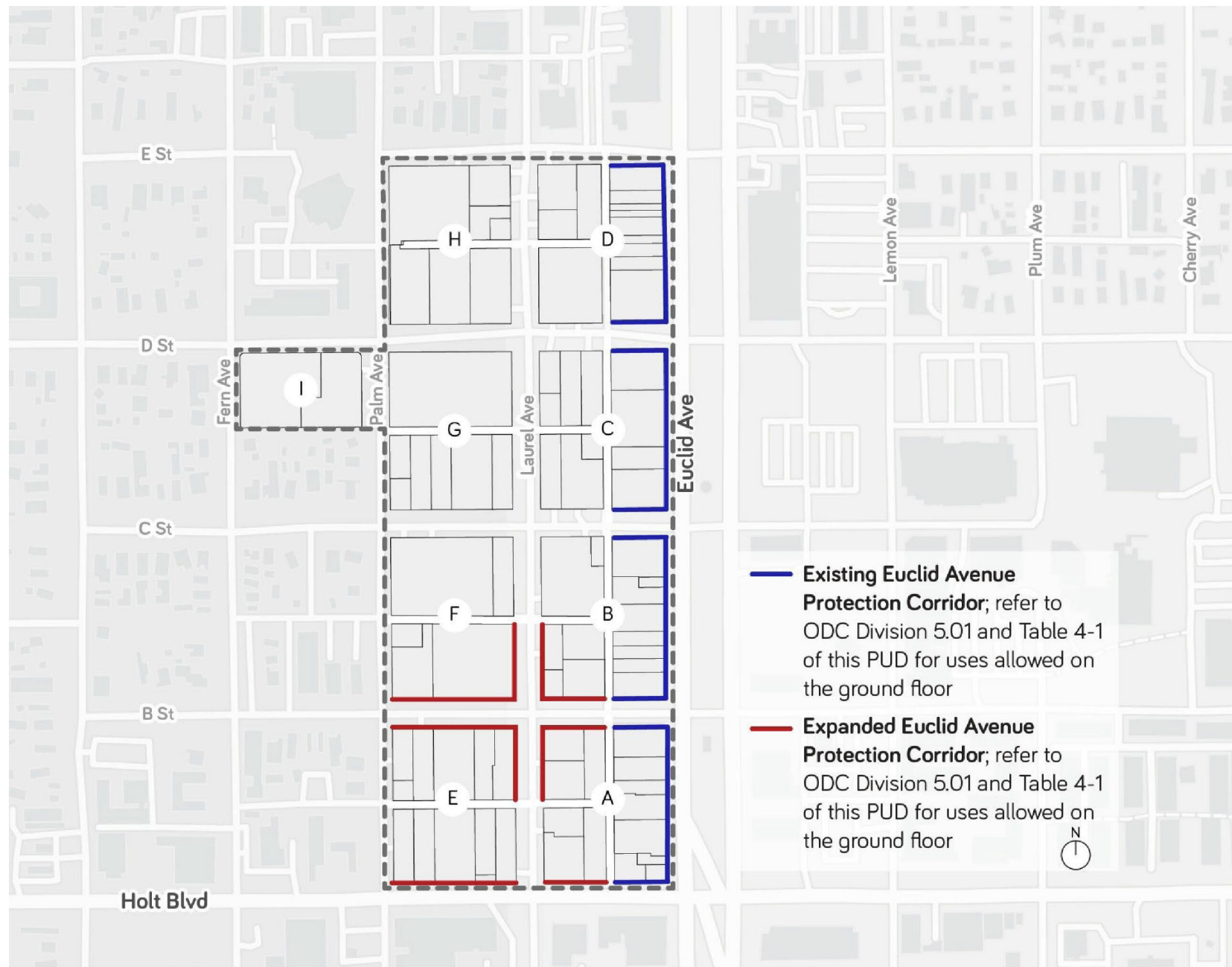
### Promoting Ground Floor Land Use Flexibility

Aligned with the Euclid Avenue Protection Corridor, allowed ground floor uses along Euclid Avenue are limited to retail, restaurant, and entertainment uses per the Ontario Development Code. To further support and complement Euclid Avenue, this PUD establishes the same ground floor use allowances to portions of B Street, Holt Boulevard, and Laurel Avenue as shown in Map 6. However, to promote additional residential development in the PUD area and flexibility, this PUD establishes an additional ground floor restriction, L1, which indicates that residential uses are allowed on the ground floor beyond 35 feet of the property line as indicated in Table 4-1. L1 is intended to support development flexibility while ensuring that uses lining the sidewalk encourage pedestrian

**Table 4-1: Permitted Land Uses by Zoning District**

Uses	Zoning District				Additional Regulations/Notes
	MU-RC	MU-T		DR	
		Blocks E-G	Block H	Block I	
<b>Residential</b>					
Multiple Family Dwellings	P (L <sub>1</sub> )	P (L <sub>1</sub> )	P	P	
Senior Housing	P (L <sub>1</sub> )	P (L <sub>1</sub> )	P	P	
Townhomes	P (L <sub>1</sub> )	P (L <sub>1</sub> )	P	P	
Mixed-Use Developments (commercial developments incorporating single-family and/or multiple-family dwellings)	P	P	-	-	
Work/Live Unit	C	C	-	-	

Map 6: Ground Floor Land Use



# 5 Development Regulations and Guidelines

This chapter sets forth standards to govern the placement, height and bulk of permitted buildings and other structures, and to establish requirements for vehicular access, parking and loading, open space, landscaping, and signs for commercial uses to be incorporated into Development Plans. Unless otherwise stated herein, all development within the PUD area shall meet the applicable standards and requirements of the Ontario Development Code.

Guidelines and informational text are woven throughout this chapter to communicate design principles and desired features for the PUD area for relevant topic areas. Guidelines, which are recommendations, are listed in a separate box adjacent to the relevant development regulations, which are required, to provide guidance to business owners, property owners, homeowners, City staff, and design professionals for the development and/or rehabilitation of properties in the PUD area. The design guidelines included in this chapter are complementary to the Downtown Ontario Design Guidelines, which are included as Reference “C” of the Ontario Development Code, which establishes a set of architectural, graphic, and lighting design principles within the City’s historic original downtown area, which includes the PUD area.

## 5.1 Applicability

The standards and guidelines established by this chapter shall apply to Development Projects (Project) within the PUD area for any new construction, addition, remodel, or reallocation requiring a building permit, encroachment permit, or other similar entitlement by the City.

Table 5-1 (Development Regulations Summary) provides an overview of development standards for the PUD area with references to specific sections, where applicable, for more detailed regulations and information.

**Table 5-1: Development Regulations Summary Table**

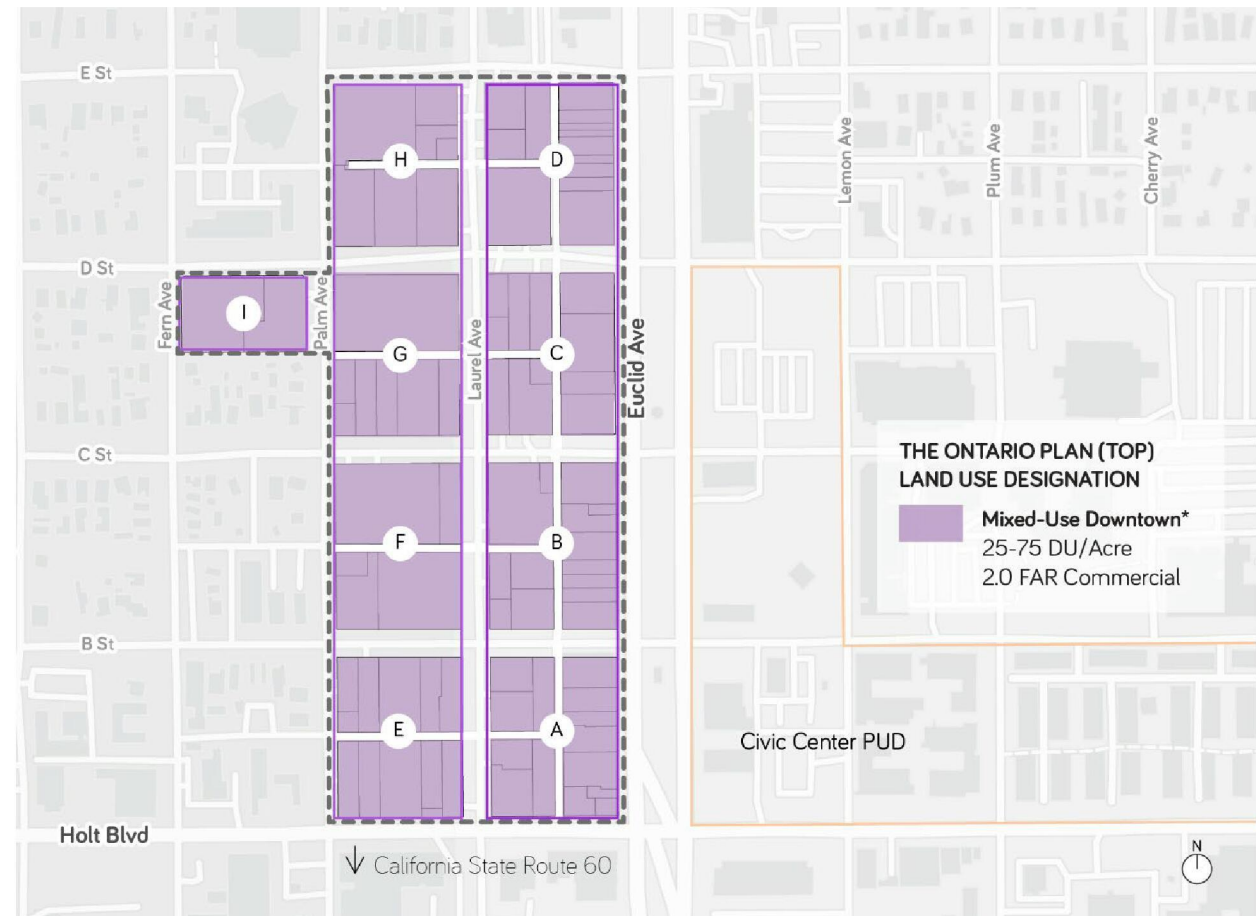
Standard	Zoning District		
	MU-RC	MU-T	DR
<b>Density and Intensity</b>			
Dwelling Units per Acre	25–75 DU/Acre		
Floor Area Ratio	2.0 FAR Commercial		
<b>Building Height</b>			
Allowed Height	Map 8		
Upper-Level Stepbacks	See Section 5.3.1		
<b>Setbacks</b>			
Street Setbacks	Map 9		
Other Setbacks			
Block A-G	None required		
Block H and Block I	Table 5-2 (Minimum Setbacks)		
Minimum Building Separation	Individual buildings on the same lot must have a minimum separation of 10' clear between structures. Other requirements for clearance between buildings as regulated by the Uniform Building Code.		
Allowable Encroachments into Required Setbacks	-	ODC Sec. 6.01-D.2 (Block H only)	ODC Sec. 6.01-D.2
<b>Building Design</b>			
<b>Entrances</b>			
Entrances			
Commercial	Along Euclid Avenue, Holt Boulevard, and B Street, all primary entrances for commercial uses shall be distinguished by architectural features or overhead projections, such as an awning or canopy.		
Residential	See Section 5.151		
<b>Modulation</b>			
Modulation	Projects shall provide a horizontal change in plane in the building façade of at least 1.5' every 50' linear.		
<b>Transparency</b>			
Blank Walls	Windowless expanses of walls shall not exceed 20' length.		
<b>Façade Articulation</b>			
Façade Articulation	See Section 5.5.4		
<b>Ground Floor</b>			

<b>Materials</b>	A durable base material (12- 15 inches high min./max.) such as brick, tile, exterior cement plaster, or pre-cast architectural concrete shall be used.
<b>Transparency</b>	
Commercial	Glazing shall be clear glass to permit clear views into the interior space for a minimum of 70% of the ground floor.
Residential	Glazing shall be clear glass to permit clear views into the interior space for a minimum and 15% for residential units on the ground floor.
<b>Doors</b>	All glass doors are prohibited. Glass doors with kickplates are required. No part of any open doors shall extend into the public right-of-way.
<b>Varied Roofline</b>	
<b>Varied Roofline</b>	See Section 5.156
<b>Roof Decks</b>	
<b>Roof Decks</b>	Shall be stepped back a min. depth of 5' from the roof edge.
<b>Open Space</b>	
<b>Private and Common Open Space</b>	
<b>Minimum Average Amounts</b>	Min. average 200 sq. ft. combined open space per residential unit required through a combination of either private open space or common open space. At least 90 percent of residential units shall provide private open space at a minimum of 40 square feet.
<b>Types</b>	<b>Private open space:</b> balconies, patios, and rooftops decks with direct access from residential unit. <b>Common open space:</b> passive and active, indoor, and outdoor spaces, open landscaped and hardscaped areas, and roof decks and patios if available to building community.
<b>Minimum Dimensions</b>	<b>Private open space:</b> 40 sq. ft., min. of 6' for any dimension thereof. <b>Common open space:</b> 15 sq. ft.
<b>Paseos</b>	
<b>Requirements</b>	See Section 5.158 (2)
<b>Landscaping</b>	
<b>Requirements</b>	Detailed Landscape and Irrigation Plan required for each Development Plan; see Section 5.5.9.
<b>Vehicle Access and Parking</b>	
<b>Vehicle Access</b>	
<b>Vehicle Access</b>	Driveway locations shall be consistent with the City of Ontario's Traffic and Transportation Guidelines. Max. of 1 vehicle access point permitted per parcel as approved by the City Engineer unless required by the Fire Department. No vehicle access shall be taken from Euclid Avenue, B Street, or Holt Boulevard.
<b>Off-street Parking and Loading</b>	
<b>Surface Parking</b>	Setback a min. of 20' from primary frontage, 10' from open space, and 7' from back of sidewalk
<b>Layout and Design</b>	See Section 5.1.11 (2.a.i)
<b>Required Number of Parking Spaces</b>	<b>Table 5-4</b> (Parking Requirements)

## 5.2 Density and Intensity

1. Density and Intensity. Residential densities (dwelling units per acre [du/ac]) and Floor Area Ratio (FAR) are defined for the PUD area by The Ontario Plan and designated as follows by zoning district, and shown in **Map 7 (Allowed Density and FAR)**:
  - a. Within the MU-RC, MU-T and DR Zones, the residential density range shall be 25–75 du/ac and maximum FAR shall be 2.0 for commercial uses; residential uses are only permitted on Block H and I.

Map 7: Allowed Density and FAR





## 5.3 Building Height

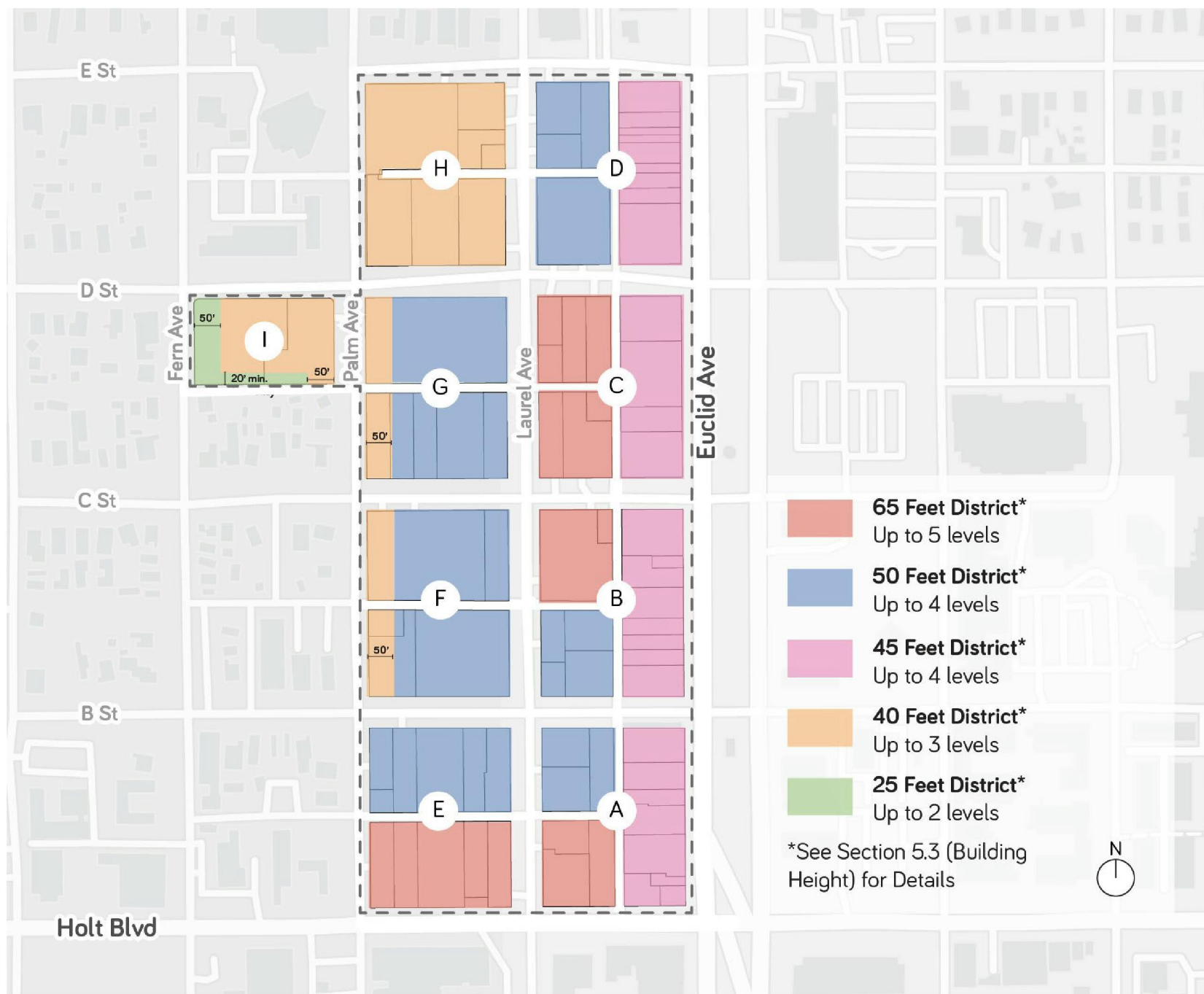
1. **Allowed Heights.** Total building height (to flat roofline or eave of roof) shall not exceed the heights specified in **Map 8 (Allowed Heights)** above the highest existing sidewalk elevation.
  - a. **Architectural Projections.** Architectural projections, such as parapets, roofed towers and gable roofs, or elevator towers may extend up to 15 feet above the highest permitted height.
    - i. **Rooftop Equipment.** Any rooftop mechanical, venting or communications equipment shall be built within or otherwise screened by the roof structure, so that they do not project above parapets and are not visible from any public rights-of-way or neighboring buildings.
  - b. **Temporary Construction and/or Maintenance Machinery.** Temporary construction and/or maintenance machinery shall not exceed a height of 122 feet, measured from existing grade, unless approved by the Federal Aviation Administration.

### Context Sensitive Building Heights

To implement the TOP and support the established maximum densities and intensities, block-specific height districts were created, which also respond to place-based conditions and goals. They include:

- Up to 65 feet (5 stories) along Holt Boulevard to create a southern gateway and enable additional height along this future multi-modal transit corridor to promote housing near transit, as well as along Laurel Avenue and west of the alley, between B Street (north of east-west running alley) and D Street, to focus height within the downtown core of the PUD area.
- Up to 50 feet (4 stories) along Laurel Avenue in strategic areas to focus height within the downtown core of the PUD area while responding to the existing scale and character.
- Up to 45 feet (4 stories) along Euclid Avenue with required 15' upper story stepbacks to promote additions to historic resources while maintaining existing character.
- Up to 40 feet (3 stories) west of Laurel Avenue and north of D Street (Block H), as well as along Palm Avenue to support mid-rise multi-family residential projects and respect neighboring lower-scale residential.
- Transitional height districts are in place to reduce height of development surrounding residential neighborhood to the west of the PUD boundary for parcels fronting Palm and Fern Avenues.

Map 8: Allowed Heights

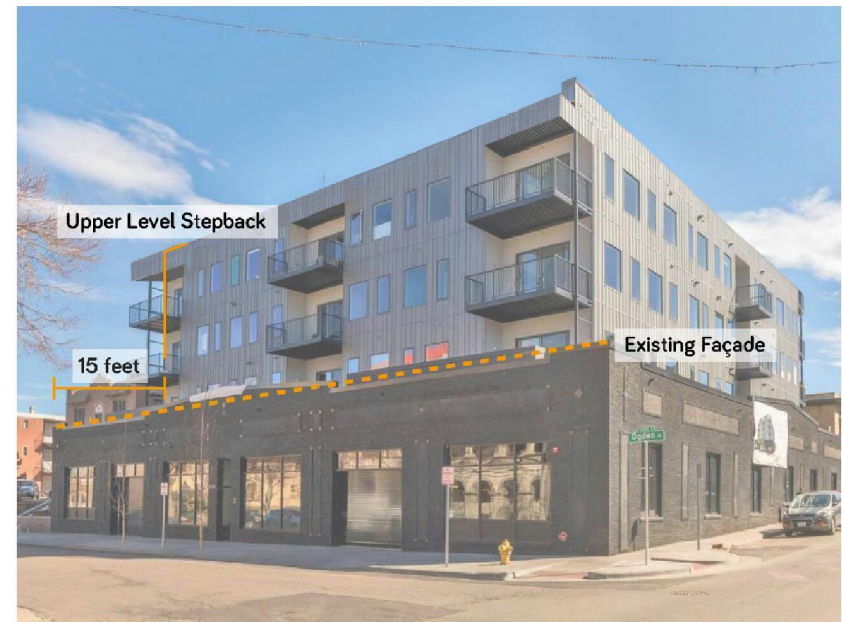


### 5.3.1 Upper-Level Stepbacks

#### 1. Upper-Level Stepbacks.

- a. **Alley.** Projects with property lines that front the alley between C Street and D Street, connecting Palm Avenue and Fern Avenue, shall not exceed the height established in **Map 8 (Allowed Height)** before stepping back a minimum depth of 10 feet as measured from the existing façade.
- b. Uses allowed within the stepback include:
  - i. Private Open Space (e.g., balconies, terraces);
  - ii. Shade structures, trellises, and similar;
  - iii. Green roofs and photovoltaic panels (screened by parapet roof); and
  - iv. Other open space features per the Approving Authority.

2. **Upper-level Additions to Designated Historic Buildings.** Upper-level additions to buildings that have been identified as historic resources shall stepback a minimum depth of 15 feet as measured from the existing façade. See **Section 5.3.1 (1.b)** for the list of uses allowed with the stepback.



## 5.4 Setbacks

1. **Street Setbacks.** Projects shall comply with the street setbacks set in **Map 9 (Street Setbacks)**. Street setback ranges establish a minimum and a maximum. Street setbacks are measured from the property line (back of sidewalk) to the building or structure. Property line(s) along public streets are subject to right of way dedication as required per the City Master Plan of Streets and Highways and Street Standard Drawings.
  - a. **Minimum Setback for Ground Floor Residential Units.** Where residential units on the ground floor are allowed per **Table 4-1 (Permitted Land Uses by Zoning District)**, a minimum setback of 5 feet is required.
  - b. **Setback Features.** Features allowed within the street setback may include:
    - i. Landscaping and planters;
    - ii. Hardscape (e.g. stoops, patios);
    - iii. Shade structures;
    - iv. Arcades and galleries;
    - v. Walls and fences per ODC Sections 6.02.020 and 6.02.025;
    - vi. Seating and furniture;
    - vii. Outdoor dining; and
    - viii. Other open space amenities per the Approving Authority.
2. **Other Setbacks.**
  - a. **Blocks A-G.** None required.
  - b. **Blocks H and I.** All other required setbacks are listed in **Table 5-2 (Minimum Setbacks and Building Separation)**.
3. **Minimum Building Separation.** Discrete buildings on the same lot must have a minimum separation of 10' clear between structures. Other requirements for clearance between buildings as regulated by the Uniform Building Code.

### Street Setbacks

Street setbacks are established as ranges to support flexibility while responding to sub-district visions and the allowed uses on each block. They include:

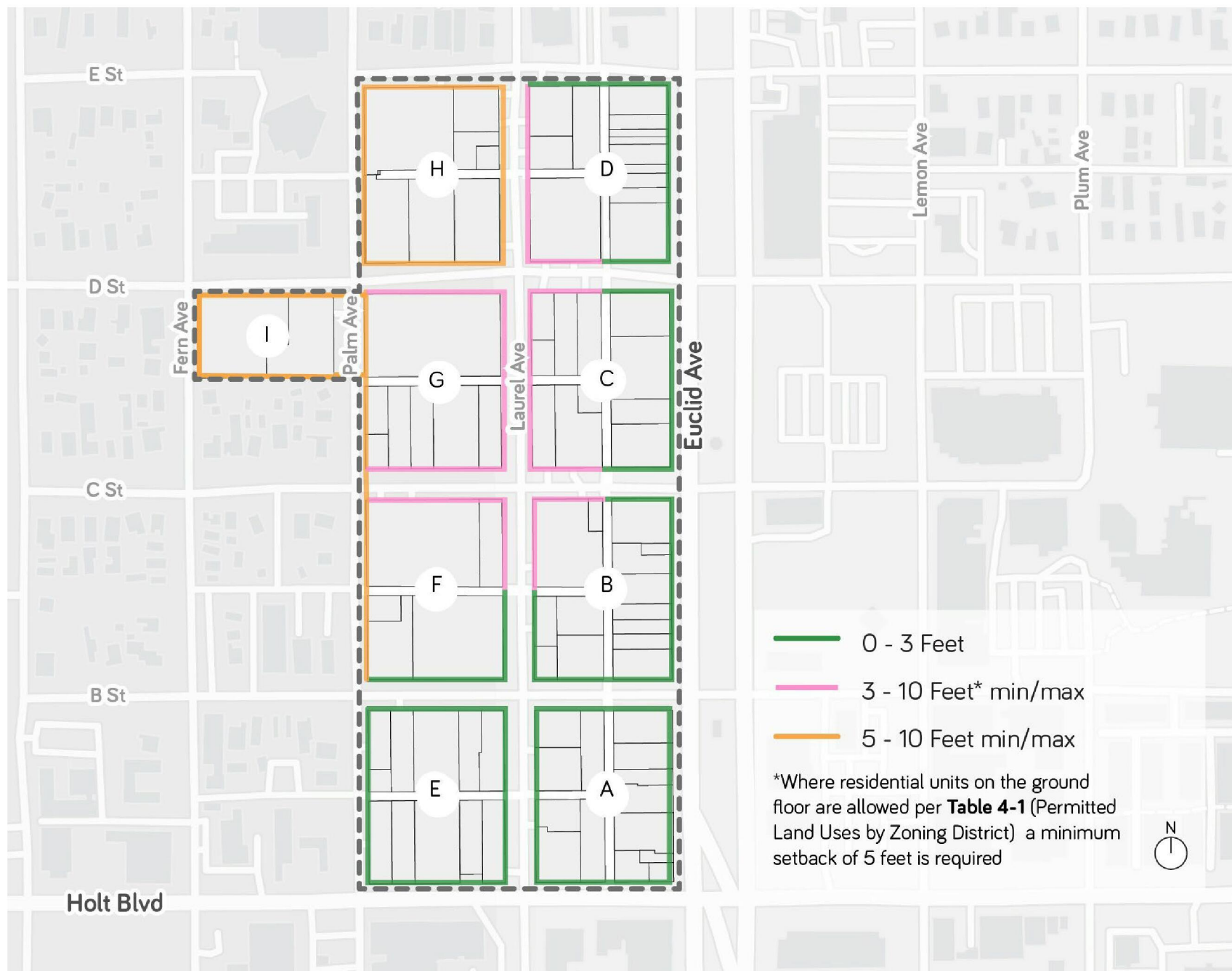
- 0-3 feet setback to support existing commercial-only ground floor character and active public realm while promoting some variation.
- 3-10 feet min/max setbacks to support a commercial or residential ground floor character while promoting some variation.
- 5-10 feet min/max setbacks to support a residential-only ground floor character.

**Table 5-2: Minimum Setbacks**

<b>Location</b>	<b>Requirement</b>
<b>All Blocks</b>	
Street Setbacks	See <b>Map 9 (Street Setbacks)</b>
<b>Blocks A-G</b>	
Other Setbacks	None required
<b>Block H and Block I</b>	
Interior Side	5'
Rear Setback	5'
Porches, Patio Covers, and Similar Architectural Projections <sup>1</sup>	See ODC Sec. 6.01 (Exceptions to Development Standards – Encroachments into Required Setback Areas)
<b>Private Drives/Alleyways (from edge of drive aisle)</b>	
Living Area	10'
Garages and other Nonhabitable Structures	5'
<b>Dwellings to Parking Spaces</b>	
Living Area	10'
Garages and other Nonhabitable Structures	5'
<b>Parking Space or Drive Aisle to Wall or Fence</b>	5'

<sup>1</sup> No projection may encroach into any required easements.

Map 9: Street Setbacks



## 5.5 Building Design

### 5.5.1 Entrances

1. **Entrances.** A minimum of one primary entrance shall be located on the primary frontage of each building and open onto a sidewalk or other public space. All primary entrances shall include a minimum of one lighting fixture designed to provide illumination of pathways for pedestrians.
  - a. **Commercial.** Along Euclid Avenue, Holt Boulevard, and B Street, all primary entrances for commercial uses shall be distinguished by architectural features or overhead projections, such as an awning or canopy.
  - b. **Residential.** In locations where dwelling units are allowed on the ground floor abutting a public or private street per **Table 4-1 (Permitted Land Uses by Zoning District)** and **Map 6 (Ground Floor Land Use)**, the primary entryway (front door) shall be oriented toward the street. Where there is a physical site constraint, provide a clearly identifiable pedestrian entry to the site from the street.
    - i. **Upper Floor Entries.** Entries to upper floor residential uses shall not front Euclid Avenue. When located on other street frontages with ground floor use restrictions per **Table 4-1 (Permitted Land Uses by Zoning District)** and **Map 6 (Ground Floor Land Use)**, the visible entry shall be no wider than 15 feet to avoid disturbing the rhythm of the retail spaces.

### 5.5.2 Modulation

1. **Modulation.** Projects shall provide a horizontal change in plane in the building façade of at least 1.5 feet every 50 linear feet. The Approving Authority may approve alternate exterior building designs that achieve the City's desired variation in building massing.

### 5.5.3 Transparency

1. **Blank Walls.** Windowless expanses of walls shall not exceed 20 feet in length.

#### Designing Visual Interest and Complementary Building Materials

Building façades that articulate a mixture of horizontal and vertical projections help to visually break up the building mass into varying modulations and identified clusters to create visual interest.

Building exterior treatments including brick and smooth stucco finishes that complement the historic character of the PUD area are encouraged.



#### 5.5.4 Building Façades

1. **Window Treatments.** All windows shall have a recess minimum of 2 inches from the building wall plane. Window trim shall not be counted towards recessed minimum.
2. **Façade Articulation.** Façades facing a public or private street, the project perimeter, and all portions of exterior building elevations shall provide a minimum of two (2) of the following façade articulation techniques:
  - a. Change in exterior building materials to include at least two high quality building façade materials that accentuate or correspond to variations in building massing. Building materials may include, but are not limited to wood, glass, brick, metal spandrel, cement board siding, tile, or other material acceptable to the Approving Authority.
  - b. Porticos, awnings, terraces, balconies, eyebrows, or trellises of at least 12 inches in depth that provide variations in the building plane.
  - c. A break in the façade plane of at least 8 inches in depth, which is applied to at least 10 vertical feet of the facade.
  - d. Other additional architectural enhancements that create a human scale to the building. Examples include handrails, fixed planters, and ornamental details such as lighting, molding, tiles, or other similar design elements acceptable to the Approving Authority.
  - e. **Encroachment.** Awnings, canopies, residential balconies, commercial signs, and decorative architectural elements may encroach into the public rights-of-way for a maximum of 4 feet.

#### 5.5.5 Ground Floor

1. **Materials.** A durable base material (12- 15 inches high min./max.) such as brick, tile, exterior cement plaster, or pre-cast architectural concrete shall be used.
2. **Transparency.**
  - a. **Commercial.** Glazing shall be clear glass to permit clear views into the interior space for a minimum of 70% of the ground floor to create a traditional storefront. Display windows shall be kept free from all visual obstructions into the store itself, reflective tinting and mirrored glass is prohibited. Even if the business is a non-retail business, the windows shall be kept unobstructed to maintain appearance of facade and retail continuity along the sidewalk. To manage heat, glare, and Ultraviolet light (UV) energy, window tinting with 70% Visible Light Transmission (ULT) or greater may be allowed with approval from the Planning Department. Roll up window shades, or similar, may also be used during day light peak hours and for no

#### Traditional Building Style

Traditional building styles are common in Downtown Ontario. To align with this traditional style, glass doors with a kickplate are encouraged for new development.





more than 4 hours per day. Installation of security gates over storefronts are prohibited. Installation of security gates behind storefronts located within the interior may be considered with approval from the Planning Department.

- b. **Residential.** Glazing shall be clear glass to permit clear views into the interior space for a minimum 15% for residential units on the ground floor.

### 3. **Doors.**

- a. All glass doors are prohibited.
- b. No part of any open doors shall extend into the public right-of-way.

#### 5.5.6 Varied Roofline

1. Any Project with a façade exceeding two stories in height, which faces a public or private street, shall be provided with an articulated roofline incorporating at least two of the following design elements:
  - a. A roof with a slope equal to or greater than 3 inches of rise for every 12 inches of run, including but not limited to a sloped or curved roofline at the top of the dwelling.
  - b. An open deck having a minimum clear area of 6 feet in depth and 8 feet in width.
  - c. A flat roof with a minimum of 2 feet vertical height difference for a minimum of 10 horizontal feet along the roofline of each building façade.
  - d. A vertical break in the façade plane of at least 1.5 feet in depth, which extends up and through the roofline.
  - e. Any form of roofline variation incorporating a change or break in roof plane, such as horizontal recesses, incorporation of dormers, or other similar design elements acceptable to the Approving Authority.

#### 5.5.7 Roof Decks

1. Roof decks shall be stepped back a minimum depth of 5 feet from the roof edge to prevent direct views of abutting residential neighbors.

#### 5.5.8 Open Space

1. **Private and Common Open Space.** Private and common open space shall be provided for passive and active recreation opportunities within each project site intended for the use of the on-site residents and their guests.
  - a. **Minimum Average Amounts.** A minimum average of 200 square feet of open space per residential unit is required through a combination of either private open space or common open space. At least 90 percent of residential units shall provide private open space at a minimum of 40 square feet.

- i. Off-street parking spaces, drive aisles, driveways, loading areas, service areas, or street setbacks shall not be included in minimum open space calculations.

**b. Types.**

- i. Private open space may include balconies, screened patios, and rooftop decks or in any combination thereof, and shall have direct access from each residential unit, intended for the exclusive use by the occupant of the residential unit and their guests.
- i. Common open space may include passive and active, indoor, and outdoor spaces, recreational spaces, open landscaped and hardscaped areas with fountains, seating, fire pits, or play structures, pool, and indoor fitness center. Other open space provided can include roof-top decks and patios available to the building community.

**c. Minimum Dimensions.**

- i. A minimum area of 40 square feet with a minimum dimension of 6 feet in each direction shall be required for private open space.
- ii. A minimum dimension of 15 feet in each direction shall be required for common open space.

**2. Paseos.**

- a. **Dimensions.** Paseos shall have an average width of 22 feet, a minimum width of 15 feet, and a minimum clear pedestrian path of 5 feet.
- b. **Access.** Paseos shall be physically and visually accessible from the connecting public sidewalk.
- c. **Elevation.** Paseos shall be at ground level and ADA accessible.
- d. **Blank Walls.** Windowless expanses of walls lining paseos shall not exceed 20 feet in length, or be mitigated using one the following techniques:
  - i. Green wall, vines, or other vertical landscaping element that covers a minimum of 75 percent of the non-conforming blank wall area.
  - ii. Public art, including but not limited to, murals.

**Residential Paseos**

Paseos are encouraged for townhomes in the PUD area to provide internal access for pedestrians and break up building massing.



### 5.5.9 Landscaping

1. **Detailed Landscape and Irrigation Plan.** A detailed Landscape and Irrigation Plan, fulfilling the requirements listed in the City of Ontario Landscape Development Guidelines and the Ontario Development Code, shall be submitted with each Development Plan. The plan shall specify all landscape and hardscape elements of the common open space area, as well as the perimeter yards abutting the street rights-of-way and all street trees and irrigation. The final plan shall also show the location of all ground level utility boxes and mechanical equipment, along with methods of screening such devices from the public right-of-way and adjacent residences, where possible. A detailed Landscape and Irrigation plan shall be required prior to the issuance of building permits.

a. **Water Conservation in Landscaping Act Requirement.** The detailed Landscape and Irrigation Plan shall comply with the Water Conservation in Landscaping Act of 2006 (AB 1881), commencing with the California Government Code Section 65591.

### 5.5.10 Vehicle Access and Parking

1. **Vehicular Access.** A maximum of 1 vehicular access point is permitted per parcel per the City of Ontario's Traffic and Transportation Guidelines as approved by the City Engineer unless required by the Fire Department.

a. No vehicular access shall be taken from Euclid Avenue, B Street, or Holt Boulevard.

2. **Off-Street Parking and Loading.** Off-street parking and loading shall conform to the standards set forth in Division 6.03 (Off-Street Parking and Loading) of the Ontario Development Code.

a. **Exceptions:**

i. **Layout and Design.**

1. **Surface Parking.**

a. **Location.** Off-street surface parking shall be located to the rear of the interior side of a building and away from public streets.

b. **Screening and Landscaping.** Parking areas shall be screened from public streets and adjacent parcels, except for access and driveways, using one or any combination of the methods listed below:

i. **Walls and fences.** Low profile walls or fences consisting of brick, stone, or stucco for a minimum of 3 feet and a maximum of 3.5 feet in height. Plain concrete blocks, chain-link, or vinyl fencing are prohibited for screening purposes.

ii. **Planting.** Plant materials consisting of compact evergreen plants that form an opaque screen that achieves a minimum height of 2 feet within 18 months after initial installation.

2. **Structured Parking.** All off-street and above ground parking structures shall be screened from public streets and designed to be compatible with the architectural character and quality of adjacent buildings.

a. **Ground Floor.** The ground floor level of any off-street and above ground parking structure shall use one or any combination of the methods listed below:

- i. **Wrap.** Wrapped by habitable floor area, except for permitted entrances and exits, so that no portion of such facility is visible from adjacent public sidewalks or publicly accessible areas. Such habitable floor area shall have a minimum depth of 35 feet, as measured from the building façade.
  - ii. **Landscaping.** Landscaping for a minimum of 60 percent of the ground floor level of the structure's street frontage, excluding areas occupied by driveways and portions occupied by habitable floor area.
  - iii. **Screening.** Screening for a total of at least 50 percent of the ground floor façade, including permitted signs, graphic or sculptural art, decorative screening or latticework.
- b. **Utility Transfer Boxes.** Placement of utility transfer boxes within a parking structure is prohibited.
3. **Residential Tandem Parking.** Allow up to 50% tandem spaces for required parking for residential uses. Tandem parking shall be limited to a two (2) car maximum. Both spaces in the tandem arrangement shall be assigned to the same dwelling unit. Handicapped and guest parking spaces shall not be in tandem.
- ii. **Required Number of Parking Spaces.** The number of off-street automobile parking spaces required are listed in **Table 5-3 (Parking Requirements)** based on general use classification, and subject to the following requirements:
    1. All required residential parking spaces shall be provided on-site.
    2. Commercial and visitor parking may be considered for off-site location within a public facilities or on-street with a parking demand and supply study approved by the Planning Director.
    3. Parking for dwellings shall be provided on-site and guest parking may be provided on-street and off-site.
      - a. Off-site parking requirements are subject to the following conditions:

### Parking Structure Design

Design standards for parking structures are intended to minimize the visual impact on the public realm. Treatments such as landscaping and screening, as well as wrapping the parking structure with active uses, such as retail or restaurants, can help to activate the ground floor of the structure adjacent to the sidewalk. Parking structures can also include decorative screening and art, such as murals, to complement the building design.



Source: Loveland Reporter-Herald

- i. On-street parking shall not be used for required resident parking.
  - ii. On-street parking shall only be counted along the public streets that are within approximately four blocks from the project site.
  - iii. On-street parallel parking spaces shall be calculated by the length of unobstructed curb adjacent to the project site.
- iii. **Parking Management Plan:** A parking management plan shall be submitted to the Planning Director for approval to ensure that tandem parking spaces will be assigned to residents of the same dwelling unit.

**Parking in Downtown Ontario**

A park once strategy is encouraged in Downtown Ontario in which business patrons and visitors park in a single location and make multiple trips on foot, given the pedestrian-oriented nature of the area. Public transit is also available in Downtown Ontario, with an existing bus stop located in the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT).

**Table 5-3: Parking Requirements**

Use	Number of Spaces Required
Residential	1 space per bedroom up to two bedrooms 2 spaces per unit for three bedrooms and above  0.20 spaces per unit for guest/visitor parking
Commercial	1 space per 250 square feet gross floor area for all permitted or conditionally permitted use

## 5.6 Signs

- 1. Master Sign Program.** A Master Sign Program shall be submitted for approval by the Planning Department, prior to issuance of a building permit, for new development or adaptive reuse projects. The sign program should be consistent with the Downtown Ontario Design Guidelines and the Development Code, and shall include tenant signs, pedestrian signs, directional signs, historical markers, etc. as needed.

### Signs for Downtown Ontario

Sign programs that utilize complementary materials, colors, and themes that draw from existing buildings and Downtown Ontario, and consistent with the Downtown Ontario Design Guidelines, are encouraged. Specifically, themes for sign programs should be aligned with the Downtown Ontario Design Guideline's Historic Preservation Retail Subdistrict for the PUD area. Signage should be designed to effectively communicate and direct users to various aspects of the development, including amenities, such as publicly accessible open space or paseo connections, and complement the overall character of the buildings. Examples of existing buildings and signs that represent the existing character of Downtown are shown below for reference.



## 5.7 Service Facilities

1. **Electrical Equipment.** Electrical equipment shall be mounted on the interior of a building or mitigated through being enclosed and screened from public streets with walls, fencing, and/or landscaping that allows for sufficient ventilation or buried in vaults.
2. **Antenna Pole or Dish.** No antenna pole or dish shall be placed on any structure so that it is visible from ground level.
3. **Service and Storage Areas.**
  - a. Locations, sizes and design of service and storage areas shall be readily accessible by trash disposal company equipment and work crews, as reviewed and approved through the Development Plan Approving Authority.
    - i. **Commercial.** Trash receptacles/recyclable container storage areas shall be provided for all commercial uses. When located within the ground floor parking structure area, storage areas may be partially enclosed.
    - ii. **Residential.** Trash receptacles/recyclable container storage areas shall be provided for all residential uses, within the ground floor parking area or within an enclosed room inside the buildings. When located within the ground floor parking structure area, storage areas shall be full enclosed.

## 5.8 Infrastructure

It is important that projects maintain and enhance the quality of life for residents and consumer alike, and that new projects enhance the community within which it is built. To that end, all projects constructed within the City shall be properly served by a full array of utilities – water, sanitary sewer, storm drain, electrical, gas, telecoms, data, etc. The properties within the boundary of this PUD shall be served by existing water lines and wastewater flows and/or upgraded to satisfy the required capacities as determined by the City and its service purveyors/agencies, including the Fire Department. If existing utilities do not exist to service the project, the project may be required to install new utilities and/or extend existing utilities as needed to provide service. Existing utilities are also subject to improvement, such as removal and replacement or upsizing, to meet demand. On-site stormwater drainage facilities shall be provided 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, and/or underground stormwater retention/infiltration vaults.

The properties within the boundary of this PUD are considered a Priority Land Use (PLU). A PLU shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit. Drainage from the PLU shall be designed with conveyance tributary to a Full Trash Capture System which has been approved by the SWRCB.

## 5.9 Historic Preservation

### 5.9.1 Brief Development History of Ontario and the PUD Area

The City of Ontario was established in 1881 when George and William Chaffey purchased 6,218 acres of land to develop a community called the Ontario Colony. Initially the colony was surrounded by undeveloped land, Southern Pacific Railroad tracks to the south, and the Kincaid Ranch and San Antonio Canyon to the north. The two-hundred-foot-wide Euclid Avenue and landscaped parkway were developed along eight miles through the community from San Antonio Heights at the base of the San Gabriel Mountains south to the Southern Pacific Railroad Tracks. The median was landscaped Pepper trees and Palm trees and the street and curb were made of granite cobble stones. Likewise, miles of cement pipes were laid to provide water to the town. Land in the community became available for purchase by November 1882. Settlers were given a provision of water that is proportional to their land acreage, an innovation in city planning that alleviated problems settlers faced elsewhere. By 1886, the Chaffey brothers sold their interest in Ontario to Charles Frankish and moved to Australia to develop similar planned community. Frankish expanded the town and formed the Ontario Land and Improvement Company. The Downtown Area of Ontario encompassing the PUD area developed as an extension of the original irrigation system and subdivision grid established by the Chaffey Brothers in 1881 (City of Ontario 2023a; City of Ontario 2013: 1; Arroyo Group 1998: 4).

Downtown Ontario and Euclid Avenue - 1885



In 1891, Ontario was incorporated as a city and adopted a City Council. The City's industry was primarily focused on agriculture and much of the area contained citrus groves. In addition to citrus, the harvest of peaches, walnuts, and grapes were prominent in Ontario (City of Ontario 2023a). The City's location included a gradual incline that provided the ideal landscape for gravity irrigation that supported the areas agricultural. As an Act of Congress of the United States, Ontario was declared the "Model Colony" in 1903 because of its high standard of urban development and innovative planning (City of Ontario 2023b).

#### 5.9.1.1 Commercial Development

The majority of Ontario was agricultural during the late 1880s into the 1930s, when much of the city was undergoing large-scale residential, commercial, manufacturing and civic development. Commercial buildings from this period, such as the Old City Hall (built in 1937), Citizens Bank Block (built in 1895) and the Frankish Building (built in 1916), display the Period Revival styles such as the Italianate and Mediterranean style as well as brick commercial buildings (City of Ontario Planning Department 2012). The major commercial thoroughfares running east to west or north to south through the community were established to accommodate the infrastructure needs of a growing population and the inhabitants of the new single-family residential tracts, to the north, east and west of the downtown, constructed during the 1920s, to the 1940s.

Development of the city's downtown and the PUD area during the 1950s saw the construction of single-story Modern style commercial buildings or facade rehabilitation of existing storefronts to "modernize" the aesthetics in downtown in an attempt to compete with new low-rise strip commercial style centers



located outside of the downtown. Some of the former residential buildings constructed in the Victorian style were converted to commercial use. It was common that styles typical for residential buildings were used for the new construction of commercial buildings. Commercial buildings located near residential neighborhoods often exhibit a small scale, one-story height, a front yard setback, low-pitched roof, and large windows (City of Ontario 2013: 2).

### 5.9.1.2 Residential Development

Early residential development in Ontario began with the establishment of the Ontario Colony in 1881. After land became available for purchase in 1882, a purchaser would buy a lot within the tract and construct residences in whatever architectural style and size of their choosing. Often these rural residences were associated with agricultural property as well, and an electric railway along Euclid Avenue provided efficient travel between the scattered properties (City of Ontario 2023a; City of Ontario 2013: 1; City of Ontario 2005: 1).

After the Ontario Land and Improvement Company in 1886, the development of Victorian style large single-family residences occurred along Euclid Avenue, Holt Boulevard (A Street), and on Emporia Avenue (known as Developer’s Row). During the early 1900s, small and large sized Victorian style homes were constructed in the neighborhoods located north and west of the project area. Soon the Craftsman style homes became the predominant style until 1920. The boom of the 1920s saw an increase in residential development further away from the downtown core as the oil, citrus, and tourism industries increased. During the Great Depression, homes were generally constructed with less decoration in a more modest style. Although jobs associated with construction funded by the WPA spurred population growth during the late 1930s, the 1940s saw a decline in construction until 1944 when the city’s industry shifted to post-war production. Nearly 743 new residences were constructed by 1946 often in the Early Post War Tract, Minimal Traditional, and Ranch styles (City of Ontario 2013: 2).

By the 1950s, development of the city’s downtown saw the demolition and replacement of many of the Victorian style residences along Euclid Avenue, the retail corridor. Some homes were converted to commercial uses while other were replaced with mid-century modern commercial buildings or relocated elsewhere in the city (City of Ontario 2013: 2). However, many of the historic Victorian and Craftsman homes located in the Downtown West neighborhood have been preserved and are present today.

## 5.9.2 Relevant Regulatory and Guidance Document References

The following section provides an overview of the relevant documents that are utilized by the City to determine findings related to the suitability of construction activities in the plan area. To ensure that any proposed project within the plan area involving new construction (infill), addition, alteration or demolition (full or partial), a Certificate of Appropriateness is required to ensure the preservation of the historic resource and any surrounding resources including their character defining features and integrity (see section 6.9.3.3 below). Additional reference documents and resources for historic preservation guidance are provide in **Section 8.1**.

### 5.9.2.1 Local Historic Preservation Ordinance

Ontario’s Historic Preservation Program seeks to preserve and protect the significant architectural, historical, and cultural resources, which reflect Ontario’s unique character and heritage. Planning staff along with the Historic Preservation (HP) Commission and the Historic Preservation Sub-Committee, who are appointed from the HP Commission, review all historic preservation applications, including proposed alterations to the exterior of historic buildings and alterations to public improvements, such as street trees that are located within Ontario’s historic neighborhoods. The Historic Preservation Program implements the Historic Preservation Ordinance by processing Certificates of Appropriateness or Waivers for minor alterations, restoration, and rehabilitation, Landmark Designations for

local, state, and national registers, historic property evaluations, historic property surveys, and ensuring environmental compliance. The Program offers incentives for historic preservation such as the Mills Act Contract (Preservation Agreements), bronze plaques, the use of the California Historic Building Code, and the City Council hosted Model Colony Awards for historic resources within the City. Staff is currently preparing an Adaptive Reuse Ordinance (ARO) to further incentive preservation of historic buildings. Additionally, the City coordinates and collaborates with the local non-profit Ontario Heritage and other organizations to promote, inform, educate, and celebrate historic preservation and the program.

In 1983, a group of volunteer citizens, under the leadership of a qualified historic resource consultant, and funded by the State of California Office of Historic Preservation, surveyed nearly three thousand properties within the City that were at least fifty years of age at the time. Intensive level surveys and nominations were completed and submitted to the Office of Historic Preservation and the National Register of Historic Places for hundreds of properties thought to be historically eligible for designation. In 1991, the City Council had adopted the City's first Ordinance intended to preserve historic resources through identifying processes for nomination, designation and appropriate treatment for alterations and additions of historic resources. Through the mid-1990s, a few amendments to the Ordinance were approved which further developed the program. During the late 1990s, the Planning Commission was assigned the duties of the Historic Preservation Commission and the Planning Department allocated staff to the historic preservation program. During this period, the program grew at a rapid rate designating nearly 60 landmarks and 5 historic districts. Additional updates were made in 2001, 2003 and in 2015, with a comprehensive Development Code update dividing the Ordinance into 2 sections. The Ontario Development Code Chapters 4 and 7 establish the City's scope of historic preservation activities and is the primary body of local law relating to historic preservation. Division 7.01 includes the purpose and authority for historic preservation, and Division 4.02 includes criteria for local historic designation and procedures for the alteration or demolition of historic properties.

On August 7, 2001, the City became a Certified Local Government (No. 46) by the State of California. To date, there are approximately 69 local governments within the State of California that participate in the CLG program. Pursuant to the National Preservation Act of 1966 and as amended in 1980, the Certified Local Government (CLG) program encourages the preservation of cultural resources by promoting a partnership among local governments, the State of California Office of Historic Preservation (OHP), and the National Park Service. Becoming a CLG, through the development and implementation of the local historic preservation program which is based on federal (The Secretary of Interior Standards) and state standards, provides the local jurisdiction the tools, technical training, and more meaningful leadership roles in the preservation of the community's cultural heritage. The six (6) basic requirements to maintain certification are listed below:

1. Maintain a comprehensive local historic preservation plan that identifies the preservation mission, goals, and priorities of the local government.
2. Enforce appropriate local legislation for designation and protection of historic properties.
3. Establish and maintain an adequate and qualified historic preservation review commission and non-commissioned staff.
4. Maintain a system for the survey and inventory of historic properties.
5. Provide for adequate public participation in the local historic preservation program.
6. Review and recommendation of historic properties within the local jurisdiction to the National Register of Historic Places.

The State of California conducts the annual review from each period beginning October 1st and ending September 30th to ensure that each CLG continues to meet the minimal requirements for participation and is satisfactorily performing its responsibilities. Pursuant to the CLG requirements, the HP Program oversees reconnaissance and intensive level surveys and is responsible for maintaining a Historic Resource Inventory (HRI) which includes surveyed properties, potential, proposed, designated and eligible properties. Staff works directly with the Historic Preservation Subcommittee, who are the keepers of the Ontario Register of Historic Properties, to review surveys and determine levels of historic significance and eligibility to the Ontario Register.

### 5.9.2.2 Downtown Design Guidelines

The Downtown Design Guidelines (adopted in 1998) feature a set of architectural, graphic, and lighting design principles that provide guidance on rehabilitation of historic resources and makes recommendations on new infill construction that is located within the City's historic original downtown area. The Guidelines were prepared to recognize and enhance the character of downtown. The recommendations are grounded in best practices and are consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties. Section 1. Concept Plan identifies seven element districts, including the Euclid Avenue median, Historic Retail District, Civic Center, Museum/Transit Center, Education center, Residential neighborhoods, and Neighborhood commercial, within the downtown area. The PUD area straddles the Historic Retail District and the Residential Neighborhoods areas defined in the guidelines, each of which are summarized below, and shown in **Figure 5-1**. The Guidelines should be referred to throughout project development.

#### **5.9.2.2.1 Historic Retail District**

Section 2A. Architectural Design Guidelines: Retail Districts, establishes three subdistricts within the Historic Retail District based on the ages of buildings in the subdistrict as they relate to major architectural development periods within the overall area:

- 1 **Historic Turn-of-the-Century Subdistrict** (1880s to 1910s),
- 2 **Historic 1920s -1940s Subdistrict**, and the
- 3 **Historic 1950s Subdistrict**

The section also establishes three categories of buildings that appear throughout the each of the subdistricts within the Historic Retail District, and specific guidelines that should be followed for the preservation, rehabilitation, and restoration of the buildings within each category:

- **Designated Buildings:** Presently Listed on the Ontario Historic Building List and maintain a high degree of historic integrity,
- **Significant Buildings:** Buildings constructed before 1950 for which historical development information is available. The original architectural features and elements of the building are intact but may be obscured by new additions, and
- **Context Buildings:** Buildings constructed before 1950 for which no historical development information is available and/or no original architectural features and elements remain.

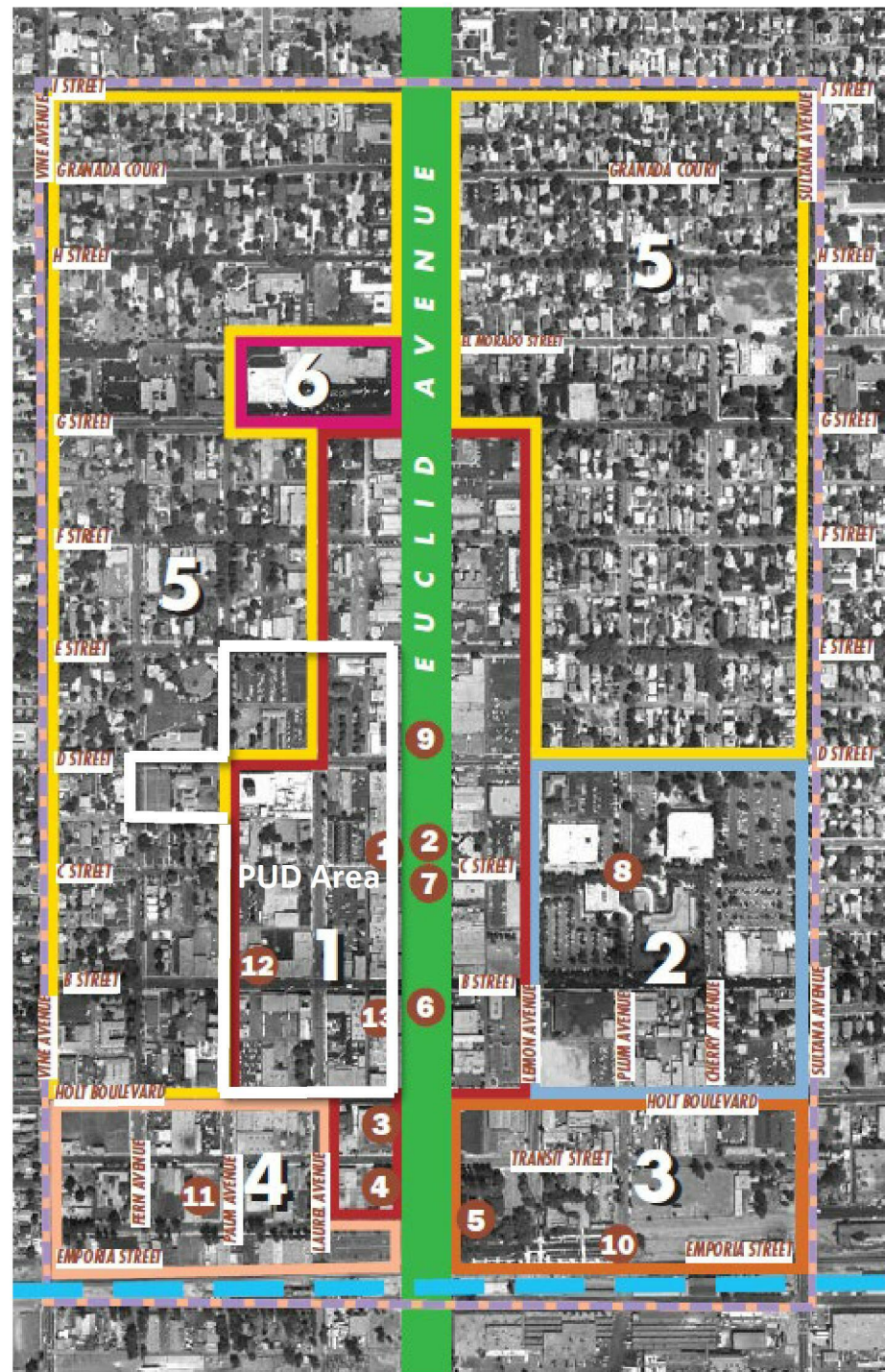
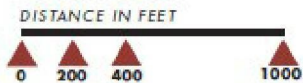
For Designated and Significant Buildings within the Historic Retail District, the guidelines provide architectural design guidelines in the areas of design, materials, color, signage, and lighting.

For Context Buildings and new infill construction within the Historic Retail District, the architectural design guidelines are discussed in terms of their associated subdistrict in the areas of building usage, massing, setbacks, storefront modulation, entrances, roof design, mechanical equipment, building elements, awnings, materials, and colors.

Additional guidelines are provided for projects related to alley walkways, mid-block pass-throughs in private structures, outdoor dining areas, adding leasable area to existing buildings in the historic retail area, and landscape design.

Figure 5-1: Downtown Ontario Design Guidelines Boundary

-  **STUDY AREA BOUNDARY**
-  **EUCLID AVENUE MEDIAN**
-  **1 HISTORIC RETAIL DISTRICT**
-  **2 CIVIC CENTER**
-  **3 MUSEUM/TRANSIT CENTER**
-  **4 EDUCATION CENTER**
-  **5 RESIDENTIAL DISTRICT**
-  **6 NEIGHBORHOOD COMMERCIAL**



### 5.9.2.2 Residential Neighborhoods

Section 4. Residential Design Guidelines establishes the process and objectives for residential properties within the residential neighborhoods in the guideline area. The section asserts that there are roughly 17 architectural styles present within the residential neighborhoods and no dominant style overall. The section provides general guidelines that pull from the Secretary of the Interior’s Standards for Rehabilitation (see section 5.14.4.1 below) and are applicable for “additions, renovations, or restorations of all existing homes (154)” within the guideline area. The section also provides specific design guidelines for properties displaying the Craftsman Bungalow, Second Empire, Queen Anne, Colonial Revival, Tudor Revival, Wood Framed Farm or Grove House, Spanish Colonial Revival, and Mediterranean Revival architectural styles, and closes with guidance for non-historic and infill structures and landscape design guidelines.

### 5.9.2.3 Secretary of the Interior’s Standards for the Treatment of Historic Properties

The Secretary of the Interior’s Standards for the Treatment of Historic Properties (the Standards) are historic preservation principles which promote best practices for the treatment of historic properties. The Standards include four approaches for the treatment of historic properties – Preservation, Rehabilitation, Restoration, and Reconstruction – and the choice of which approach best suits a project is dependent on the historical significance, physical condition, proposed use, and the intended interpretation of the historic property. Each approach includes guidelines that assist with the application of the approach to a wide range of property types. The following section provides a brief description of each of the four approaches and their application as quoted from the Standards (NPS 2017:2-3):

***Preservation** is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project. However, new exterior additions are not within the scope of this treatment.* The Standards for Preservation require retention of the greatest amount of historic fabric along with the building’s historic form.

***Rehabilitation** is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.* The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.

***Restoration** is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.* The Restoration Standards allow for the depiction of a building at a particular time in its history by preserving materials, features, finishes, and spaces from its period of significance and removing those from other periods.

***Reconstruction** is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.*

The Reconstruction Standards establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.

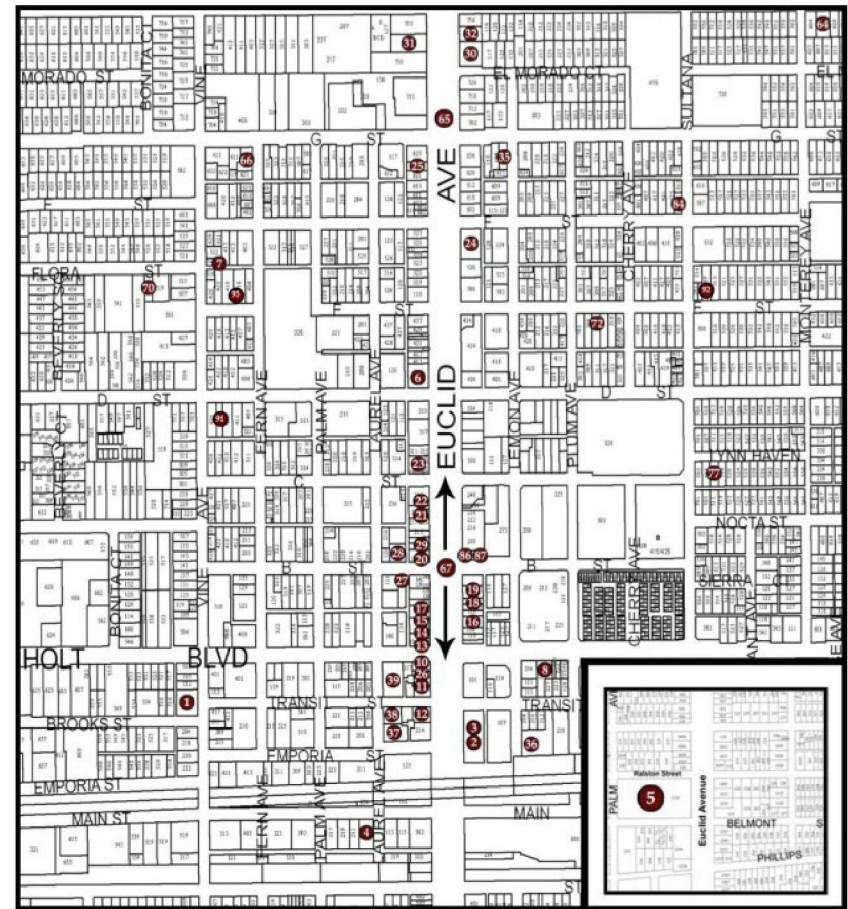
The selection of an appropriate treatment is dependent on the building's individual historic significance, character-defining features, and the proposed new use. The Standards encourage consideration of the building's level of significance (National, State, and/or Local level), existing physical condition, proposed new use, and code compliance needs when selecting an appropriate treatment approach (NPS 2017: 3).

### 5.9.3 Review of Resources in the PUD Area

#### 5.9.3.1 Summary of Survey Activities and the Ontario Register of Historic Resources

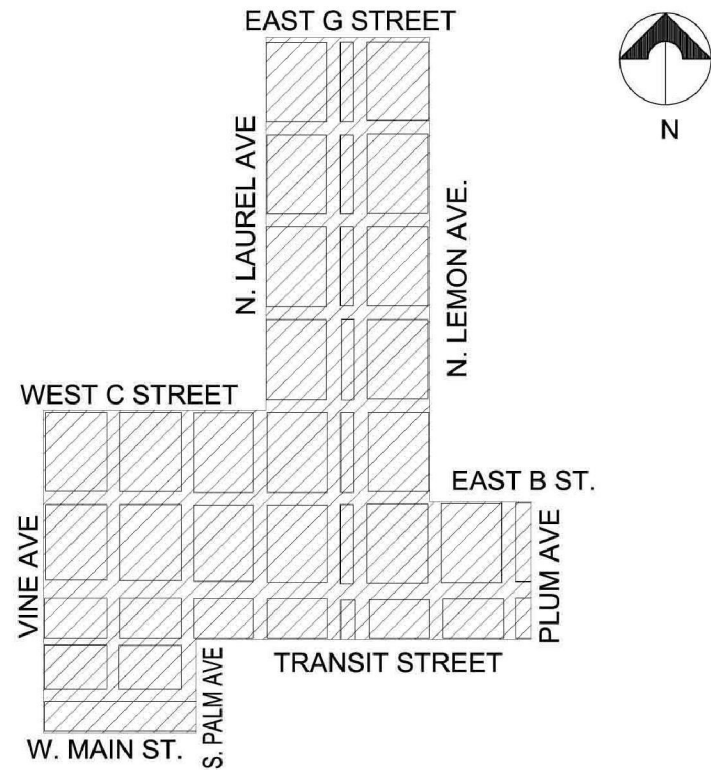
The State of California awarded a grant to fund a citywide survey between 1983 and 1984 to identify potentially historic resources located within the City. Between 1986 and 1987, the City of Ontario continued the survey efforts which resulted in documentation and evaluation of historic significance of nearly 3,000 properties, and the creation of Ontario's Historic Resource Inventory (HRI) in which 835 properties were formally listed. In 1991, the City retained Architectural Resources Group (ARG) to further analyze historic properties located within the downtown, a former Redevelopment Area, and recommend an improvement strategy to revitalize the area. Shortly thereafter, 65 local landmarks were designated. An additional survey was conducted in 2003 that updated information on buildings within the downtown. The City currently has 100 designated local landmarks, 14 of which are located within the downtown, 8 designated historic districts, 2 potential historic districts located in the downtown, 5 historic properties listed on the National Register of Historic Places and contains nearly 1,500 historic resources on the Ontario Register (HRI). See Figure 5-2 and the City of Ontario Historic Preservation Program for more details.

Figure 5-2: Historic Landmarks Map - South Section



The 2003 survey identified a potential district, District 3, that is associated with the core commercial development in the City. District 3 was divided into geographic regions, or subdistricts, that were identified as they were related to observed patterns of historic urban development, as shown in Figure 5-3. Two of these subdistricts overlap the plan area, District 3-A and 3-D. The overall district record describes the primary architectural character of District 3 as a commercial area where the predominant styles are, "Twentieth Century Vernacular Commercial. These buildings tend to be modest and pragmatic in style. They rarely exceed two-stories and primarily possess one-part commercial block façade compositions. Wood frames, brick, and masonry are the main materials used to construct the buildings. Some notable architectural styles include commercial buildings in an Art Moderne, International Style, Contemporary, and Googie Style."

Figure 5-3: District 3



5.9.3.2 List of Designated/Nominated/Eligible Historic Resources in the PUD Area as of 2023

As of November 2023, the PUD area contains the following designated, nominated, and eligible historic resources. In addition to the high concentration of historic and potentially historic resources within the PUD area, there are a number of properties that have reached 45 years of age since the last survey effort in 2003. The following map and table provides a list of the Designated (Purple), Nominated (Magenta), and Eligible (Pink) historic resources within the plan area, as well as the properties over 45 years of age that have not been previously surveyed (Green).

Figure 5-4: Historic Resources

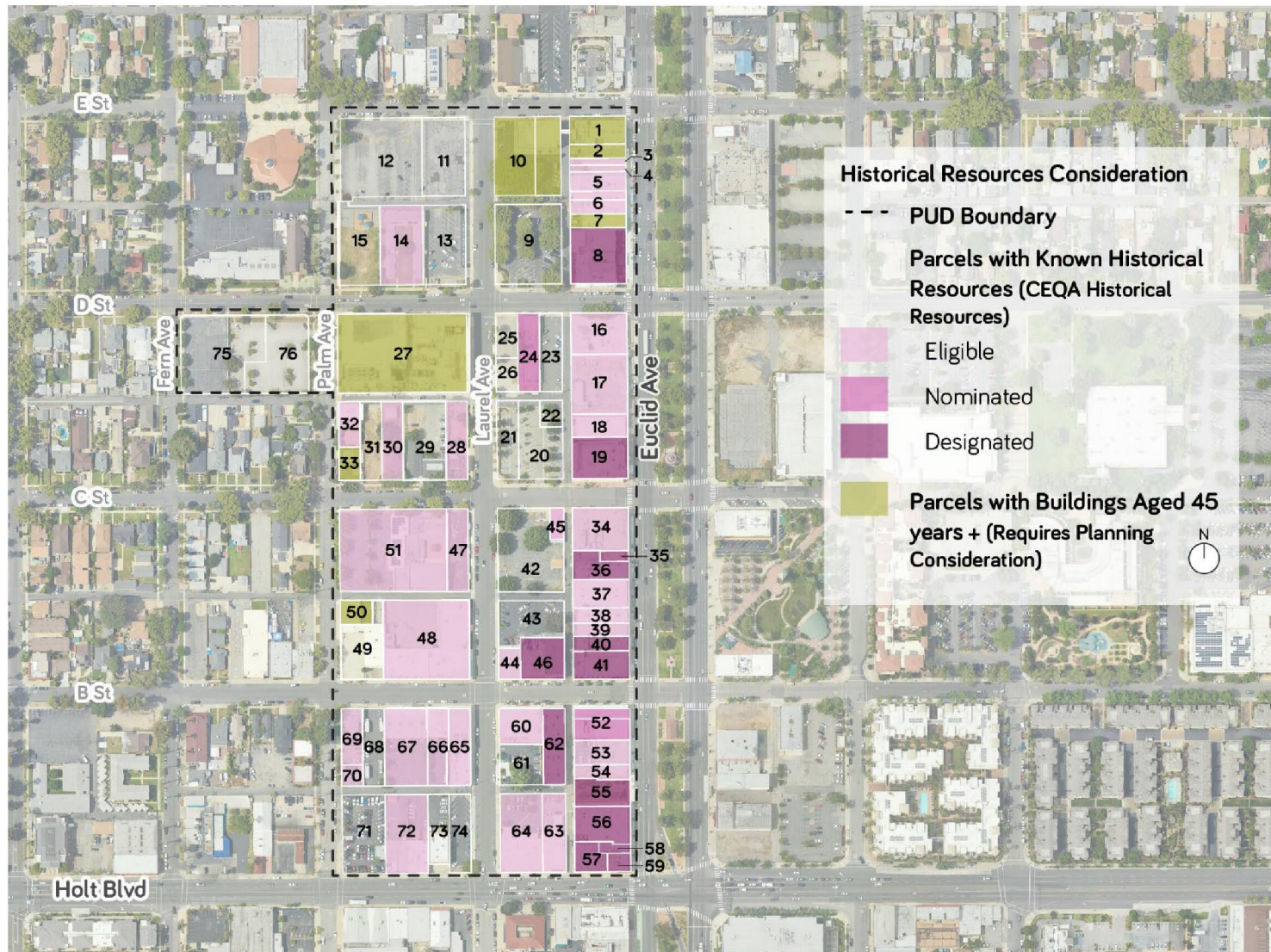




Table 5-4: Historic Resources

	Address	Parcel Number	Current Use/ Description	Year Built	Architectural Style	Current Historic Status	Local Landmark Name
1	437 N. Euclid Ave.	104835403	Unicare Community Health Center	1967	-	Not Surveyed	
2	429 N. Euclid Ave.	104835404	Immigration Attorney	c.1948 (NETR)	-	Not Surveyed	
3	427 N. Euclid Ave.	104835405	Aktiva Nutrition	1946	Commercial	Eligible	
4	425 N. Euclid Ave.	104835406	Downtown Ontario Improvement Association	1948	Commercial	Eligible	
5	421 N. Euclid Ave.	104835407	Work Boot Warehouse	c. 1930	Commercial	Eligible	
6	417 and 419 N. Euclid Ave.	104835408, -09	Optometrist	c. 1950	Commercial	Eligible	
7	413 and 415 N. Euclid Ave.	104835410	Rogers Flower Shop and Barber Shop	c. 1930	-	Not Surveyed	
8	401 N. Euclid Ave.	104835411	Gloria's Cocina Mexicana	1937	Moderne	Designated Landmark	Ontario Laundry Co.
10	123 W. E St. and 420 N. Laurel Ave.	104835401,-02, 104835413	Unicare Community Health Center, Parking	c. 1960		Not Surveyed	
14	210-220 W. D St.	104835309	Multiple-family residential	1946	Minimal Traditional	Eligible	
16	331 and 333 N. Euclid Ave.	104856604	U.S. Bank Branch	1965	-	Eligible	
17	317 N. Euclid	104856605	Treasure Banquet Hall	1950		Eligible	

	Address	Parcel Number	Current Use/Description	Year Built	Architectural Style	Current Historic Status	Local Landmark Name
18	311, 313, 315 N. Euclid Ave.	104856606	Cancha Verde/Strum Brewing	c. 1931	Brick Commercial	Eligible	
19	108 W. C St., 301/303 N. Euclid	104856607	Emmon's Building/Granada Theater	1926	Moderne/Art Deco	Designated Landmark	Emmon's Building (Granada Theater)
24	(123 W. D St) 121 W. D St.	104856602	Associated Telephone Company Building	1936	Art Deco	Nominated	
27	211 W. D St./ 207 W. D St.	104856113	Frontier Communications	c.1959 (NETR)	-	Not Surveyed	
28	303-305 and 311-315 N. Laurel Ave.	104856107	Multiple-family residential	c. 1920	Craftsman Bungalow	Eligible	
30	218 W. C St.	104856109	Single Family residence	1908	Craftsman Bungalow	Eligible	
32	312 N. Palm Ave.	104856112	Single Family residence and commercial building	1920	Minimal Traditional	Eligible	
33	228 W. C St.	104856111	Superior Justice Law Group	1955	-	Not Surveyed	
34	245 N. Euclid Ave.	104856503	Valley Dept Store	1950	Mid-Century Modern	Eligible	
35	233 N. Euclid Ave. 223 N. Euclid Ave. 235 N Euclid Ave.	104856504	The Golden Web Boutique store	1916	Brick Commercial (Mediterranean Revival)	Designated Landmark	People's Mutual Building and Loan
36	231 N. Euclid Av.	104856505	Unique Café	1904	Brick Commercial	Designated Landmark	Masonic Hall

	Address	Parcel Number	Current Use/ Description	Year Built	Architectura l Style	Current Historic Status	Local Landmark Name
37	219 N. Euclid Ave.	104856506	Herradura De Oro	1948	Colonial Revival	Eligible	
38	215 N. Euclid Ave.	104856507	Newsboy books	1946	Brick Commercial	Eligible	
39	211 N. Euclid Ave.	104856508	Euclid Family Dentistry	c.1925	Brick Commercial	Eligible	
40	207 N. Euclid Ave.	104856509	Vacant Commercial Building	1910	Brick Commercial	Designated Landmark	W.W. Smith Grocery
41	106 W. B St. 203 N. Euclid Ave.	104856510	Furniture Dreams (Residential on second floor)	1908	Brick Commercial	Designated Landmark	Ostran's Department Store
44	126 W. B St.	104856512	Beautiful Smiles Ontario	1906	Brick Commercial	Eligible	
45	108 W. C St. 115 W St.	104856502	Vacant Bank	1936	Brick Commercial	Eligible	
46	120 W. B St. 112 W. B St.	104856511	Nightmare on B Street/ Dance Studio/ Odd fellows - Eligible (Aria Kabob, Electric Beauty Salon - Historic LL)	1922	Commercial	Designated Landmark	Intl Order of Odd Fellows ( I.O.O.F)
47	223, 225, 229, 235 N. Laurel Ave.	104856202	Centro Legal De Accidentes & Cedar Pointe Chiropractic	1947	Minimal Traditional	Eligible	
48	206 ,208, 210, 214, 216, 218, 220 W. B St./ 205, 207, 209, 211, 213, 215 N Laurel Ave	104856203	Multiple shops including barber, Fitness, beauty	1947	Commercial	Eligible	

	Address	Parcel Number	Current Use/ Description	Year Built	Architectural Style	Current Historic Status	Local Landmark Name
50	212, 214, 216, 218 N. Palm Ave.	104856206	Small shops (Tax services and fitness)	1957	-	Surveyed	
51	215 W. C St.	104856201	Great Commission Church International (Christian Church)	1948 (additions 1955,1959,19 66	Mid-Century Modern	Eligible	
52	137, 139, 143, 141 N. Euclid Ave. and 105 W. B St.	104856403	Old Gemmel's Pharmacy	1889	Brick Commercial	Nominated	
53	129 and 133 N. Euclid Ave.	104856404	DolEx Financial Services	c. 1907	Brick Commercial	Eligible	
54	125 N. Euclid Ave.	104856405	Bravo's Store	1910	Brick Commercial	Eligible	Friend Block / O.O.F. Sommerest Hall/ People's Store
55	121 and 123 N. Euclid Ave.	104856406	Demolished - Vacant	1894	Commercial	Designated Landmark	Friend Block / O.O.F. Sommerest Hall/ People's Store
56	105, 109, 111, 115, 117 N. Euclid Av.	104856407	Verizon, Bally Spa, Night club, Motorcycle run	1889	Commercial	Designated Landmark	Rose Block
57	104,108, 110 & 112 W. Holt Blvd.	104856410	Botanica, Sabor Honduren, Beauty and Barber	1895	Commercial	Designated Landmark	Citizens Bank Block
58	105 N. Euclid Av.	104856408	Xolos Birria	1888	Brick Commercial	Designated Landmark	Holbrook Block

	Address	Parcel Number	Current Use/ Description	Year Built	Architectura l Style	Current Historic Status	Local Landmark Name
59	101 N. Euclid Av.	104856409	T Mobile	1895	Commercial	Designated Landmark	Citizens Bank Block
60	121, 123, 125,127 W. B St	104856401	B St. Professional Bldg.; Document Preparation Services Inc., Logan's Candies, Isaprint,	c. 1930		Eligible	
62	115 W. B St.. 117 & 119 W. B St..	104856402	Income Tax office and residential upper floor	1922	Brick Commercial	Designated Landmark	Ontario Herald Building
63	114, 116, 118 W. Holt Blvd	104856411	Pirate staffing, Ontario Boxing Club	c. 1915	Brick Commercial	Eligible	
64	108 N. Laurel Ave./ 120, 122, 124, 126 W. Holt Blvd.	104856412	Jobs, Insurance, Pawnshop, paved parking	C 1910 (additio n c. 1950)	Brick Commercial	Eligible	
65	203 W. B St./ 123, 127, 129 N. Laurel Ave	104856313	Body X Beauty, Pet grooming, Spa, Karate	1922 (retail commercial addition c. 1940)	Brick Commercial	Eligible	
66	207 W. B St.	104856312	Iglesia Fuente and paved parking	1949	Commercial	Eligible	
67	211, 213, 215, 217 W. B St.	104856303	Majestic Trophy, Boxing Club, Mary Kay, office	1953	Commercial	Eligible	

	Address	Parcel Number	Current Use/ Description	Year Built	Architectural Style	Current Historic Status	Local Landmark Name
69	225-227-229 W. B St. and 128-130 N Palm Ave	104856301	Evic Insurance & Services and the Vault Barbershop and Home	c. 1915 (commercial additions c. 1950)	Vernacular wood frame	Eligible	
70	120 N. Palm Ave.	104856311	House	c. 1915	Craftsman Bungalow	Eligible	
72	210, 212, 214, 216, 218 W. Holt Blvd.	104856308	Eagles Aere and Sams Liquor	1920	Brick Commercial	Eligible	

#### 5.9.4 Historic Preservation - Certificates of Appropriateness and Demolition

To ensure that a proposed project involving new construction (infill), addition, alteration or demolition (full or partial) of a historic resource protects the historic character and integrity of the resource and any surrounding resources, an application for a Historic Preservation - Certificate of Appropriateness must be filed pursuant to section 4.02.050: *Historic Preservation—Certificates of Appropriateness and Demolition of Historic Resources* of the Development Code. Issuance of a Waiver by the Planning Director or a Certificate of Appropriateness approved by the Historic Preservation Subcommittee or the Historic Preservation Commission shall be required for projects involving any of the following (4.02.050:B.2):

- Alteration, addition, restoration, rehabilitation, remodeling, relocation, repainting, and/or resurfacing of an historic resource.
- For any work to the exterior of any noncontributing historic resource located within the PUD area.
- Infill development within the PUD area; and
- Any demolition, whether in whole or in part, of a historic resource or a noncontributor within the PUD area.

*The following findings need to be met for the Historic Preservation-Certificate of Appropriateness application to be acted upon (4.02.050:D.1):*

- The proposed alteration, restoration, relocation, or construction will not detrimentally change, destroy or adversely affect any significant architectural feature of the resource;
- The proposed alteration, restoration, relocation, or construction will not detrimentally change, destroy or adversely affect the historic character or value of the resource;
- The proposed alteration, restoration, relocation, or construction will be compatible with the exterior character-defining features of the historic resource; and
- The proposed alteration, restoration, relocation, or construction will not adversely affect or detract from the character of the historic district.

*The following findings need to be met for the Historic Preservation-Certificate of Appropriateness and Demolition application to be acted upon (4.02.050:D.2):*

- The proposed demolition is necessary because all efforts to restore, rehabilitate, and/or relocate the resource have been exhausted;
- The proposed demolition is necessary because restoration/rehabilitation is not practical because the extensive alterations required would render the resource not worthy of preservation;
- The proposed demolition is necessary because failure to demolish the resource would adversely affect or detract from the character of the District; and
- The resource proposed to be demolished has been assigned a Tier III designation.

*For approval of a Historic Preservation-Certificate of Appropriateness related to infill development within the PUD area, the following infill guidelines need to be incorporated into the design of all new buildings and structures (4.02.050:G.2; 4.02.050:I.1-4):*

- New buildings, structures, or improvements constructed shall be designed to be compatible with the architectural style, features, and historic character of the properties within the PUD plan area.
- New buildings shall be compatible with the original style of the contributing buildings within the PUD plan area. The design of the new buildings shall therefore incorporate the following considerations:
  - The design features and details of contributing structures;
  - The height, width, and length of the new construction shall be consistent with the original characteristic of the contributing structures; and
  - The exterior materials and treatment shall be similar to the contributing structures.
- New buildings, structures, and/or improvements constructed on a historic property shall be designed to be compatible with the architectural style and features of contributing historic buildings and/or structures located on the historic property; and
- New buildings/structures shall be compatible with the original architectural style of the contributing historic buildings on the historic property. The design of the new construction shall incorporate the following considerations:
  - The design shall incorporate the design features and details of the historic structure;
  - The height, width, and length of the new building shall be consistent with the original characteristic of the historic building; and
  - The exterior materials and treatment shall be similar to the historic building.

### 5.9.5 Historic Architectural Guidelines

Section 7.01.065: *Guidelines for the Treatment of Historic Properties* of the Development Code, which are supported by the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards), is intended to provide appropriate design solutions that avoid adverse impacts to historic resources located within the PUD area. The guidelines provided in Section 7.01.065 of the Development Code should be used for any project in the PUD area.

To recognize and protect the historic significance of an architectural resource, it is important to understand the physical characteristics that are associated with various architectural styles to ensure that appropriate treatment approaches are used during any project involving a historic building, or when developing new buildings on or adjacent to a historic property. The City maintains a list of architectural styles with corresponding descriptions of the features that define each style on the Historic Preservation Program website. See the References and Resources at the end of this section for information on accessing the architectural style list.

New development that promotes context-sensitive and complementary buildings relative to the existing range of historic architectural buildings in Downtown West can help to create a cohesive district. Representative examples of existing historic buildings and their architectural styles in Downtown West and their associated characteristics are included below and on the following pages to help guide developers and architects in understanding the architectural styles and specific features present in the PUD area. While this is not an exhaustive list of the architectural styles present within the PUD area, the architectural styles referenced in the following pages constitute the primary styles present in the PUD area. To promote a cohesive district, new infill in the PUD area should use materials that are appropriate for and found within the district, such as glass, metal, siding, and brick.

Best practices for historic preservation propose that the architecture of new buildings and additions should not exactly replicate historic architectural styles, but rather be obviously differentiated while harmonizing with the scale, rhythm, and character of historic predecessors. Adjacent new construction, if it is not related to the property, should include clear differentiation. In addition, new construction should incorporate appropriate massing, scale, and buffers when located adjacent to a historic resource. Buffers may include setbacks and upper story stepbacks, for example. If construction is physically attached or located on a historic property, it should be reviewed for conformance with the Secretary of Interior's Standards.



Historic Architectural Styles in the PUD Area

MODERNE



Historic Architectural Styles in the PUD Area

# ART DECO



Historic Architectural Styles in the PUD Area

# CRAFTSMAN BUNGALOW



Historic Architectural Styles in the PUD Area

# MINIMAL TRADITIONAL



Garage (attached or detached)

Simple floor plan with gable roof

Minimal exterior decoration

Small entry porch with decorative porch supports

Modestly sized

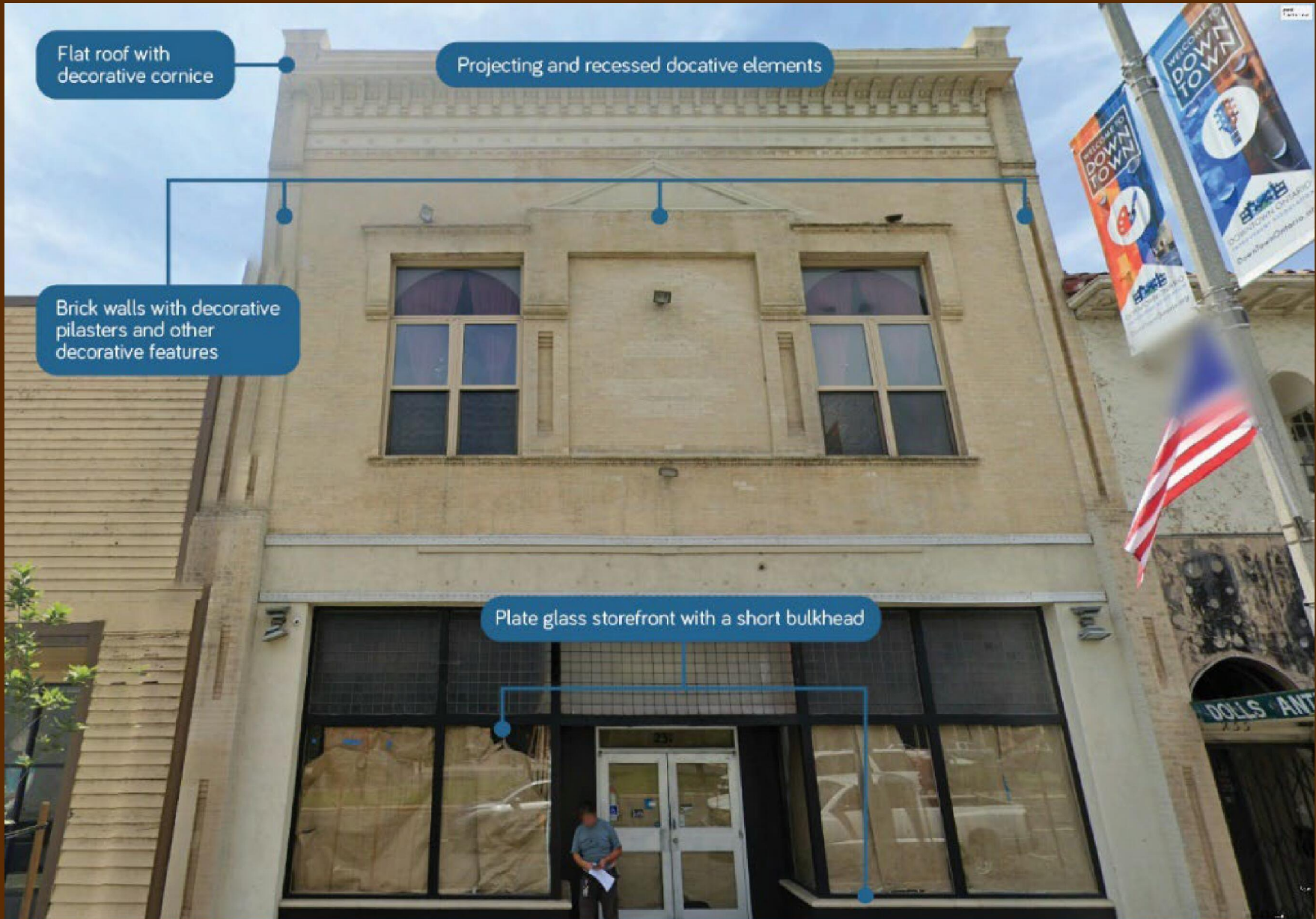
Historic Architectural Styles in the PUD Area

# BRICK COMMERCIAL



Historic Architectural Styles in the PUD Area

# BRICK COMMERCIAL



Historic Architectural Styles in the PUD Area

# BRICK COMMERCIAL



## 5.10 Public Art

As the City of Ontario continues to define itself as a desirable destination, the arts have taken on a greater role in enriching the lives of residents and enhancing the visitor experience. Public art may serve to delight and surprise, reflect upon the natural world, explore local history, express identity, or celebrate the contributions of important citizens. Ontario's vision is to expand this dialogue and interaction through site-specific, distinctive landmarks designed by professional artists. With this in mind, in 2022 the City established a new Public Art Program for private and civic development under Title 5 Chapter 33 of the Ontario Municipal Code. For a public art program to be successful, careful consideration must be given to the selection of artists and artwork concepts, materials, locations, and length of display. While the following typologies and applications listed below are intended for the PUD, planning will ultimately be governed by a comprehensive citywide master planning effort which will equitably address all regions and be developed in consultation with the Department of Museum, Arts & Culture's staff and the Public Art Advisory Commission.

### 5.10.1 Landmark Sculptures

Iconic and permanent large-scale outdoor works become inextricably linked with a district or city, and, over time, serve as enduring and cherished landmarks that are immediately recognizable. Portals, parklets, plazas and medians warrant special consideration as prime locations. Lighting helps showcase the artwork, while also making the space appear larger, safer, and more welcoming. Lighting can also serve as an integral part of the sculpture to captivate pedestrians in evening hours.

### 5.10.2 Murals

Murals add immediate vibrancy and vitality to facades, setbacks, and blank walls. While murals may appear relatively easy and inexpensive to commission, careful planning needs to be in place in property-owner agreements, site selection, surface preparation, material quality, maintenance responsibilities, and the level of security in vulnerable areas such as alleys. Murals may be painted directly on to a surface or mounted on panels, or fabricated from tile or mosaic, depending on anticipated length of display.



**Cliff Garten. Zuckerberg Medical Center.**



**Ralph Helmick. Pasadena.**



**David Byrne. NYC.**



### 5.10.3 Streetscape Amenities

Artists bring a unique and original perspective to design. The City can take advantage of this expertise and talent to beautify and energize the pedestrian environment through artist-designed enhancements to functional furnishings such as bike racks, bollards, benches, street poles and transit shelters.

### 5.10.4 Private Development

Artists bring a unique and original perspective to design. The City can take advantage of this expertise and talent to beautify and energize the pedestrian environment through artist-designed enhancements to functional furnishings such as bike racks, bollards, benches, street poles and transit shelters.

### 5.10.5 Temporary Programming

Artists bring a unique and original perspective to design. The City can take advantage of this expertise and talent to beautify and energize the pedestrian environment through artist-designed enhancements to functional furnishings such as bike racks, bollards, benches, street poles and transit shelters.



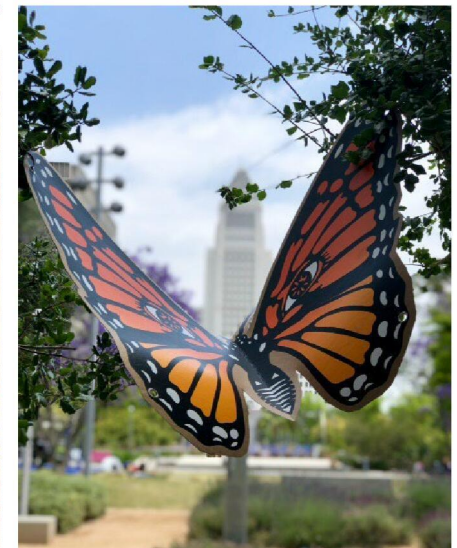
Chris Burden. LACMA.



Sonia Romero. MacArthur Park.



Deborah Ashheim. San Francisco.



Sonia Romero. Grand Park.

# 6 Public Realm Standards and Guidelines

## 6.1 Overview

Chapter 6 provides standards and guidelines for the public realm aimed at improving the sidewalk experience for all users. The public realm is defined as any publicly owned space, including streets, sidewalks, passageways, plazas, and other spaces that are accessible by everyone. An accessible, comfortable, and well-designed public realm is a crucial component to creating a sense of place, encouraging new development, and supporting the community.

This section will cover the following:

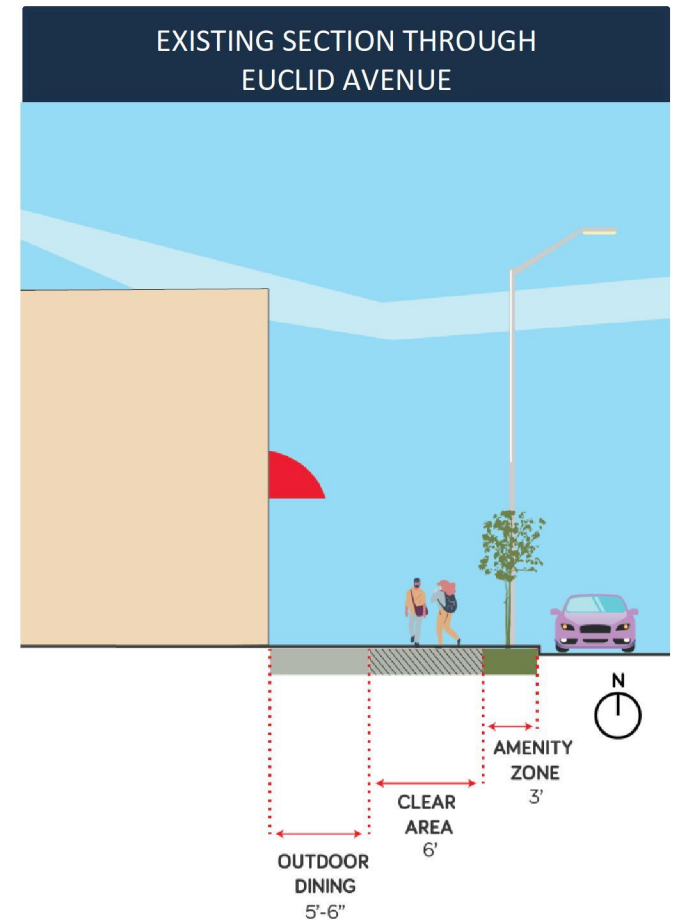
- Design standards for sidewalk clearance and outdoor dining to ensure that the sidewalk space throughout the PUD area can properly accommodate the multiple and simultaneous uses.
- Design guidelines for street furniture, pedestrian connections, signage and wayfinding, street trees, and parkways.



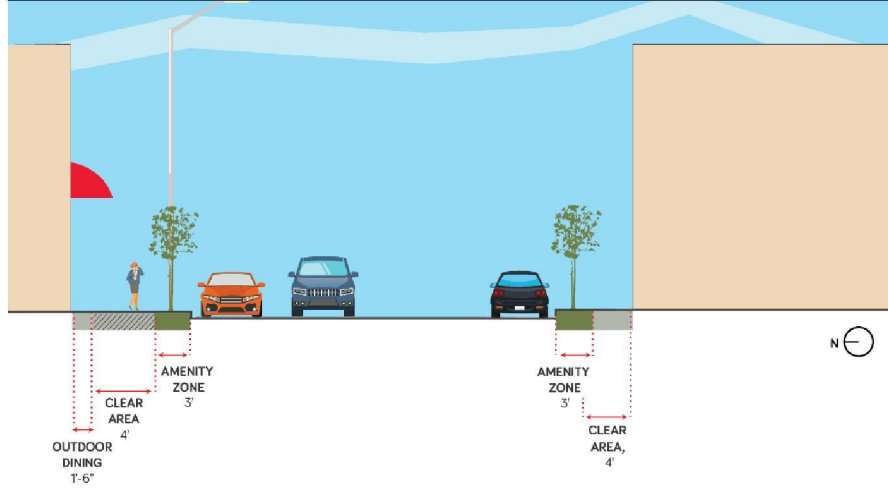
## 6.2 Design Standards

### 6.2.1 Sidewalk Clearance

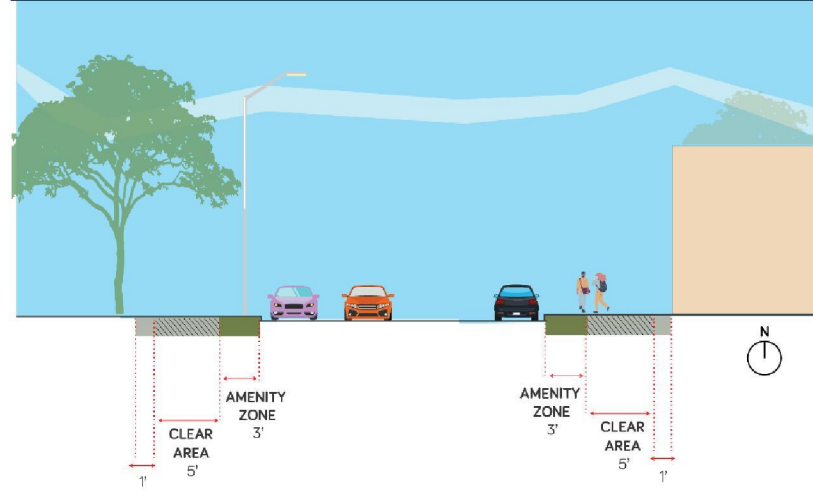
1. **Minimum Sidewalk Clear Area.** A minimum clear area shall be maintained for pedestrian circulation within the public sidewalk zone. This minimum clear area may be reduced to 4 feet in width adjacent to City-approved outdoor dining facilities or tree grates per review authority. Exceptions include:
  - a. **Euclid Avenue.** A minimum clear area of 6 feet shall be maintained for pedestrian movement.
  - b. **B Street.** A minimum clear area of 4 feet on the southside of B Street shall be maintained for pedestrian movement.
  - c. **Laurel Avenue.** A minimum clear area of 5 feet shall be maintained for pedestrian movement.
  - d. **Holt Boulevard.** A minimum clear area of 6 feet shall be maintained for pedestrian movement.
  - e. **The Alley** A minimum clear area of 5 feet shall be maintained for pedestrian movement.



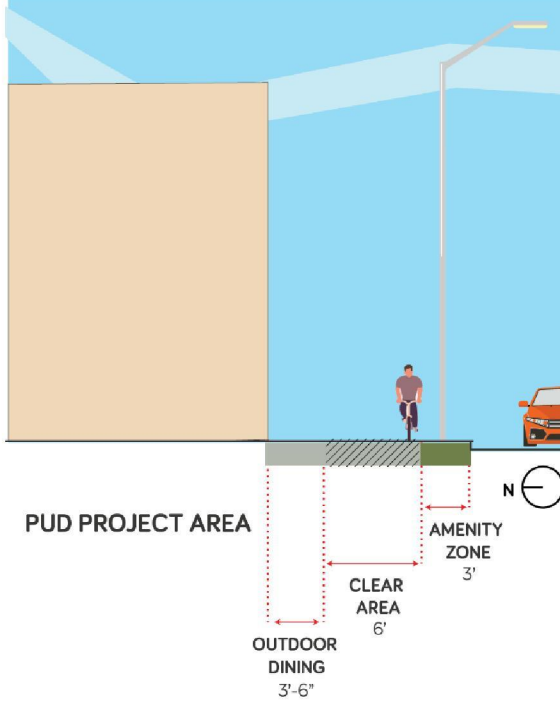
### EXISTING SECTION THROUGH B STREET



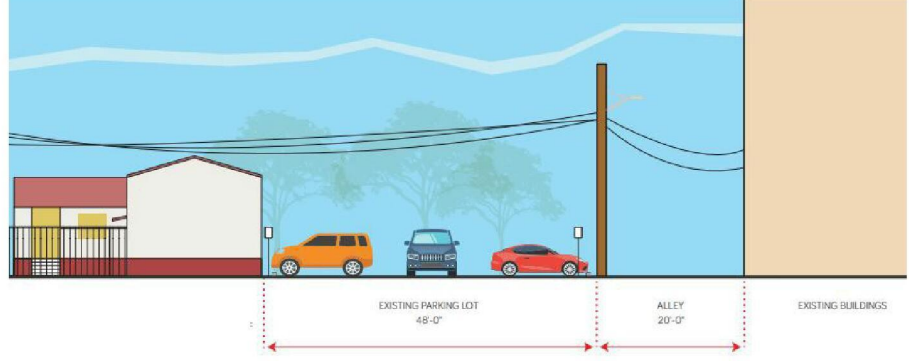
### EXISTING SECTION THROUGH LAUREL AVENUE



### EXISTING SECTION THROUGH HOLT BOULEVARD



### EXISTING SECTION THROUGH THE ALLEY LOOKING NORTH TOWARDS D STREET



## 6.2.2 Outdoor Dining

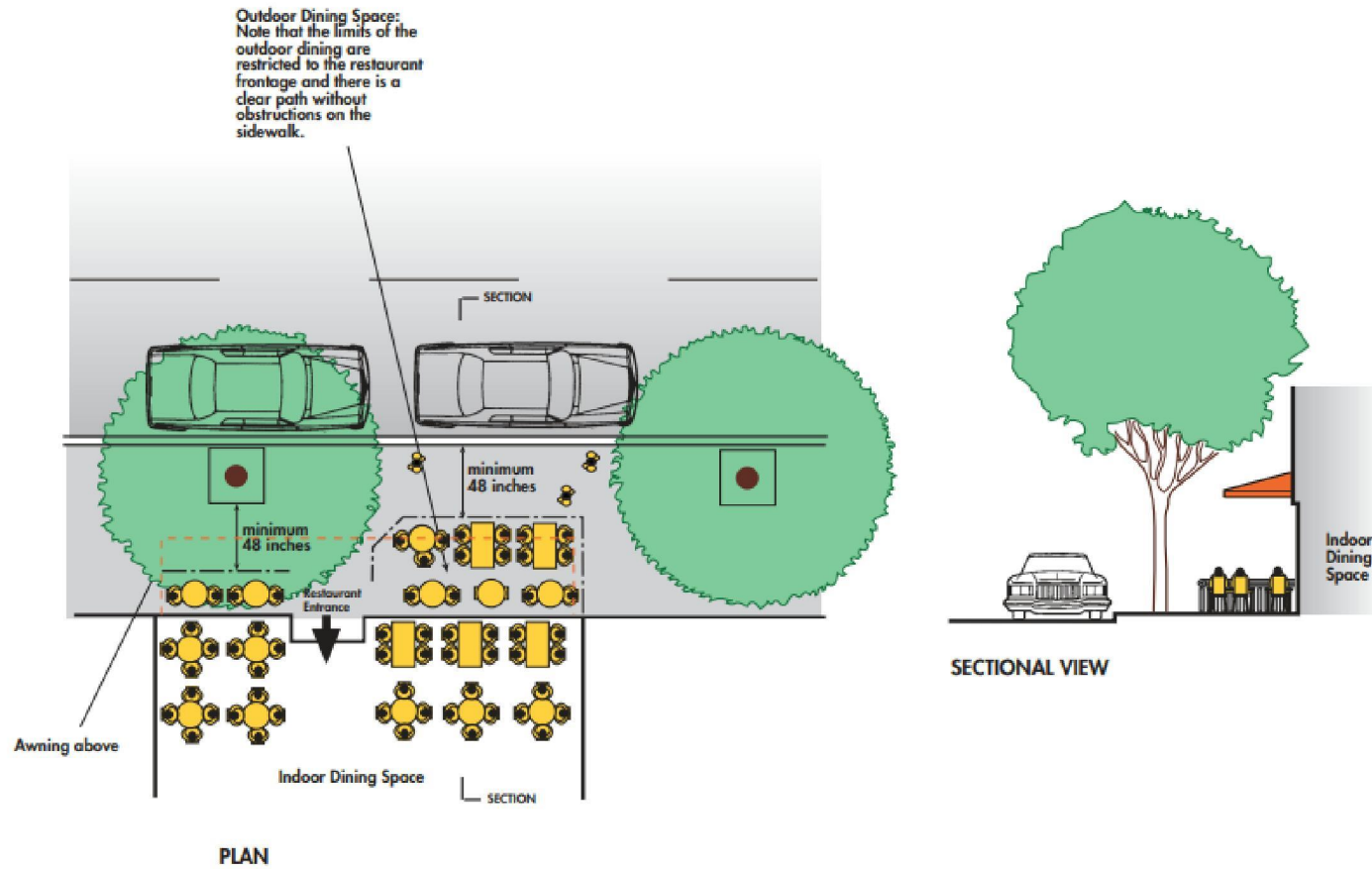
1. **Outdoor Dining.** Outdoor Dining areas adjacent to a street level eating or drinking establishment along any street frontage will require a permit to ensure sidewalk clearance and ADA requirements. Any such areas shall be designed in accordance with the provisions set forth in **Section 2A.7 of the Downtown Ontario Design Guidelines**, plus any additional features that may be required as part of a Conditional Use Permit for on-sale alcoholic beverages. Typical layout of outdoor sidewalk dining space is shown in Figure 6-1 from the Downtown Ontario Design Guidelines.

### Outdoor Dining to Promote a Vibrant Euclid Avenue

Outdoor dining along Euclid Avenue is encouraged to promote a vibrant street. Outdoor dining along the sidewalk contributes to an active public realm with “eyes on the street” throughout the day. Providing a clear area on any public sidewalk is critical to ensuring that pedestrian movement is maintained, while allowing sidewalk dining and other uses on the sidewalk, such as street trees, benches, and other amenities.



Figure 6-1: Typical Layout of Outdoor Sidewalk Dining Space (Downtown Design Guidelines)

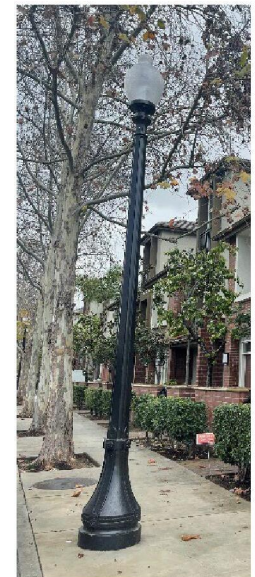
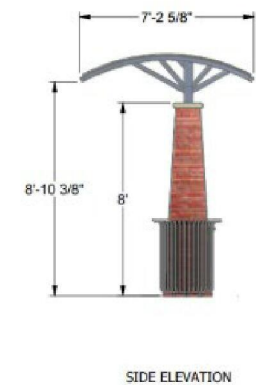
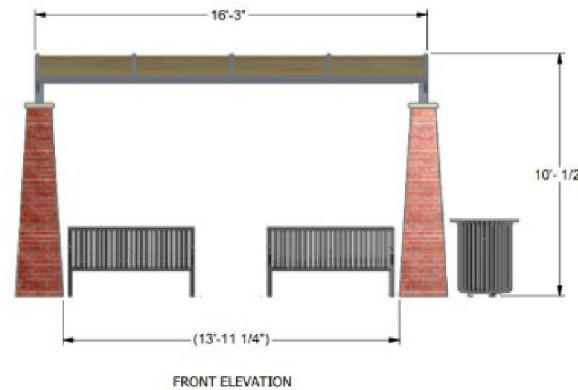
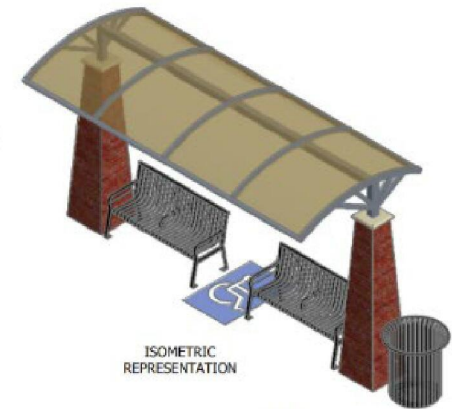


Source: Downtown Design Guidelines

## 6.3 Design Guidelines

### 6.3.1 Street Furniture

1. **Street Furniture.** Incorporate a high level of street furniture including lighting, bus shelters, benches, tree grates, bike racks, and trash receptables.
  - a. **Location.** The selection of appropriate elements should consider those streets with the heaviest foot traffic, such as Euclid Avenue, Holt Avenue and B Street, as well as existing sidewalk widths, size and spacing of trees, proximity to store entrances, etc.
  - b. **Identity.** Street furniture should reflect the special character and theme of downtown Ontario to create a district identity. The use of repetitive materials and textures will create a rhythm and consistency that will bring continuity to the Districts and Blocks within the PUD area. Bus shelter furniture shall be constructed with decorative brick,.
    - c. **ADA.** All street furniture shall comply with American with Disabilities Act of 1990.
    - d. **Lighting.** Incorporate pedestrian-scaled lighting fixtures that emit a warm light along the streets and sidewalks; the sidewalks should be well-lit.
      - i. **Euclid Avenue.** A combination of standard concrete and “King” standard post-top streetlights (Standard Drawing #5103) with LED lamps should be placed within the public sidewalk zone.
      - ii. **Holt Boulevard.** A “King” standard post-top streetlights with LED lamps should be placed within the public sidewalk zone.
      - iii. **Local Streets.** King standard post-top lights should be placed within the public sidewalk zone.
    - e. **Glare.** Direct lighting along sidewalks and pedestrian pathways to produce a minimal glare.



- i. All post-top lamps should incorporate shielding within the luminaire and/or globe to prevent glare into upper-level residential windows.
- f. **Overhead Lighting.** Provide a minimum clearance height as required by City Services and the Fire Department for overhead lighting above local streets, such as B Street and The Alley to accommodate commercial trucks, service and maintenance vehicles, and emergency vehicles.
- g. **Furniture Requirements.**
  - i. Benches should have arms and backs.
  - ii. A powder-coated, dark finish should be applied to all fixtures and furniture.
  - iii. Bollards may be placed at entrances to bicycle/pedestrian pathways and where controlled emergency, or maintenance access is required or desired. A bottom locking mechanism shall be provided to enable easy removal by authorized City personnel.
  - iv. Litter receptacles should have a fixed top.
  - v. Design of bus stop benches and shelters should satisfy the criteria specified by the City and local transit agency (currently Omnitrans).
  - vi. Bike racks should be located adjacent to parking areas or bicycle/pedestrian pathways.



*Street Benches*



*Trash Receptacles*

*Street furniture in the PUD area is intended to match those identified in the Downtown Civic Center Planned Unit Development, shown at left, to create a consistent streetscape identity along the west and east sides of Euclid Avenue*



### 6.3.2 Pedestrian Connections

1. **Pedestrian Pathways.** Regard sidewalks and paseos as unifying elements throughout the PUD area. Design and locate enhanced pathways and connections to promote walkability within Downtown.
2. **Euclid Avenue Pedestrian Paseos.** Provide mid-block paseos, where appropriate for clear and comfortable pedestrian circulation between Euclid Avenue and The Alley. Provide mid-block paseos and connections between Euclid Avenue to public outdoor spaces and public parking garages. See **Section 5.6.2** for required paseo dimensions.
3. **Traffic Calming.** Where applicable, implement traffic calming measures throughout the PUD area, including bulb-outs, enhanced crosswalks, and others to facilitate safe and comfortable pedestrian connections.



### 6.3.3 Public Realm Signage and Wayfinding

1. **The Alley Gateways.** Points of entry to the alley should include gateway elements or signage to create a sense of “welcoming” and wayfinding into the space.
2. **Signage.** Utilize signage and/or environmental graphics to aid in pedestrian orientation and wayfinding.

#### Signs and Wayfinding in the Public Realm to Promote Identity

Signs and wayfinding within the public realm can provide many functions in a downtown area and can be oriented for pedestrians or vehicles. The types that are encouraged for the PUD area include district markers, banners, monument signage, pedestrian signage (eye level or on the ground), important places, such as historic or cultural resources, and alleys. Themes for signs and wayfinding in the public realm should be aligned with the Downtown Ontario Design Guideline’s Historic Preservation Retail Subdistrict for the PUD area.



### 6.3.4 Parkways and Street Trees

1. **Parkways and Street Trees.** Parkways and street trees in the PUD area are subject to the City of Ontario Landscape Development Guidelines, the Master Street Tree Plan, and the City of Ontario Development Code. Tree plantings and design, such as tree sizes, irrigation methods, and tree wells require flexibility in the PUD area.
  - a. **Euclid Avenue and Laurel Avenue Street Trees.** Appropriate street tree species and recommended sizes for Euclid Avenue is provided in **Table 6-1**.

**Table 6-1: Recommended Street Trees in the PUD Area**

Botanical Name	Common Name	Recommended Size	Comments
<b>Euclid Avenue</b>			
Brachychiton Populneus	Bottle Tree	24" Box	Standard
Pinus Elderica	Afghan Pine	24" Box	Standard
<b>Laurel Avenue</b>			
Eucalyptus Torquata	Coral Gum	24" Box	Standard

#### Importance of Street Trees and Parkways

Street trees and parkways are important components of the public realm, and help to contribute to shade, a sense of place, and overall pedestrian comfort. The consistent use of tree species, size, and spacing along a street can help to create a pleasant rhythm and identify for an area. Species choices should consider access to both shade and sun along sidewalks.



# 7 Administration and Implementation

## 7.1 Development Code

Any terms not defined herein and any issues affecting the design and development of Projects in the PUD area that not specifically addressed in this PUD shall be governed by the provisions of the Ontario Development Code and the City's Standard Conditions of Approval Resolution No. R2017-027 for development.

## 7.2 Development Applications

Development Plan approval, pursuant to the requirements of Ontario Development Code Section 4.02.025 (Development Plans), shall be required for any Project that entails the physical alteration of any lot, construction of a building, or addition or significant alteration of an existing building in the PUD area as required by the Ontario Development Code. For each Project, a Development Plan application shall be submitted to the Planning Department on a City application form pursuant to the requirements of Ontario Development Code Division 2.02 (Application Filing and Processing), commencing with Subsection B (Discretionary Permits and Actions) of Section 2.02.015 (Application Processing Procedures).

## 7.3 Certificate of Appropriateness

To ensure proper implementation of the historic resource preservation and mitigation measures established in the Mitigated Negative Declaration for the PUD, an application for a Certificate of Appropriateness ("C of A") shall be submitted and approved in conjunction with each private or public improvement in the PUD area. Application requirements and required findings for approval of a C of A are pursuant to Section 4.02.050 (Historic Preservation—Certificates of Appropriateness and Demolition of Historic Resources) of the Ontario Development Code.

## 7.4 Exceptions

Deviation from the development standards set forth in this PUD document may be granted up to a maximum of 10 percent by the Zoning Administrator. Any deviation that is greater than 10 percent shall require an amendment to this PUD.

## 7.5 CEQA Compliance

The Downtown West PUD Mitigated Negative Declaration was prepared in coordination with the City and in compliance with the City's Guidelines for the Implementation of the "California Environmental Quality Act (CEQA)" (See Appendix B). In 2022 The Ontario Plan or the City's General Plan was approved and the SEIR certified which approved updated land use designations through the City. Preparation of this Planned Unit Development or PUD has demonstrated that a Mitigated Negative Declaration for the approval of the PUD should be prepared. The Ontario Plan Final SEIR serves as a guide and many of the policies from the plan have been incorporated by reference. The Mitigated Negative Declaration for this project includes programmatic and project-level analysis of future land use intensities and changes to the public realm. Issues identified included historic resources, transportation, and aesthetics. No unmitigated impacts were present.

The City will be responsible for implementation of the Mitigation Monitoring and Reporting Program approved for the Downtown West Planned Unit Development project. This may involve application of one or more mitigation measures to implement this PUD, or fair-share proportions thereof.

## 7.6 Implementation

Implementation of the PUD will be primarily through the adoption of the new land use and development regulations. However, implementation of the holistic vision and guiding principles for the PUD area will require coordination across City departments and regional agencies, as well as funding to plan, design, and construct supportive investments in the public realm. These next steps will be implemented over time and will complement the land use and development regulations included in this PUD.

**Integrated shared infrastructure facilities**, such as parking, trash services, and open space opportunities to support new development and uses in the downtown area.

**Traffic calming and public realm enhancements**, such as bulb outs, crosswalk improvements, new street trees, and others.

**Downtown Historic Designation** which will be determined through a survey of Ontario's historic district using the themes of early commerce and settlement.

**Downtown Wayfinding and Signage Program** can help to create a consistent image for the city; improve navigation for all modes of travel; guide visitors to landmarks, facilities, and services; and promote walking, bicycling, and mass transit.

**Active transportation improvements**, such as the planned bike boulevard on Vine Avenue and B Street that will connect Ontario's historic downtown with De Anza Community & Teen Center and park, funded through the State's Active Transportation Program (ATP). Additional ATP grants can be explored to fund future active transportation improvements that benefit the PUD area.

**Public transit investments**, such as the West Valley Connector (WVC) project, which will be a 100% zero-emission Bus Rapid Transit (BRT) system that will upgrade a portion of existing Route 61 which runs along Holt Boulevard, additional approximately 3.5 miles of center running, dedicated bus-only lanes, and provide an improved transit connection to Ontario International Airport, two Metrolink lines, and multiple major activity centers.

## 8 Section References and Additional Resources

### 8.1 Historic Preservation

- Arroyo Group, 1998. "Downtown Ontario Design Guidelines." Produced By The Arroyo Group, Planners, Architects & Associated Disciplines With Patrick B. Quigley & Associates, Lighting Consultant for the City of Ontario.
- City of Ontario, 2005. "Villa Historic District." City of Ontario (Ontario, CA). Website. [https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/Historic\\_Preservation/villa.pdf](https://www.ontarioca.gov/sites/default/files/OntarioFiles/Planning/Historic_Preservation/villa.pdf)
- City of Ontario, 2013. "Euclid Avenue Historic District." City of Ontario (Ontario, CA). Website. [https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Historic\\_Preservation/euclid\\_avenue.pdf](https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Historic_Preservation/euclid_avenue.pdf)
- City of Ontario, 2023a. "History." City of Ontario (Ontario, CA). Website. <https://www.ontarioca.gov/FactsAndHistory>.
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- Military Museum. 2023. "Ontario National Guard Station: History." California Military Department (Rancho Cordova, CA). Website.
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- NPS. 2023. "Preservation Briefs." Preservation Briefs 1 – 50. National Park Service. Website. <https://www.nps.gov/orgs/1739/preservation-briefs.htm>
- State of California. 2022. California Historical Building Code 2022. State of California. Website. <https://up.codes/viewer/california/ca-historic-building-code-2022>
- SurveyLA. 2016. Los Angeles Citywide Historic Context Statement, Context: Commercial Development, 1850-1980, Theme: Commercial Development and the Automobile, 1910-1970. Prepared for the Los Angeles Department of City Planning. Los Angeles, California. August 2016. Accessed November 2023. [https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile\\_1910-1970.pdf](https://planning.lacity.org/odocument/3007ea6e-c4dd-42ec-bede-b109293f2873/CommercialDevelopmentandtheAutomobile_1910-1970.pdf)

# Appendix A

## Ordinance Adopting PUD

ORDINANCE NO. 3282

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PUD23-004, A PLANNED UNIT DEVELOPMENT TO ESTABLISH PLANNING AND DESIGN PRINCIPLES, DEVELOPMENT REGULATIONS AND PERFORMANCE STANDARDS TO GOVERN FUTURE DEVELOPMENT OF 21.58 ACRES OF LAND, GENERALLY LOCATED SOUTH OF E STREET, NORTH OF HOLT BOULEVARD, WEST OF EUCLID AVENUE, EAST OF PALM AVENUE, AND THE NORTHERN PORTION OF THE BLOCK BETWEEN FERN AND PALM AVENUES AND C AND D STREETS, WITHIN THE LUA-1 (EUCLID AVENUE ENTERTAINMENT) OF THE MU-1 (DOWNTOWN MIXED USE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF-

APNS: 1048-566-08, 1048-566-09, 1048-566-10, 1048-566-02, 1048-566-01, 1048-566-03, 1048-566-04, 1048-566-06, 1048-566-07, 1048-561-07, 1048-561-08, 1048-561-09, 1048-561-10, 1048-561-12, 1048-561-13, 1048-562-01, 1048-562-02, 1048-565-01, 1048-565-04, 1048-565-05, 1048-565-06, 1048-566-06, 1048-566-07, 1048-354-04, 1048-354-05, 1048-354-06, 1048-354-07, 1048-354-08, 1048-353-13, 1048-353-14, 1048-354-01, 1048-354-02, 1048-354-03, 1048-565-14, 1048-566-05, 1048-566-11, 1048-561-11, 1048-562-03, 1048-562-06, 1048-562-07, 1048-563-01, 1048-563-02, 1048-563-03, 1048-563-04, 1048-563-05, 1048-576-01, 1048-576-02, 1048-563-07, 1048-563-08, 1048-564-07, 1048-564-11, 1048-564-12, 1048-564-13, 1048-564-14, 1048-565-02, 1048-565-03, 1048-563-06, 1048-563-07, 1048-563-08, 1048-563-09, 1048-563-10, 1048-565-07, 1048-565-08, 1048-565-09, 1048-565-10, 1048-565-11, 1048-565-12, 1048-565-13, 1048-563-11, 1048-564-01, 1048-564-02, 1048-564-03, 1048-564-04, 1048-564-05, 1048-564-06, 1048-564-08, 1048-564-09, 1048-564-10.

WHEREAS, the City of Ontario ("Applicant") has initiated approval of a Planned Unit Development (PUD), File No. PUD23-004, as described in the title of this Ordinance (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 21.58 acres of land (8.5 City Blocks) generally located south of E Street, north of Holt Boulevard, west of Euclid Avenue, east of Palm Avenue, and the northern portion of the block between Fern and Palm Avenues and C and D Streets within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed Use) zoning district, and is presently improved with a mixture of retail, residential, and office land uses and paved surface parking lots; and

WHEREAS, the properties to the north of the Project site is within the OL (Office Low Intensity) and MU-1(Mixed Use Downtown) zoning districts and is developed with office, retail and residential uses. The properties to the east and south are within the MU-1 (Mixed Use Downtown) zoning district which are developed with office, retail and residential. The properties to the west are located within the MDR-11 (Medium Density Residential) HDR-45 (High Density Residential) and are developed with a school, church, and multiple-family and single family residential; and

WHEREAS, an existing bus stop is located on the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT); and

WHEREAS, the purpose of the PUD is to facilitate the revitalization of downtown Ontario, streamline development, encourage historic preservation and adaptive reuse, and provide development flexibility to achieve the City's goals to economically revitalize and aesthetically enhance the Project area; and

WHEREAS, the PUD includes components that regulate land use, urban design, development and design standards for new (infill) construction, redevelopment of underutilized sites, and adaptive reuse of historic and existing buildings, architectural character and design and historic preservation; and

WHEREAS, the LUA-1/MU-1 (Downtown Mixed Use) zoning district is envisioned as an intensive vertical and horizontal district with a mixture of retail, office, and residential uses in a pedestrian friendly atmosphere, with the most intensive uses envisioned along Euclid and Holt Avenues. Consistent with the LUA-1/MU-1 zoning district and TOP Downtown District Place Type, the Downtown West PUD grants a maximum intensity of 2.0 Floor Area Ratio and a density range of 25.0 to 75.0 dwelling units per acre; and

WHEREAS, the PUD establishes the Downtown Mixed-Use Retail Core (MU-RC) zone that is comprised of 4 city blocks (Blocks A-D) that front onto Euclid Avenue from Holt Boulevard to D Street and is envisioned as an 18-hour entertainment, shopping, and dining destination, whereas Holt Boulevard, a future multi-modal corridor, is envisioned as the primary west-east connection from the Ontario International Airport/Hospitality district to the downtown; and

WHEREAS, the goals of the MU-RC zone are to enable a mixture of commercial uses with strategic multiple-family residential infill development, activate storefronts to generate pedestrian foot traffic, such as retail, restaurant, and entertainment, as well as design treatments that support a lively and comfortable public realm, create an enhanced, vibrant, and active public realm and streetscape along Euclid Avenue, create mid-block connections along Euclid Avenue to increase walkability and activity where public art and outdoor dining is encouraged, and to transform the north-south running public alley into a pedestrian-friendly enhanced alley with entrances, outdoor dining, and "greening" (landscape and enhanced paving) that collectively creates a lively and dynamic atmosphere; and

WHEREAS, the Downtown Mixed-Use Transitional (MU-T) zone is comprised of 4 city blocks (Blocks E- H), bordered by Laurel Avenue to the east, Palm Avenue to the west, D street to the north and Holt Boulevard to the south and is envisioned to enable a mix of commercial uses, a variety of multiple-family residential housing types, and mixed use development; and



WHEREAS, the goals of the MU-T zone is to support development flexibility with allowing a variation of building heights to respond to the surrounding context, identifying B street as an extension of Euclid Avenue as a more walkable retail “Main Street” atmosphere, enhancing the public realm with decorative crosswalks, “bulb out” curb extensions, public art, bicycle infrastructure, and introducing new “placemaking” elements such as suspended lighting and parklets; and

WHEREAS, the Downtown Residential (DR) zone is a half city block (Block I) located west of Palm Avenue, east of Fern Avenue, south of D street and north of the public alley. The primary goal of the DR zone to ensure compatible housing types with the surrounding residential; and

WHEREAS, the PUD includes Block-specific standards created to respond to place-based conditions and goals which include allowable range of building heights of 40 feet (3 stories) to 65 feet (5 stories), 0 to 10 feet of building setbacks, 10 and 15 feet of setbacks for upper level additions to existing buildings at certain locations, and parking requirements; and

WHEREAS, the PUD requires a minimum of 1 resident parking space per bedroom, 0.20 guest parking per dwelling unit, and 1 parking space per 250 square feet of Gross Floor Area of commercial; and

WHEREAS, in order to achieve the preferred density and building intensities, the PUD allows for a combination of on-site and on-street parking to provide an adequate parking supply to meet the anticipated parking demand for the Project. All resident parking is provided on site, while guest parking and retail visitor spaces are allowed on-street; and

WHEREAS, the PUD includes architectural design standards and guidelines, specific to the downtown location and variety of building types, and establishes the following design principles:

- (a) Create an architectural character that reflects the various styles within the historic downtown. New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material.
- (b) The overall character should feel like a modern interpretation of a traditional American small town.
- (c) Create compatibility between the mixed-use, residential and commercial architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, “sameness” is discouraged; and

WHEREAS, the PUD requires a Certificate of Appropriateness, in conjunction with a Development Plan, in order to safeguard identified historic resources listed on the Ontario Register of Historic Places and any unknown historic resources yet to be discovered; and

WHEREAS, the PUD relies upon the Secretary of Interior Standards, for the Treatment of Historic Properties, the Ontario Development Code (Certified Local Government), Ontario Downtown Design Guidelines, and best practices for preservation to guide appropriate design for new (infill) construction, redevelopment of underutilized sites, and adaptive reuse of historic and existing buildings; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, on the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of insignificance, an Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program were prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, the MND was made available to the public and to all interested agencies for review and comment pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport ("ONT"), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan (ALUCP), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on May 28, 2024, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, MMRP, and the Project, and concluded said hearing on that date, voting to issue Resolution No. PC24-015 recommending the City Council approve the Application; and

WHEREAS, on July 2, 2024, the City Council of the City of Ontario conducted a hearing to consider the MND, MMRP, and the Project, and concluded said hearing on that date and continued the item to the July 16, 2024, City Council meeting; and

WHEREAS, as the first action on the Project, on July 16, 2024, the City Council approved a resolution adopting MND and MMRP prepared pursuant to CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND ORDAINED by the City Council of the City of Ontario, as follows:

**SECTION 1: *Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the MND, MMRP, and the administrative record, including all written and oral evidence presented to the City Council, the City Council finds as follows:

- (1) The MND, MMRP, and the administrative record, have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and
- (2) The MND and MMRP contain a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Planning Commission; and
- (3) There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and
- (4) All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND and MMRP.

**SECTION 2: *Airport Land Use Compatibility Plan ("ALUCP") Compliance.*** The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

- (1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace

protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP compatibility factors, including [1] Safety Criteria (ONT ALUCP Table 2-2) and Safety Zones (ONT ALUCP Map 2-2), [2] Noise Criteria (ONT ALUCP Table 2-3) and Noise Impact Zones (ONT ALUCP Map 2-3), [3] Airspace protection Zones (ONT ALUCP Map 2-4), and [4] Overflight Notification Zones (ONT ALUCP Map 2-5). As a result, the DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

**SECTION 3: *Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Sections 1 through 2 above, the City Council hereby concludes as follows:

- (1) ***The proposed PUD, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan.*** The Project is consistent with Vision, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan. Section 1.1, The Ontario Plan Objectives of the Downtown West Planned Unit Development, describes the manner in which the PUD complies with the Policy Plan goals and policies.
- (2) ***The proposed PUD, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The Planning Commission has required certain safeguards through conditions of approval, which have been established to ensure that: [i] the purposes of the Planned Unit Development are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan.
- (3) ***In the case of an application affecting specific property(ies), the proposed PUD, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The Downtown West PUD area is situated in the heart of Ontario's downtown and is adjacent to residential and commercial land uses and development. The surrounding development supports the objective of the Downtown West PUD further commercial, residential and mixed-use development. The Project does not affect the harmonious relationship with adjacent properties and land use.

- (4) ***In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development.*** In preparing the proposed Downtown West PUD, a thorough review and analysis of the proposed Project and the subject site's physical suitability for the Project was completed, including analysis of the project size, shape, intensity of development, building height, building setbacks, site access, site landscaping and drainage, fences and walls, vehicle circulation, pedestrian connections, availability of mass transit, necessary street dedication and easements, public right-of-way improvements, availability of utilities and other infrastructure needs, off-street parking and circulation, building orientation and streetscapes, architectural character, building materials and color, and site signage. Based upon this review and analysis, the subject site has been deemed physically suitable, including but not limited to parcel size, shape, access, and availability of utilities, for the proposed Planned Unit Development and the proposed development.
- (5) ***The proposed PUD is superior to that which could be obtained through the application of the Development Code or a specific plan.*** The Downtown West PUD will establish minimum building setbacks, parking and open space requirements, allow on-street parking, and establish a planting palette. These standards will facilitate the commercial, residential, and mixed-use development. The proposed Downtown West PUD will allow for subsequent development that is superior to that which could be obtained through the application of the Development Code by itself.

**SECTION 4: City Council Action.** Based upon the findings and conclusions set forth in Sections 1 through 3, above, the City Council hereby APPROVES the herein described Application.

**SECTION 5: Indemnification.** 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 6: Custodian of Records.** 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.

**SECTION 7: Severability.** If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are

severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

**SECTION 8: *Effective Date.*** This Ordinance shall become effective 30 days following its adoption.

**SECTION 9: *Publication and Posting.*** The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within 15 days following the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this 20<sup>th</sup> day of August 2024.

  
\_\_\_\_\_  
PAUL S. LEON, MAYOR

ATTEST:

  
\_\_\_\_\_  
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

  
\_\_\_\_\_  
BEST BEST & KRIEGER LLP  
CITY ATTORNEY

STATE OF CALIFORNIA           )  
COUNTY OF SAN BERNARDINO   )  
CITY OF ONTARIO                )

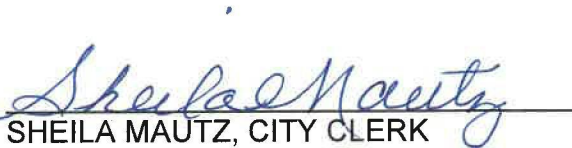
I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. 3282 was duly introduced at a regular meeting of the City Council of the City of Ontario held July 16, 2024 and adopted at the regular meeting held August 20 2024 by the following roll call vote, to wit:

AYES:           MAYOR/COUNCIL MEMBERS:   LEON, WAPNER. BOWMAN AND VALENCIA  
NOES:           COUNCIL MEMBERS:             PORADA  
ABSENT:        COUNCIL MEMBERS:             NONE

  
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. 3282 duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2024 and that Summaries of the Ordinance were published on July 23, 2024 and August 27, 2024, in the Inland Valley Daily Bulletin newspaper.

  
SHEILA MAUTZ, CITY CLERK

(SEAL)

# Appendix B

## Mitigation Monitoring Program



**ATTACHMENT A**

City of Ontario  
 Planning Department  
 303 East B Street  
 Ontario, California 91764  
 Phone: 909-395-2036  
 ontarioca.gov/Planning

**California Environmental Quality Act  
 Mitigation Monitoring and Reporting Program**

**Project Title:** Downtown West Planned Unit Development

**Project File No.:** PUD23-004

**Project Sponsor:** City of Ontario

**Lead Agency/Contact Person:** Diane Ayala, Senior Planner, City of Ontario, Planning Department, 303 East B Street, Ontario, California 91764 (909) 395-2036

<i>Mitigation Measures/Implementing Action</i>	<i>Responsible for Monitoring</i>	<i>Monitoring Frequency</i>	<i>Timing of Verification</i>	<i>Method of Verification</i>	<i>Verified (Initial/Date)</i>	<i>Sanctions for Non-Compliance</i>
<b>Cultural Resources</b>						
<u>MM-CUL-1.</u> Issuance of a Certificate of Appropriateness pursuant to City's Development Code (Chapter 4, Permits, Actions, and Decisions) is required for all exterior alterations to existing buildings, and new construction on vacant or redeveloped sites that are located within the PUD boundary area prior to plan or development project approval.	Planning Dept	Building Permit Issuance	Prior to issuance of Building Permit	Plan Check		Withhold Building Permit
<u>MM-CUL-2.</u> Historic or potentially historic resources located within the PUD boundary shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals.	Planning Dept	Project Approval	Prior to project approval	Tier Determination		Withhold Approval
<u>MM-CUL-3.</u> A. Partial Demolition of Tier I, II, or III Historic Resources that do not result in loss of character defining features or cause adverse impacts to the integrity of the historic resource shall be documented pursuant to the Historic American Building Survey (HABS) standards to include photographs and cataloging of the exterior and interior of the resource prior to issuance of a building permit.	Planning Dept	Project Approval	Prior to issuance of Building permit	Plan Check		Withhold Building Permit

## California Environmental Quality Act – Mitigation Monitoring and Reporting Program

File No. PUD23-004- Downtown West PUD

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<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
<p>B. As established in the TOP SEIR 2050, mitigation measures for demolition (full or in part) of Tier III Historic Resources shall include the following:</p> <p>1) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).</p> <p>2) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources.</p> <p>3) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, a deferral of the replacement structure requirement is granted pursuant to Subsection G(Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.</p> <p>4) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be</p>						

## California Environmental Quality Act – Mitigation Monitoring and Reporting Program

File No. PUD23-004- Downtown West PUD

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<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan. C. Full Demolition or partial demolition which results in loss or adverse impacts to character defining features of a Tier I or Tier II Historic Resource shall require preparation of and EIR or Focus EIR.						
<u>MM-CUL-4.</u> In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Planning Dept & Building Dept	During Construction	During Construction	Site Inspection		Withhold Building Permit
<u>MM-CUL-5.</u> If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall	Planning Dept & Building Dept	During Construction	During Construction	Site Inspection		Withhold Building Permit

## California Environmental Quality Act – Mitigation Monitoring and Reporting Program

File No. PUD23-004- Downtown West PUD

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<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
monitor the remainder of the project and implement the Plan accordingly.						
<u>MM-CUL-6.</u> If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.	Planning Dept & Building Dept	During Construction	During Construction	Site Inspection		Withhold Building Permit
<b>Noise</b>						
<u>MM-NOI-1 Construction Noise Abatement.</u> Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits:  1. Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.  2. During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts,	Planning Dept & Building Dept	During Construction	During Construction	Site Inspection		Withhold Building Permit

## California Environmental Quality Act – Mitigation Monitoring and Reporting Program

File No. PUD23-004- Downtown West PUD

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<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
<p>engine enclosures, and acoustically attenuating shields or shrouds).</p> <p>3. Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.</p> <p>4. Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.</p> <p>5. Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.</p> <p>6. Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department.</p> <p>7. At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.</p> <p>8. Signs shall be posted at the job site entrance(s), within the onsite construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.</p>						

## California Environmental Quality Act – Mitigation Monitoring and Reporting Program

File No. PUD23-004- Downtown West PUD

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<b>Mitigation Measures/Implementing Action</b>	<b>Responsible for Monitoring</b>	<b>Monitoring Frequency</b>	<b>Timing of Verification</b>	<b>Method of Verification</b>	<b>Verified (Initial/Date)</b>	<b>Sanctions for Non-Compliance</b>
<p>9. During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.</p> <p>10. Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material (City of Ontario 2022a).</p>						
<p><u>MM-NOI-2.</u> Construction Vibration Abatement. Prior to issuance of a building permit, individual projects that involve vibration intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers near sensitive receptors shall be evaluated for potential vibration impacts. For construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration</p>	Planning Dept & Building Dept	During Construction	During Construction	Site Inspection		Withhold Building Permit

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analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses shall be used, such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.						
<b>Tribal Cultural Resources</b>						
<u>MM-TCR-1.</u> The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CUL-4, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Building Dept & Planning Dept	During Construction	Upon discovery	Copy of executed contract		Withhold grading permit
<u>MM-TCR-2.</u> Any and all archaeological/cultural documents created as a part of the project (isolate	Building Dept & Planning Dept	During Construction	Upon discovery	Copy of executed contract		Withhold grading permit

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<p>records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.</p> <p>Note: Yuhaaviatam of San Manuel Nation realizes that there may be additional tribes claiming cultural affiliation to the area; however, Yuhaaviatam of San Manuel Nation can only speak for itself. The Tribe has no objection if the agency, developer, and/or archaeologist wishes to consult with other tribes in addition to YSMN and if the Lead Agency wishes to revise the conditions to recognize additional tribes.</p>						