Exhibit A

EMPORIA FAMILY HOUSING

Planned Unit Development

Ontario, California

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Related Emporia
Planned Unit Development

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1 – Introduction

This document has been prepared to establish development regulations for the Emporia Ontario Family Project site located in the City of Ontario. The project site is approximately 2.95 acres of land, containing a two-block area bordered by Holt Boulevard to the north, Fern Avenue to the east, Emporia Street to the south, and Vine Avenue to the west. Additionally, Transit Street bisects the project site in an east-west direction, (see Exhibit 1-1: Project Location Map).

The project site is located within the Ontario Plan Downtown Mixed Use District, which requires the establishment of a Planned Unit Development (PUD) prior to development. The PUD fulfills the requirements of a Downtown Mixed Use District Planned Unit Development ("PUD"), as set forth in Ontario Development Code Section 4.01.030 (Planned Unit Developments (PUD) and Amendments). Upon approval, this PUD will establish the land use and development standards for the project site. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply to this PUD.

City staff and private developers shall 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 Downtown Ontario. These objectives, defined over the last 20+ years in the Redevelopment Plan for the Center City Redevelopment Project (1983) and The Ontario Plan (2010), are summarized in the proceeding chapters.

Exhibit 1-1: Project Location Map

Not to Scale

2 – Objectives

2.1 – The Ontario Plan Objectives

The Ontario Plan, which includes the City's General Plan, designates the project area as part of the Downtown Mixed Use District. The Downtown Mixed Use District designation requires approval of an Area Plan or Planned Unit Development to develop the property. Additionally, the designation specifies a residential density range of 25 to 75 units per acre and a maximum floor area ratio (FAR) of 2.0 for office and retail uses.

The intent of this designation is to:

- Create "an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere;
- Ensure the historic character is enhanced; and
- Concentrate the most intensive uses along Euclid and Holt Avenues.

The Ontario Plan goals and policies furthered by this Planned Unit Development are as follows:

2.1.1 – Land Use Element Goals & Policies

- LU1 A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - ❖ LU1-1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.

2.1.2 – Community Design Element Goals & Policies

- CD1 A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.
  - ❖ CD1-1 City Identity. We take actions that are consistent with the City being a leading urban center in Southern California while recognizing the diverse character of our existing viable neighborhoods.
  - ❖ CD1-2 Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

- CD2 A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional and distinct.
  - ❖ CD2-1 Quality Architecture. We encourage all development projects to convey visual interest and character through:
    - ➢ building volume, massing, and height to provide appropriate scale and proportion;
    - ➢ a true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and
    - ➢ exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.
  - ❖ CD2-5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.
  - ❖ CD2-8 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, maintenance of visibility and accessibility, and use of lighting.
- CD3 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.
  - ❖ CD3-1 Design. We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics. (Link to Bicycle and Pedestrians Section of the Mobility Element and Policies M2-3 and M2-4)
- CD4 Historic buildings, streets, landscapes and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, that have been preserved and serve as a focal point for civic pride and identity.

2.1.3 – Housing Element Goals & Policies

- H2 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.
  - ❖ H2-1 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.
  - ❖ H2-2 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.
  - ❖ H2-5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices and other best practices.
  - ❖ H2-6 Infill Development. We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.
- H4 Increased opportunities for low and moderate income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities
  - ❖ H4-3 Rental Assistance. We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government.
- H5 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.
  - ❖ H5-2 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

2.1.4 – Community Economics Element Goals & Policies

- CE1 A complete community that provides for all incomes and stages of life
  - ❖ CE1-6 Diversity of Housing. We collaborate with residents, housing providers and the development community to provide housing opportunities for every

stage of life; we plan for a variety of housing types and price points to support our workforce, attract business and foster a balanced community.

2.2 – Center City Redevelopment Plan Objectives

The Center City Redevelopment Plan was established to provide a framework and process to guide the development of projects within the study area of the Redevelopment Plan. The following objectives have been identified from the Redevelopment Plan as pertaining to the Planned Unit Development:

- Create a healthy and exciting urban variety, the ability to work, live, shop and play within a small area, combine daytime and nighttime use, and conserve energy and resources through mixed-use land development;
- Create an attractive and pleasant environment in the Project Area through the use of proper design, open space, and other amenities to enhance the aesthetic quality;
- Encourage and facilitate medium and high-density development, including, but not limited to, condominiums, townhouses, apartments and similar compatible uses.
- Maximize the housing opportunities of the residential areas; and
- Provide improvements necessary for the elimination of blight, and provide for the orderly development of commercial, industrial and residential areas within the redevelopment project area.

2.3 – Related Emporia Project Objectives

This Planned Unit Development provides guidelines for development of the project area. The following objectives are intended to provide a general framework for establishing development standards to ensure proper development of the project area:

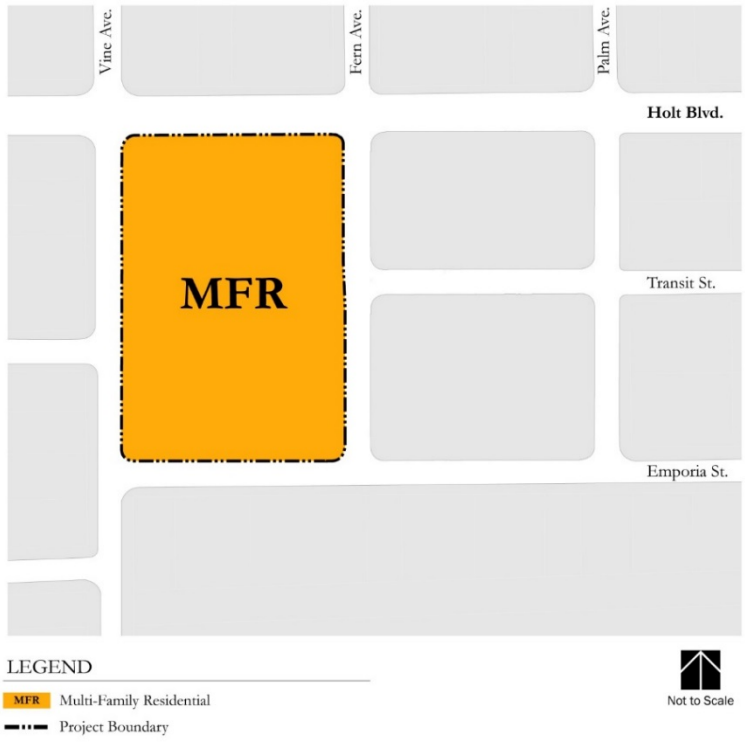
- Develop high quality, affordable rental housing;
- Establish appropriate relationships among new residential neighborhoods as well as with existing adjacent land use; and
- Provide new housing designed for families with children

3 – Allowable Uses

The project site is located within the Downtown Mixed Use Area Policy Plan (General Plan) land use district, and the MU-1 (Downtown Mixed-Use) zoning district, which implements the Downtown Mixed Use Area. The MU-1 zoning district is established to accommodate an intensive mixture of vertical and horizontal retail and office uses at a development intensity of up to 2.0 FAR, and residential uses at a density of 25 to 75 dwelling units per acre. Development projects within the MU-1 zoning district are intended to maintain a pedestrian friendly atmosphere, while at the same time enhancing the historic character of the area. The most intensive uses within this district are envisioned along Euclid Avenue and Holt Boulevard.

Consistent with the intent of the Downtown Mixed Use Area and the MU-1 zoning district, the project site is designated for Multiple-Family Residential (MFR) land uses. Exhibit 3-1 (Land Use Plan), below, depicts the Planned Unit Development boundary and land use designation.

Exhibit 3-1: Land Use Plan



3.1 – Residential Use

The project site will be developed with high quality, attached housing units, with either two or three levels. The buildings will be a combination of podium-style stacked flat units, with parking beneath, and townhome style units, with first floor garage access.

3.2 – Permitted Use Table/List

The permitted land uses within the Emporia Family Housing PUD are as follows:

- Multiple-family dwellings;
- Recreation facilities ancillary to multiple-family residential development projects, for use by project residents and their guests, including, but not limited to, pools, spas, tennis courts, clubhouse or recreation building, playgrounds or tot lots, and other similar amenities appropriate to serve a multiple-family residential development project;
- Temporary uses (as permitted within the residential districts of the City of Ontario Development Code subject to an Administrative Permit);
- Leasing/Administrative Office (for on-site property and facilities management only);
- Motor vehicle parking ancillary to a multiple-family residential development project; and
- Other land use compatible with multiple-family residential development projects, as determined appropriate by the Zoning Administrator.

Uses may be prohibited through rental contracts/agreements as provided by the project management, unless prohibited by Federal, State, or local laws.

4 – Development Regulations

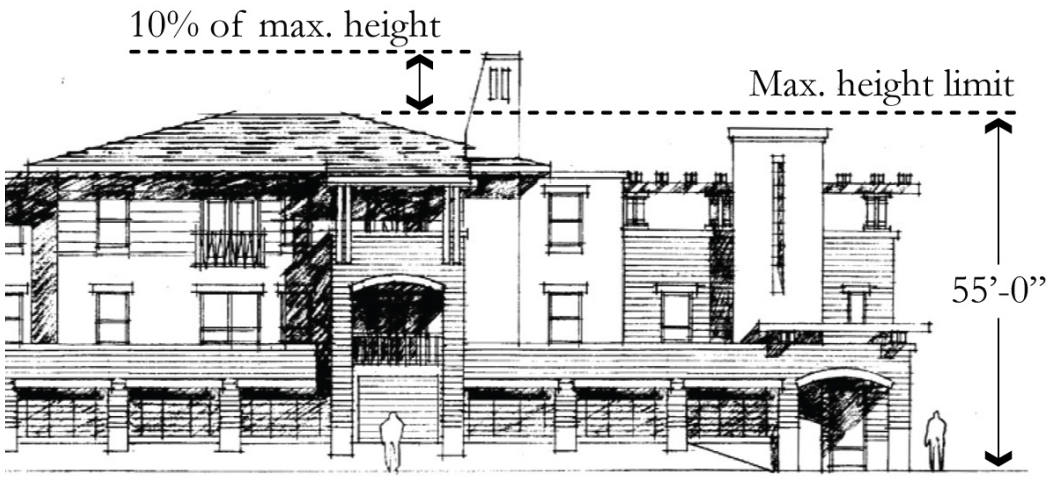
4.1 – Residential Density

Residential density shall range from a minimum of 25.1 dwelling units per acre, to a maximum of 75.0 dwelling units per acre.

4.2 – Building Height

No structure shall exceed 55 feet in height, except that the maximum height may be exceeded by roof mounted equipment, architectural projections, chimneys, elevator towers, parapet walls and any other roof top structures, by up to 10% of the allowed building height. No rooftop equipment shall be visible from anywhere on the project site, public streets, or adjacent properties, and shall be fully screened with appropriate architectural parapet walls or appropriate roof treatments. Roof-mounted equipment shall not exceed the height of the structures and appurtenances used to screen the equipment.

Exhibit 4-1: Height Diagram



4.3 – Setbacks

Building setbacks shall be as set forth in Table 4-1 (Minimum Building Setbacks), and shall comply with Exhibit 4-2 (Setback Diagram).

Table 4-1: Minimum Building Setbacks

Setback	*Distance*
Minimum Street Setbacks:	
▪ Holt	9 feet
▪ Emporia	5 feet
▪ Vine	5 feet
▪ Fern	5 feet
Minimum Easement Setback **	2 feet
Minimum Building Separation	9 feet

** 30 foot wide storm drain easement located along vacated Transit Street

Certain types of features and equipment are allowed to encroach into the required setback areas in accordance with Table 4-2 (Encroachments into Setbacks) including but not limited too architectural projections, balconies, and underground utility structures such as electrical transformer vaults. Utility structures may encroach into the public right-of-way and/or public utility easement, subject to the approval of the City Engineer.

Exhibit 4-2: Setback Diagram

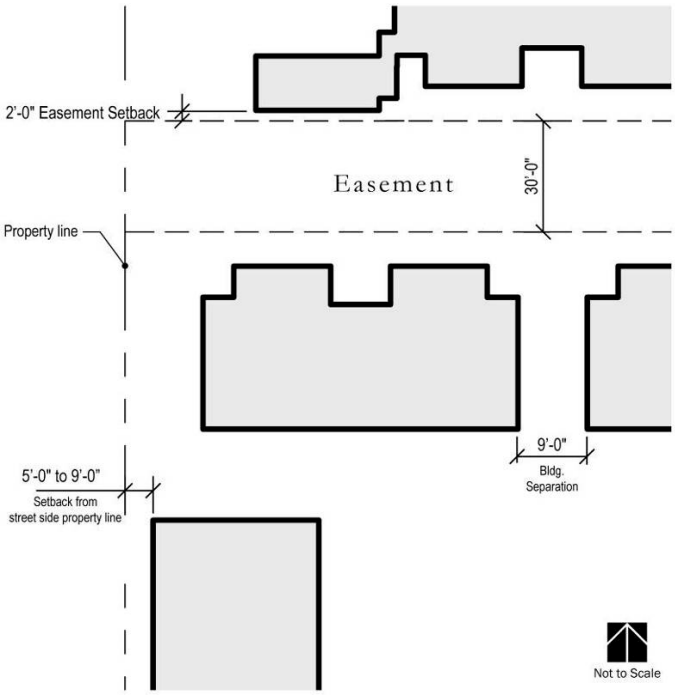
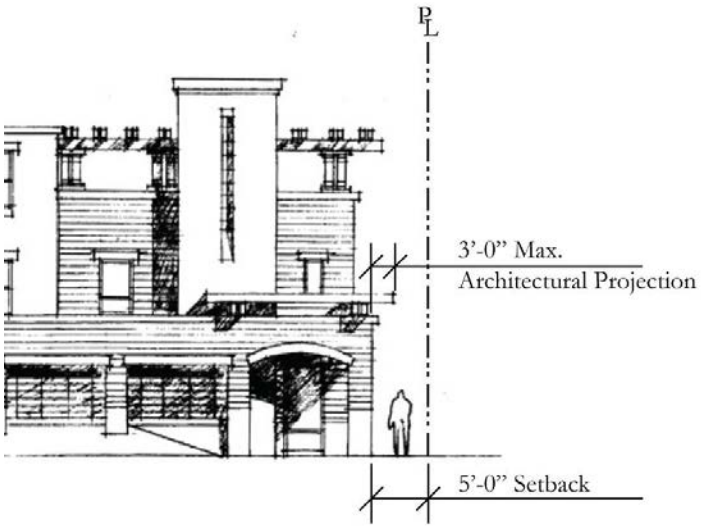


Table 4-2: Maximum Encroachments into Building Setbacks

Projection	*Encroachment*
Architectural Features **	3 feet
Patios **	3 feet
Balconies/Decks **	3 feet
Porches **	3 feet

** No projection may encroach into the storm drain easement

Exhibit 4-3: Projection Diagram



4.4 – Open Space

Open space shall be provided for passive and active recreation opportunities within the project site. Two types of open space are required, private and common open space. These open space areas are for the use of the on-site residents and their guests. Required street setback areas are not counted towards common open space requirements.

4.4.1 – Private Open Space

Private open space shall be provided for each residential unit in order to provide private outdoor areas which can be enjoyed for the exclusive use by the occupant of the residential unit and their guests. Types of areas considered private open space include balconies, decks, and enclosed patios and yards.

Private open space shall be provided for all residential units, and shall have direct access from each residential unit. Residential units shall have a minimum size of private open space as defined in Table 4-3 (Private Open Space). The space may be provided in multiple areas (e.g. two balconies, a yard and a balcony, etc.), as long as the total area of the spaces meets the minimum private open space requirement for

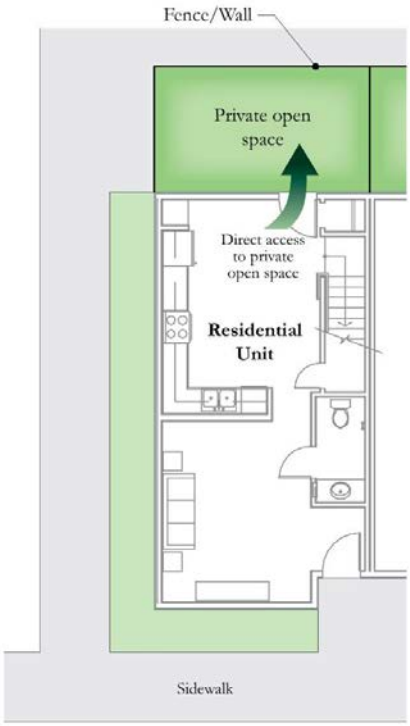
the unit. The minimum dimension for private open space shall be no less than 6 feet in any direction.

Table 4-3: Private Open Space

Number of Bedrooms	*Open Space (SF)*
1	0 **
2	50
3	100
4	160

** 20 square feet for one-bedroom units with balconies fronting on to Holt Boulevard, and 50 square feet for one-bedroom units fronting on to Vine Avenue.

Exhibit 4-4: Private Open Space Diagram



4.4.2 – Common Open Space

Common open space shall be provided to allow for both passive and active types of recreation, along with site landscape amenities. These areas are for use by project residents and their guests, and may include indoor recreational facilities. Recreational facilities provided pursuant to Section 4.4.3 shall be provided in common open space areas. The amount of required common open space is based on the number of dwellings developed, and shall be provided at the rate of 235 square feet of common open space for each dwelling unit.

Areas not considered common open space include: [1] parking lots; [2] walkways along or between buildings; [3] parking lot landscaping; [4] street setback areas; and [5] other areas not intended for active or passive recreation.

Exhibit 4-5: Common Open Space

4.4.3 – Recreational Facilities

Access to recreational facilities is important in multiple-family residential projects, as they provide needed facilities for the residents of the community. These facilities shall be centrally located on the site, making the facilities accessible to all project residents A total of at least three recreational facilities (indoor or outdoor) shall be provided on-site. The facilities can be comprised of a combination of both similar and different recreational facilities to meet the recreational facilities requirement (e.g. two pools and one playground or one clubhouse, one pool, and one tot lot, etc.). Recreational facilities may be indoor or outdoor, and may include: [1] clubhouses; [2] pools; [3] community buildings; [4] playgrounds or tot lots; and [5] other indoor or outdoor recreational facilities deemed appropriate by the City. All recreational facilities shall be for the exclusive use of project residents and their guests.

4.5 – Parking Supply and Demand

4.5.1 – On-Site Resident Parking Requirements

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

- All required resident parking spaces shall be provided on-site;
- Each dwelling shall have at least one reserved parking space that is clearly marked;
- Reserved parking spaces shall be located within 150 feet of the dwelling it serves;
- At least one covered parking space shall be provided for each dwelling. This can be achieved through use of garages, carports, or tuck-under parking;
- Resident's assigned parking space(s) shall be used for the parking of occupant's operable automobile(s), only;
- Tandem parking is prohibited;
- Required guest parking spaces shall provide the necessary parking for the project leasing office. No separate parking is required for the leasing office; and
- Each dwelling is intended for occupancy by one family, regardless of the bedroom size(s) provided. Parking for dwellings shall be provided on-site, pursuant to the requirements of Table 4-4 (Minimum Parking Requirements), below, except that guest parking may be provided on-street, pursuant to Section 4.5.2 (On-Street Guest Parking Requirements) of this PUD.

Table 4-4: Minimum Parking Requirements

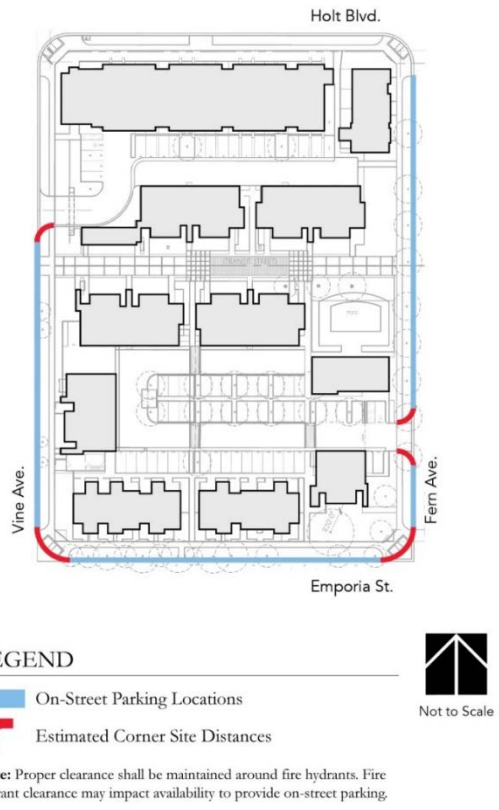
Use	*Parking Spaces*
Multiple-Family Dwellings:	
▪ One-Bedroom Unit	1.75 spaces per dwelling (at least one space shall be in a garage or carport)
▪ Two or more Bedroom Unit	2.0 spaces per dwelling (at least one space shall be in a garage or carport)
Guest Parking	1 space per 5 dwellings

4.5.2 – On-Street Guest Parking Requirements

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

- On-street parking may be used to satisfy guest parking requirements only, and shall not be used for required resident parking;
- On-street parking shall only be counted along the public streets surrounding the project site, on the side of the street adjoining the project, excluding Holt Boulevard and any other areas deemed necessary by the City Engineer, for corner sight distance, as shown in Exhibit 4-6 (On-Street Parking Locations Map), right;
- All on-street parking locations shall be subject to approval by the City Engineer; and
- On-street parallel parking spaces shall be calculated by the length of unobstructed curb adjacent to the project site.

Exhibit 4-6: On-Street Parking Locations Map



4.5.3 – Parking Standards

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

4.6 – Vehicular Access

Vehicular access to the site from Holt Boulevard is prohibited. All points of access shall be approved by the City.

4.7 – Service Facilities

- Loading/unloading for residential uses and trash pickup service shall be limited to on-site private drive aisles. Location, signage, and any hourly restrictions to be imposed on such areas, shall be subject to approval by the City.
- On-street loading shall be prohibited.
- The number of enclosures, and their precise locations, dimensions, and design shall be provided consistent with City standards.
- Trash enclosures shall be designed to contain separate containers for the collection of refuse and recyclable materials, with an adequate number of containers provided to allow for the collection of both refuse and recyclable materials generated by the development, pursuant to standards established by the Ontario Municipal Utilities Company.
- Trash enclosures shall meet the minimum design standards depicted in the standard drawings adopted by the City, which shall include: [1] a minimum 6-FT high decorative masonry wall, with appropriate view-obstructing gates for container access, [2] separate pedestrian access that is designed to screen the interior of the enclosure from view from the exterior and prevent refuse dispersion, and [3] a decorative overhead roof structure to protect bins containing recyclable materials from adverse environmental conditions, which might render the collected materials unusable, and screen trash bins from view of the upper floors of adjacent dwellings. Furthermore, trash enclosures shall be architecturally enhanced, and shall be consistent with the architectural design of adjacent buildings.
- Trash enclosure dimensions shall be of adequate size to accommodate containers consistent with the City's current methods of collection within the area in which the project is located.

- Signs clearly identifying all recycling and refuse collection areas, and the materials accepted for recycling shall be posted adjacent to all points of access to each trash enclosure.
- Trash enclosures shall be located a minimum of 10 feet from the interior project boundary/property line.
- Particular care shall be given when placing trash enclosures immediately adjacent to dwelling units; however, no trash enclosure shall be located within 10 feet of the livable portion of a structure.
- Trash enclosures shall be bordered by a minimum 5-foot wide planter, and shall be screened with landscaping on all exposed sides, excluding the side with bin access gates.
- All service facilities shall be screened in accordance with the Section 4.9 (Screening) of this Planned Unit Development.

4.8 – Landscaping

4.8.1 – Site Landscaping

A conceptual landscape and irrigation plan shall be submitted along with the Development Plan for this Planned Unit Development. The plan shall specify all landscaping and hardscape for the entire project site. Detailed Landscape and Irrigation Plans shall be required prior to the issuance of building permits. The detailed plans shall show location of ground mounted utility boxes and equipment, along with the methods of screening for these items from the public right-of-way and adjacent residences where possible. The irrigation system shall be designed to utilize recycled water pursuant to State and local codes, ordinances, and laws, and applicable building and plumbing codes.

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

All trees that are to remain on-site shall be properly protected in place during construction to ensure tree health is preserved.

Tree plantings along the Transit Street storm drain easement shall be restricted to those species allowed by the San Bernardino Flood Control District.

4.8.2 – Planting Palette

The planting palette shall be comprised of "California friendly" drought tolerant planting materials compatible with the overall architectural style of the Planned Unit Development. The following palette has been established to meet the needs of this Planned Unit Development:

Table 4-5: Planting Palette

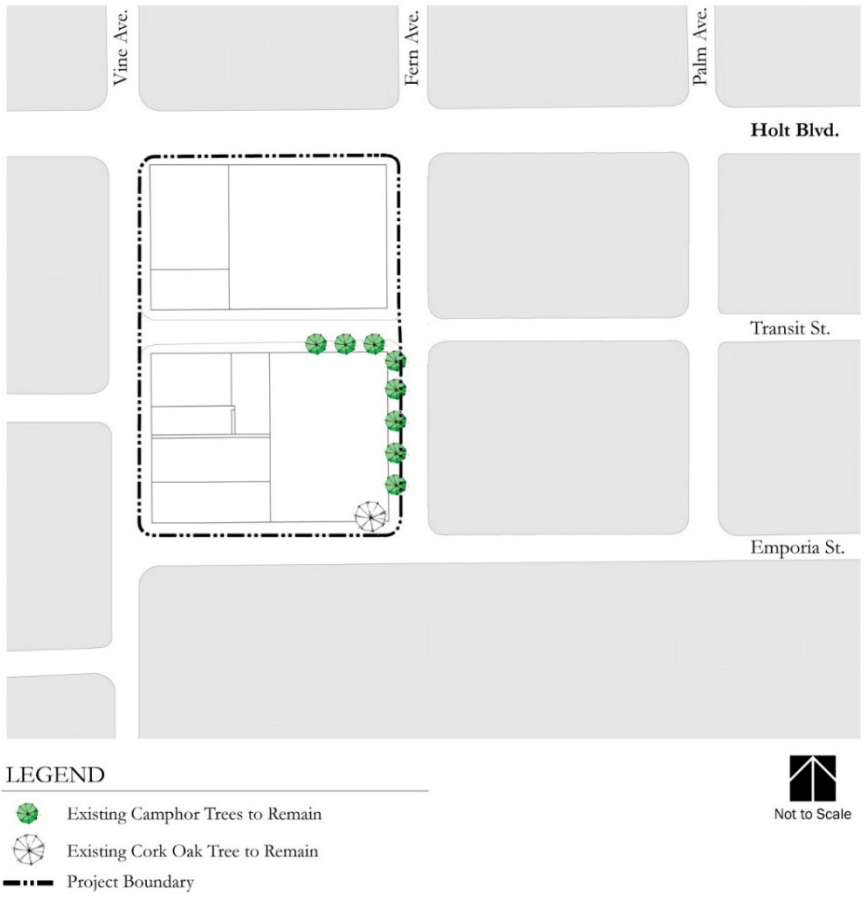
Botanical Name	*Common Name*	*Size*	*Comments*
TREES			
Vine Street			
Cedrus deodara		Existing	Preserve in Place
Lagerstroemia indica 'Watermelon Red'	Crape Myrtle	24" Box	Matching Standards
Washingtonia filifera	California Fan	18 FT BT	Skinned Trunk
Emporia Street			
Washingtonia filifera		Existing	Preserve in Place
Grevillea		Existing	Preserve in Place
Oak		Existing	Preserve in Place
Grevillea robusta	Silk Oak	24" Box	Matching Standards
Washingtonia filifera	California Fan	18 FT BT	Skinned Trunk
Fern Avenue			
Cinnamomum camphora	Camphor Tree	48" Box	Matching Standards
Holt Boulevard			
Frainus o. 'Raywood'	Raywood Ash	24" Box	Matching Standards
Pedestrian Promenade			
Chitalpa tashkentensis	Chitalpa	24" Box	Matching Standards
Magnolia grandiflora 'Samuel Sommer'	Samuel Sommer Southern Magnolia	36" Box	Matching Standards
Lagerstroemia hybrid 'Tuscarora'	Crape Myrtle	36" Box	Multi Branch
Auto Courts			

Botanical Name	*Common Name*	*Size*	*Comments*
Quercus virginiana	Southern Live Oak	36" Box	Matching Standards
Platanus acerifolia 'Bloodgood'	London Plane Tree	36" Box	Matching Standards
Accent Trees			
Cercidium 'Azt' (Thornless)	Hybrid Desert Museum	48" Box	Multi Branch
Cupressus sempervirens	Italian Cypress	24" Box	Match Height
Schinus molle	California Pepper	36" Box	Multi Branch
Tipuana tipu	Tipu Tree	48" Box	Matching Standards
Olea europaea 'Swan Hill'	Swan Hill Olive	48" Box	Multi Branch
Phoenix dactylifera	Date Palm	20 FT BT	Diamond Cut trunk
Patio Areas			
Langerstroemia indica	Crape Myrtle	24" Box	Matching Standards
Prosopis chilensis	Chilean Mesquite	24" Box	Matching Standards
Pyrus calleryana 'Bradford'	Ornamental Pear	24" Box	Matching Standards
Building Perimeter			
Tristania conferta	Brisbane Box	15 Gallon	Matching Standards
Pinus eldarica	Afhgan Pine	15 Gallon	Matching Standards
Washingtonia robusta	Mexican Fan	18 FT BT	Skinned Trunk
Parking Lot			
Rhus lancea	African Sumac	24" Box	Matching Standards
VINES			
Parthenocissus tricuspidata	Boston Ivy	1 Gallon	None
Disticus buccinatoria	Blood Red Trumpet Vine	1 Gallon	None
Jasminum polyanthum	Pink Jasmine	1 Gallon	None
Macfadyena unguis-cati	Cat's Claw "Yellow Trumpet Vine"	1 Gallon	None

4.8.3 – Tree Removal

Eight mature Camphor trees and one mature Cork Oak tree on site shall remain and be incorporated into the overall design of the development plan. The Camphor trees are currently located in the right-of-way on Fern Street and Transit Street and the Cork Oak is located at the northwest corner of Emporia Street and Fern Street. Approximate location of trees is shown in Exhibit 4-7 (Existing Trees Plan). These trees have been in place prior to the demolition of the Casa Blanca hotel and have been preserved in accordance with the Casa Blanca Hotel Demolition Environmental Impact Report. An arborist report shall be prepared on all other existing trees to determine the health, and where feasible, existing healthy trees in the project area shall be preserved in place.

Exhibit 4-7: Existing Trees Plan



4.8.4 – Parking Lot Landscaping

Parking lot landscaping shall be provided pursuant to Subsection D (Landscaping of Off-Street Parking Facilities) of Ontario Development Code Section 6.05.030 (Required Landscape Areas).

4.8.5 – Compliance with State and Federal Laws

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

4.9 – Screening

- All roof and ground mounted mechanical equipment shall be screened pursuant to the requirements of the Ontario Development Code.
- Trash enclosures shall be screened with enclosures that are architecturally compatible with the surrounding buildings.
- Screening shall include plant and building materials compatible with the project design so it is well integrated and hidden within the project area.
- Building and plant materials used for screening shall be compatible with the architectural style and planting palette used on the project area.
- All ground level screening shall comply with the requirements of Ontario Development Code Section 6.02.030 (Protection of Intersection Visibility).

4.9.1 – Fences, Walls, and Hedges

Fences, walls, and hedges shall comply with Section 6.02.030 (Protection of Intersection Visibility) of the Ontario Development Code, Engineering Department corner sight distance standards, and all other applicable city standards. Fences and walls shall be made of decorative materials that are compatible with, or enhance, the overall architectural character of the project. All fences, walls, and hedges shall be in scale with the development, and shall be used for screening, site enhancement, and creating a safer living environment for residents and their guests. All decorative walls, monuments, and/or other similar features, shall not encroach in to the public street right-of-way.

5 – Circulation

5.1 – Site Accessibility

The site shall be designed to promote safety for residents by only allowing limited vehicular and pedestrian access into and across the site. This can be done through building orientation and placement, to minimize the use of gates and fencing; however, amenities shall be properly gated, limiting access to residents and their guests.

5.2 – Vehicular Circulation

The project site should be designed to reduce the number of dead end aisles in the parking lot areas, and provide all guest parking outside of gated areas (on or off-site) to ensure accessibility. Location of drive aisles and entries shall be approved by the City Engineer. Vehicular circulation shall be designed in a way that promotes pedestrian safety and proper access to all parking areas.

5.3 – Pedestrian Circulation

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

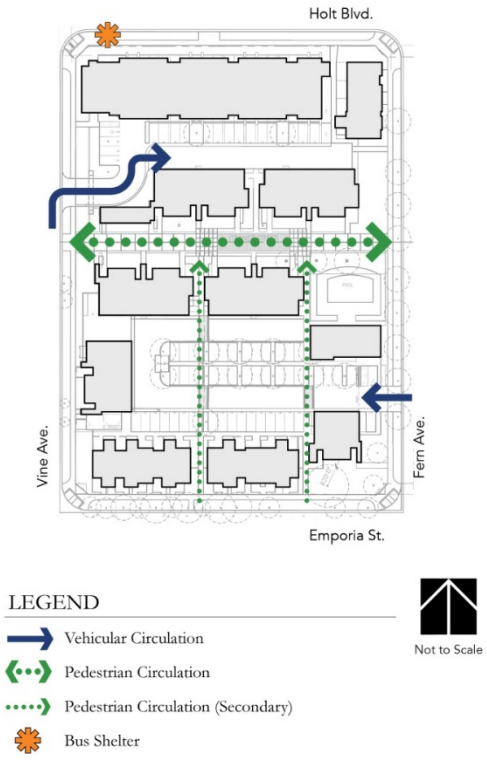
The vacation of Transit Street provides a unique opportunity to create a pedestrian promenade that will connect residential foot traffic between residential units, parking, and community spaces throughout the site. The space should be welcoming and designed with landscape features that help define the walking path across the project area. Since no vehicular traffic will be allowed on this promenade, it is expected that children will be able to play safely throughout the site. Lighting and visibility for enhanced security shall be taken into consideration in designing this area, and shall be compatible with the architectural theme. Buildings should have windows that look on to this open space area to enhance the views of the residences and help create defensible spaces.

5.4 – Access to Mass Transit

An existing bus stop is located on the south side Holt Boulevard just east of Vine Avenue. A new decorative bus shelter with seating and lighting shall be installed at this location at time of project development. The bus shelter design shall be consistent with the design of other shelters in the downtown area (see Figure 5-1 (Bus Shelter)) and shall meet ADA access requirements per City of Ontario and/or OmniTrans Standards, and to the satisfaction of the City Engineer. Additionally, a concrete bus pad for this bus stop shall be incorporated into the public improvements required for the development of the project site.

Figure 5-1: Bus Shelter

Exhibit 5-1: Circulation Plan



6 – Design Guidelines

The project area is located within Ontario's historic downtown area, and shall comply with the Downtown Ontario Design Guidelines. The Downtown Ontario Design Guidelines were adopted in 1998 to guide the physical revitalization of Ontario's historic downtown. The Guidelines provide architectural and design principals, as well as design concepts for downtown districts. The project area is located within the Educational District, a mixed-use area with an educational theme. The Guidelines do not provide specific architectural or design guidance within the Educational District, but do require that development be context sensitive.

The design guidelines provided in this section are designed to be compatible with the Downtown Ontario Design Guidelines, and provide site specific guidance for the development of the project site.

6.1 – Building Orientation

Building orientation shall be designed to minimize noise impacts, aide in providing property site safety, create proper accessibility to site amenities and parking, and to maximize views from residential units. Design should also be done in a way to create defensible spaces improving site safety.

- **Exterior:** Orientation towards the exterior of the project area shall be carefully evaluated to ensure a proper relationship.
- **Interior:** Buildings should be clustered in a way that creates defensible spaces providing views of interior open spaces and amenities. For units without garage spaces buildings shall be oriented to create minimal distances from assigned parking spaces to primary or secondary residential unit entries.

6.2 – Architectural Character

The architectural design leans toward a current interpretation of the Craftsman style. The design will make use of open ended beams, gabled roofs and trellis construction throughout the site. Large areas of masonry and wood siding with plaster accents will be provided to help enhance this overall architectural theme. Buildings along Holt Blvd will have a linear design with enhanced areas of design and color to differentiate units along this street. Street fronting podium parking will be shielded from view by intensified landscaping and podium walls with screened openings running alongside the north boundary of the site. Buildings along Emporia Avenue will be built with a cottage-style feel. A sample rendering and photographic examples

of the architectural style are provided in Figure 6-1 and Figure 6-2, on the proceeding page.

Figure 6-1: Architectural Rendering

Figure 6-2: Architectural Examples

6.3 – Massing and Scale

All buildings shall be in scale with the surrounding development, with a majority of the building placement to occur toward the boundary of the project site. A prominent building edge shall face Holt Boulevard. Buildings should be 2 to 3 stories in height, containing a varied amount of units in each building, with varying façade planes so as not to creat a "monotonous" look.

Amenities and site design shall be developed with the pedestrian scale in mind.

6.4 – Architectural Details

Architectural variations should occur between buildings to help distinguish each building and create variety within the proposed contemporary craftsman style. Architectural details should be consistent with the architectural style of each individual building. Details should complement and enhance openings, and accentuate the overall design of each building. Detailing can be achieved through the use of different colors and materials (brick, siding, etc.) to create interesting elevations.

Awnings should be placed where feasible, over south facing windows, and adequate shade should be provided for outdoor spaces. Coverings should use materials compatible with the building roofing and façade materials, in creating a comprehensive building design. Exposed rafter beams should be integrated into the building design, along with trellises, to help define outdoor spaces.

6.5 – Materials and Color

Materials and colors shall be compatible with, and complementary to, the overall architectural style of the development project. Larger building masses should use a combination of dark and light colors to break up building planes, and use light colored trim to help accentuate roof features. All colors should be complementary and utilize primarily "earth tone" type colors. Materials should be a mixture of stucco, wood, and brick siding, in a variety of complementary colors, and a concrete tile roof material should be used.

6.6 – On-Site Streetscapes and Pedestrian Walkways

Street furniture and decorative paving should be used throughout the project area to enhance architectural design. The use of complementary materials and textures should be used to create a continuity and consistency that is desired throughout the

project area. A variety of decorative elements should be incorporated into the design of the project area, including, but not limited to, benches, tree grates, bike racks, enhanced paving, trash receptacles, and decorative bollards.

A selection of appropriate elements shall consider sidewalk widths, size and spacing of street trees, importance of the pedestrian path, and the requirement to maintain a minimum 4-foot wide walkway for pedestrian movement in all areas. All streetscape features shall comply with the Americans with Disabilities Act (ADA), along with accessibility requirements for public services, such as police and fire.

Figure 6-3: Streetscape Examples

6.7 – On-Site Lighting

Decorative light fixtures compatible with the architectural style of the buildings shall be provided on-site.

A minimum of one footcandle of light shall be provided within parking areas and 0.5 footcandles of light within pedestrian pathways, in compliance with the City of Ontario Police Department standards.

6.8 – Signs

Signs within the project area shall comply with the Division 8.01 (Sign Regulations) of the Ontario Development Code.

6.9 – Off-Site Improvements

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

7 – Infrastructure and Utilities

7.1 – Infrastructure

All improvements and alterations to public infrastructure (sewer, water, recycled water, storm drain, etc.) shall obtain approval from all appropriate agencies. Public sewer and water lines within the project area, on Transit Street, that will only serve the project area once the street is vacated, will not be the maintenance responsibility of the City.

If infiltration is deemed permissible by a licensed geotechnical engineer, on-site storm water drainage facilities shall be provided for capture and infiltration of a 2-yr, 24-hour storm event, consistent with the San Bernardino County Storm Water Program's Water Quality Management Plan (WQMP) requirements for new residential development. Storm water capture and infiltration facilities may include the utilization of pervious concrete pavers in enhanced paving areas and MaxWell Drywells or underground storm water infiltration chambers, for the remainder of the site.

Upon development of the project site, existing waterlines smaller than 8 inches in diameter fronting the project site along Emporia Street and Vine Avenue shall be upgraded to a minimum of 8 inches. Upon water line upgrade, the existing water line in Transit Street through the project area may be abandoned. An 8 inch water line shall be installed within Fern Avenue from Transit Street, north, to Holt Boulevard.

Any connection into the existing storm drain located within Transit Street shall require approval from the County of San Bernardino Flood Control District. See Exhibit 7-1 (Easement & Dedication Locations) for the approximate storm drain location.

7.2 – Street Improvements

Street improvements (street, sidewalk, parkway, curb, gutter, traffic signal, street lights, etc.) shall be constructed with the development of the project site. Improvements will be required on the streets adjacent to the project area including Holt Boulevard, Emporia Street, Fern Avenue, and Vine Avenue. Design and construction of street improvements shall be in accordance with the City standards, and to the satisfaction of the City Engineer. Exhibit 7-2 (Street Sections) identifies the improvements for each street adjacent to the project site.

King standard lighting (City of Ontario Standard Drawing No. 5103) shall be required within the public right-of-way. Upon development of the project site, traffic signal alterations will need to occur to allow for safe and proper traffic movement. Traffic signal modifications shall be required at the intersection of Holt Boulevard and Vine Avenue.

Exhibit 7-1: Easement & Dedication Locations

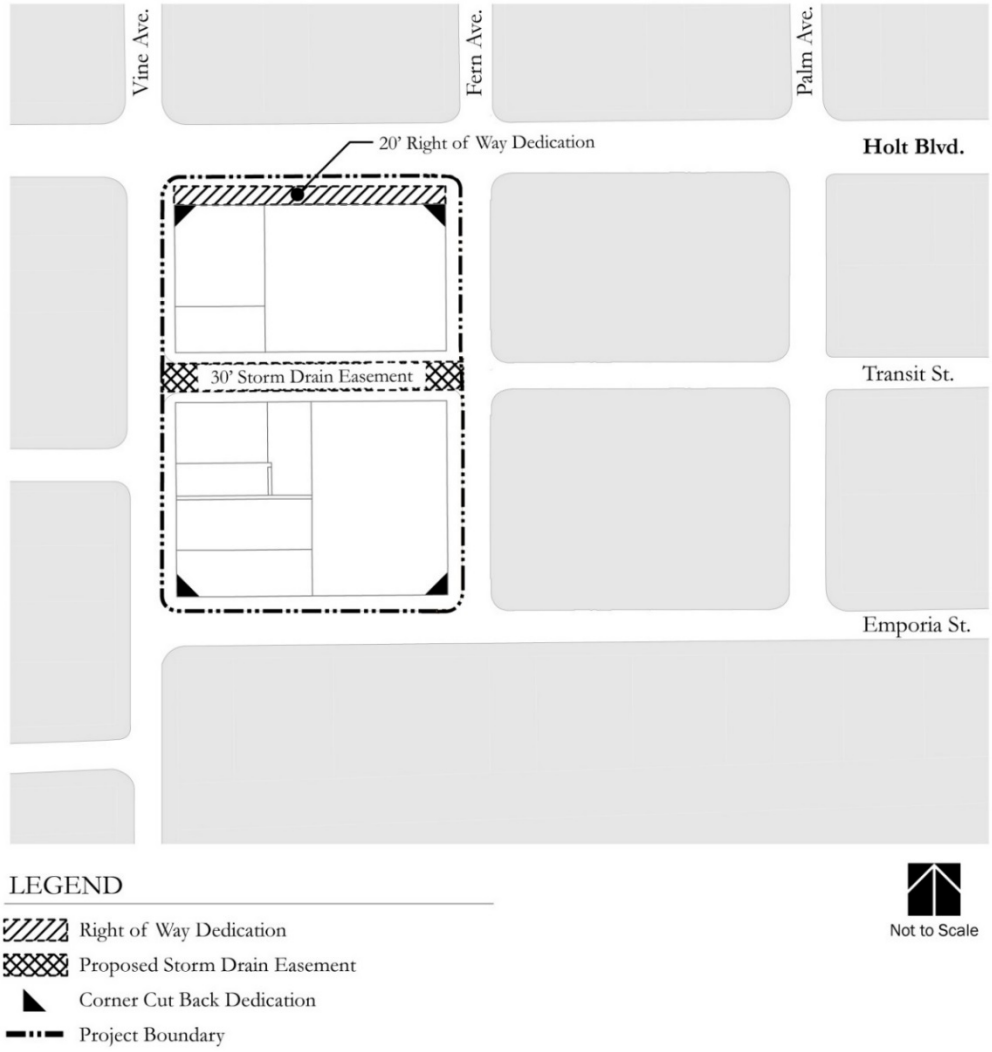
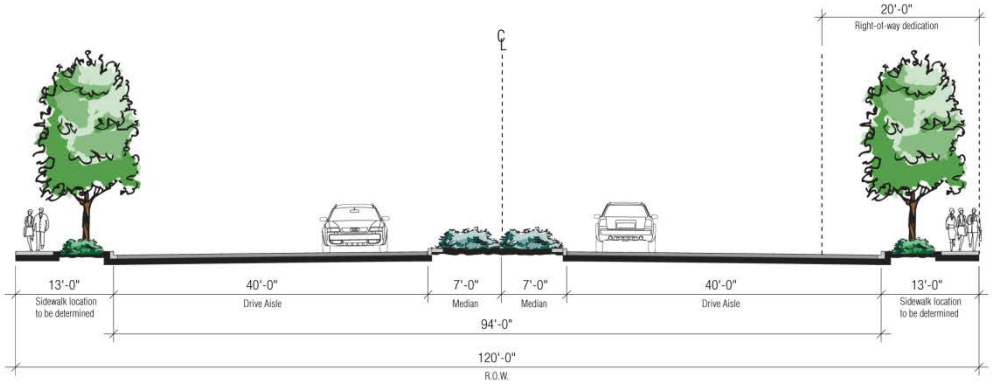
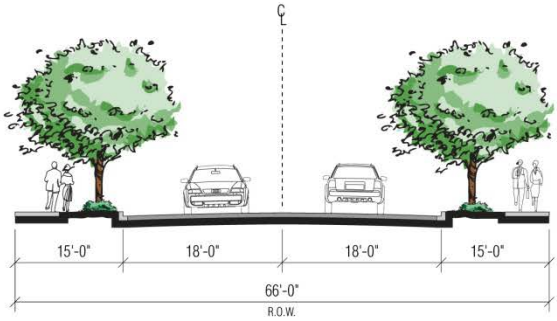


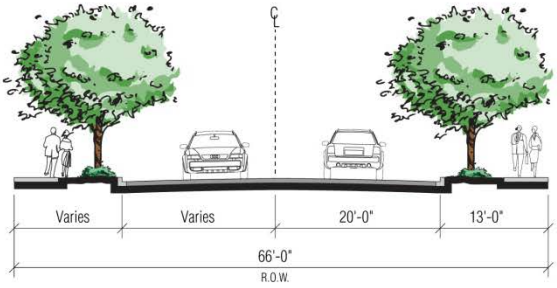
Exhibit 7-2: Street Sections



Divided Arterial Section
Holt Boulevard
not to scale



Local Street Section
Fern Avenue and Emporia Street
not to scale



Local Street Section
Vine Avenue
not to scale

Upon development of the project site, the developer shall construct the right-of-way improvements adjacent to the project site, to the centerline of the street (street, curb, gutter, parkway, sidewalk, etc.). Curb returns adjacent to the project site on Holt Boulevard, Vine Avenue, and Fern Avenue, shall be designed and constructed with a minimum 25-foot radius.

Vine Avenue has a varying right-of-way width, in all cases the width shall be 20 feet from centerline to the east curb. The street width variation on Vine Avenue should take place west of the centerline. On Vine Avenue from Emporia Street to Brooks Street the width shall be 36 feet from curb-to-curb, from Brooks Street to Transit Street the width shall be 38 feet from curb-to-curb, and from Transit Street to Holt Boulevard the width shall be 40 feet from curb-to-curb.

Street improvements shall not be required on Transit Street, as the street will be vacated for the consolidation of the project site.

7.3 – Public Utilities

All existing dry utilities (electricity, cable, telephone, gas, etc.) along Transit Street shall be relocated and re-routed to the streets bounding the project area, as required and approved by the affected utility agencies/companies. In the event that relocation of a utility is not feasible, a Public Utility Easement (PUE) shall be reserved for the existing utility(ies) prior to the vacation of Transit Street.

7.4 – Street Dedication, Vacation & Easements

In order to create a single developable project site for the proposed Planned Unit Development, the street that bisects the project site in an east-west direction (Transit Street) will be required to be vacated. The existing sewer lines located within the section of Transit Street to be vacated, may be abandoned upon vacation of the street.

The ultimate Holt Boulevard right-of-way is 60 feet, measured from centerline, and will require an additional 20 feet of street dedication. Corner cut-off areas within the project site will require dedication at the intersection of Holt Boulevard and Fern Avenue, Fern Avenue and Emporia Street, Emporia Street and Vine Avenue, and Vine Avenue and Holt Boulevard, pursuant to Engineering Standard Drawing #1301. The general locations of the street dedications and corner cut-off areas are shown on Exhibit 7-1 (Easement & Dedication Locations).

The proposed 30-foot wide storm drain easement runs along Transit Street to facilitate an existing 7.5-foot by 8-foot reinforced concrete box (RCB). Furthermore, a 30-foot wide storm drain easement, which runs along Fern Avenue, north of Transit

Street, is required to facilitate a reinforced concrete pipe (RCP). The easements will be reserved and accommodated with the development of the project site. The easement locations are shown on Exhibit 7-2: Easement & Dedication Locations.

8 – Historic Preservation

All historic structures are subject to the requirements of Ontario Development Code Sections 4.02.040 through 4.02.065, and Division 7.01 (Historic Preservation) of the Ontario Development Code, as applicable.

8.1 – Historic Background

The two-block area that comprises this Planned Unit Development, was once home to the Casa Blanca Hotel and Developer's Row. During Ontario's early settlement period, several homes were constructed for prominent city pioneers along Emporia Avenue. This stretch of development was referred to as "Developer's Row." All of the homes from this development have been demolished, with the exception of the Ford-Collins House which was moved to its current location at 227 West Main Street sometime after 1915, to facilitate the construction of the Casa Blanca Hotel. An Environmental Impact Report was certified by City Council in 1998 for the demolition of the Casa Blanca Hotel.

In 2007, the property at 205 and 205 ½ was acquired by the City's Redevelopment Agency. A Mitigated Negative Declaration was prepared for the demolition of both buildings. A request to defer the Certificate of Appropriateness (File No. PHP07-012) for the replacement structure was approved by the Historic Preservation Commission on September 25, 2007. Development of the project site will require both Development Plan approval pursuant to Ontario Development Code Section 4.02.025 (Development Plans) and the approval of a Certificate of Appropriateness pursuant to the requirements of Ontario Development Code Section 4.02.050 (Historic Preservation – Certificates of Appropriateness and Demolition of Historic Resources).

8.2 – Existing Historic Structures

Remaining within the area of the project site are historic properties located at 201 through 215 South Fern Avenue, The Fallis House, and 310 West Emporia Avenue (American Legion Hall). Location of these properties is shown on Exhibit 8-1 (Historic Resources Map).

8.3 – Certificate of Appropriateness

As mentioned in Section 8.1 (Historic Background), above, a Certificate of Appropriateness is required to be submitted along with a Development Plan, to implement this Planned Unit Development. Approval of a Certificate of

Appropriateness is to ensure a compatible project that does not detract from the historic site nor adversely affect adjacent historic properties, such as the Fallis House (Local Landmark No. 1), located at 122 South Vine Avenue, across the street to the west. Locations of adjacent historic properties are shown on Exhibit 8-1 (Historic Resources Map).

Exhibit 8-1: Historic Resources Map

The following mitigation measures shall be imposed on the project prior to the issuance of demolition permits for all Tier III designated historic properties located on the project site:

- An effort to relocate structure must be made (such as running a newspaper ad making the structure available to interested parties).

- HABS/HAER documentation of the historic resource (photos interior and exterior, written physical description of property, plans with dimensioned floor plan, site plan, elevations, and detailed drawings of any character defining-feature).
- Mitigation fees for non-residential structures ($6.50 per square foot with a cap of $32,500) shall be paid to the Historic Preservation Mitigation Trust Fund.
- Planning Department to identify salvageable features from the building or site to be reused either in the new project or donated to a local preservation group.

Demolition of any historic building on the project site shall not occur until the Approving Authority has approved a Certificate of Appropriateness for the replacement structure. The Historic Preservation Commission, upon recommendation of the Historic Preservation Subcommittee, may waive the requirement for a replacement structure if the ultimate project proposed for the site of the demolition provides an exceptional benefit to the community. Minimum findings must be made to waive the replacement structure requirements pursuant to the requirements of Ontario Development Code Section 4.02.050 (Historic Preservation – Certificates of Appropriateness and Demolition of Historic Resources).

8.4 – Rock Curb

Split Cobble Stone Curb (Rock Curb) exists along areas of Vine Avenue, Fern Avenue, and Transit Street in the project area. All rock curb locations in the project area are considered the lowest priority of rock curb classification. Due to this classification, the rock curb can be removed. The rocks shall be cleaned to the extent possible (removal of concrete), and temporarily stored on the project site, or at a City facility to be determined and arranged by the Housing Agency. The rocks acquired shall be reused on the project site within pedestrian corridors, at entry points into the site (e.g. drive aisles), or within the open space areas, subject to review and approval of the Planning Department. Rock curb locations can be replaced with standard curb and gutters pursuant to City standards. Locations of the rock curb are shown on Exhibit 8-1 (Historic Resources Map).

Incorporating an interpretative plan should be considered and submitted with the Development Plan submitted to implement this Planned Unit Development. Interpretative elements should be coordinated with the design of the landscape and hardscape plans, to achieve maximum compatibility and functionality. The purpose of the interpretative plan is to convey the historic background and historic significance (such as Developer's Row, Fallis House, Casa Blanca, and Ocean-to-Ocean Highway—Holt Blvd.) of the project site and surrounding area, through narrative

plaques and photo displays. The salvaged rock curb should be part of the interpretative plan.

9 – CEQA Compliance

An Addendum to The Ontario Plan Environmental Impact Report (SCH No. 2008101140), prepared in conjunction with File No. PGPA06-001, and certified by the City of Ontario City Council on January 27, 2010, was prepared for the project.

The Approving Authority for the Project reviewed and considered the information contained in the Addendum, the initial study, and the administrative record for the Project, including all submitted written and oral evidence. Based upon the facts and information contained in the Addendum, the initial study, and the administrative record, including all written and oral evidence, the Approving Authority found as follows:

- The Addendum and administrative record have been completed in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and
- The Addendum contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the Approving Authority; and
- There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and
- The project will not introduce any new significant environmental impacts beyond those previously analyzed in the Environmental Impact Report, and all mitigation measures previously adopted by the Environmental Impact Report, are incorporated herein by this reference.

9.1 – Environmental Performance Standards

Due to the proximity of the project area to rail lines and Holt Avenue which are both generators of noise and emissions, standards have been established to mitigate these environmental impacts.

9.1.1 – Noise

To ensure a proper standard of living, noise levels shall not exceed 65 dBA for exterior noise levels and 45 dBA for interior noise levels. In order to achieve these noise levels the following mitigations shall be followed:

- **MM 5.12-1:** Prior to the issuance of building permits, the developer/owner shall retain an acoustical engineer to conduct an acoustic analysis and identify, where

appropriate, site design features (e.g., setbacks, berms, or sound walls), and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria, and the California State Building Code and California Noise Insulation Standards (CCR Titles 24 and 21).

- **MM 5.12-2:** Prior to the issuance of building permits, the developer/owner shall retain an acoustical engineer to evaluate the potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures, such as use of concrete, iron, steel, or masonry materials to ensure that levels of vibration amplification are within acceptable limits to building occupants, shall be implemented. Pursuant to the Federal Transit Administration vibration-annoyance criteria, these acceptable limits are 78 VdB during the daytime and 72 VdB during the nighttime for residential uses.
- Construction activities shall only occur between the hours of 7:00 AM and 6:00 PM on weekdays, and 9:00 AM and 6:00 PM on Saturdays and Sundays;
- Structural noise attenuation requirements contained in Ontario Municipal Code Title 8, Chapter 15, Article 3 (Building Requirements for New Residential Construction in the 65 CNEL to 70 CNEL Noise Zone) are required to be incorporated into exterior façade units located along the eastern, western, and northern project perimeter.
- Structural noise attenuation requirements contained in Ontario Municipal Code Title 8, Chapter 15, Article 2 (Building Requirements for New Residential Construction in the 70 CNEL to 75 CNEL Noise Zone) are required to be incorporated into exterior façade units located along the southern project perimeter;
- Balconies on exterior façade units located along the project's east, west and north perimeter street frontages shall have a solid balcony barrier of at least 5 feet above the deck height. On exterior façade units located along the project's south perimeter street frontage, no balconies or yard areas shall be permitted; and
- A 6-foot high solid decorative masonry block wall with self-closing, sound insulated gates shall be constructed between the buildings located along the southern edge of the project site. This will ensure exterior noise for outdoor facilities within the project will not exceed 65 dB CNEL.

9.1.2 – Air Quality

- Due to the proximity of the active rail lines to the south of the project area, air quality is a concern for the project site resulting from the diesel emissions from trains. Listed below are standards for reducing the air quality impacts of the diesel emissions.
- All residential living areas shall be equipped with air filtration systems operating under a positive pressure rated at MERV 12 or higher;
- The HOA or property management will replace all unit filters on a routine basis, determined by industry standards for the filter and air conditioning HVAC systems selected;
- The active outdoor recreation areas should be shifted northward where feasible, to provide the greatest possible distance setback from the closest railroad tracks; and
- A dense tree canopy shall be established along the southern site boundary to act as a living bio-filter for particulate air pollution.

10 – Administration

10.1 – Items Not Addressed in PUD

Any terms or regulations pertaining to design, development, subdivision, administration and interpretation, and nonconforming use, structures and, which are not addressed in this PLANNED UNIT DEVELOPMENT, shall be governed by the City of Ontario Development Code.

10.2 – Development Applications

Development Plan approval, pursuant to the requirements of Ontario Development Code Section 4.02.025 (Development Plans), shall be required for the physical alteration of a lot, the construction of a building, or the addition or significant alteration of an existing building. 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).

10.3 – Administrative Exceptions

Minor exceptions to the development standards set forth in this document may be granted by the Zoning Administrator in accordance with Section 4.02.020.C (Administrative Exceptions) of the Ontario Development Code, not to exceed 10 percent from minimum residential setback and separation requirements.

10.4 – Severability

If any portion of this Planned Unit Development is held to be invalid, unconstitutional, or unenforceable by a court of competent jurisdiction, the determination shall not affect the validity of the remaining portions of this Planned Unit Development. Moreover, the decision shall not affect, impair, or nullify this Planned Unit Development, either in whole or in part, and the remainder of this Planned Unit Development shall continue in full force and effect.

EMPORIA FAMILY HOUSING

Planned Unit Development

Ontario, California

MIG