

# Implementation Plan

## Section 7

## IMPLEMENTATION PLAN

Approval of the MEREDITH INTERNATIONAL CENTRE Specific Plan Amendment (2015 Specific Plan Amendment) indicates acceptance by the City of Ontario City Council of a general framework for the development of the MEREDITH INTERNATIONAL CENTRE property. Part of that framework establishes specific development standards that constitute the zoning regulations for the Specific Pan. The provisions contained herein are intended to regulate development within the Specific Plan area.

Development within the MEREDITH INTERNATIONAL CENTRE Specific Plan boundary shall be implemented through the City approval of tentative and final parcel maps and through the Development Plan Review process as established in the City of Ontario Development Code. The implementation process described herein provides the mechanisms for review and approval of development projects within MEREDITH INTERNATIONAL CENTRE.

### A. SEVERABILITY

If any portion of this Specific Plan document is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

### B. MINOR MODIFICATIONS TO THE SPECIFIC PLAN

The City recognizes that modifications to the text and exhibits of this document may be needed over time. Upon direction by the City of Ontario Planning Department, certain modifications to text, exhibits, and/or development standards and design guidelines may not require a formal Specific Plan Amendment (i.e. through public hearing). The following minor modifications to this document do not require formal Specific Plan Amendment and are subject to review and approval by the Director of City Planning. The Director of City Planning shall have the discretion to defer to any such request for modification to the Planning Commission or City Council.

- Expansions or reductions of the net acreage covered by a given Planning Area.
- A decrease in development intensity/density (non-residential square footage, lodging rooms, and/or residential units).
- Modification of design criteria such as architectural details, landscape treatments, fencing, lighting, and entry treatments.
- Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
- Implementation of alternative landscape materials, wall materials, wall alignment, entry monument design, and streetscape design that are generally consistent with the conceptual design guidelines contained within this Specific Plan.

- Modifications to Architectural Design Guidelines, such as variation of materials within a particular architectural style and variations in materials and colors.
- Final infrastructure facility sizing and precise location of dry utilities, water, sewer, and storm drainage improvements when directed by the City Engineer.
- Roadway alignment when the changes are warranted.
- Revisions to exhibits which do not substantially change the intent of the Specific Plan.
- Modification and deletions to the list of permitted and conditional uses.
- Specific modifications of a similar nature to those listed above which are deemed minor by the City Planning Director, which are in keeping with the intent of this Specific Plan and which are in conformance with the City of Ontario General Plan.

### **C. FORMAL AMENDMENTS TO THE SPECIFIC PLAN**

All modifications to this document which do not meet the criteria of a Substantial Conformance as defined in this Section shall be deemed to require a Formal Specific Plan Amendment. This document was prepared pursuant to California Code §65450, et. seq. Amendments shall be processed in accordance with the applicable requirements of the law, which include §65450, et. seq. of the California Government Code.

Formal Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider all applications for formal Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government

agencies significantly affected by the proposed Amendment shall be notified of the proposed action prior to the approval. In addition, and as required by the California Environmental Quality Act (CEQA), formal Specific Plan Amendments shall be appropriately reviewed in accordance with the State CEQA Guidelines, with the City of Ontario serving as CEQA Lead Agency.

Any formal Specific Plan Amendment initiated by an applicant require preliminary review by the City Planning Director, filing of an official application and required materials supporting the amendment, submittal of a fee deposit, Planning Commission review and recommendations, and City Council review and final decision.

Amendments also may be initiated by the City Council or Planning Commission by majority vote. All Planning Commission-requested amendments shall be submitted and considered by the City Council and accepted for processing by a majority vote. City staff may initiate an amendment by submitting the requested amendment to the Planning Commission for a vote. Only amendments accepted by a majority vote of the Planning Commission shall be submitted to the City Council for consideration; however, the Applicant shall have the right of appeal to City Council if the Planning Commission fails to approve.

In considering approval or disapproval of formal Specific Plan Amendments, the City Council shall find that the request is:

- Consistent with the Policy Plan (General Plan) in effect at the time of consideration.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.

- Consistent with the overall design character and general structure of MEREDITH INTERNATIONAL CENTRE as set forth in the Specific Plan Design Guidelines in Section 6 of this document.

## **D. SUBDIVISION MAPS**

Approval of subdivision (parcel) maps may occur concurrently or subsequent to the adoption of the Specific Plan. All tentative and final subdivision maps shall be reviewed and approved pursuant to applicable provisions of the City of Ontario Subdivision Ordinance and consistent with the applicable provisions of the Land Use, Infrastructure, Development Regulations, and Design Guidelines adopted as part of the Specific Plan. As part of the City of Ontario subdivision map review process, the City shall determine if reciprocal access agreements between adjacent parcels in Planning Areas 2, 3, and 4 is needed and require such reciprocal access as necessary.

## **E. DEVELOPMENT PLAN REVIEW**

All development within the MEREDITH INTERNATIONAL CENTRE property shall be subject to the Development Plan Review Process established in Article 8 of the City of Ontario Development Code. Adoption of this document by the City includes adoption of the design guidelines contained in Section 6, which shall provide for the design of development projects. Where the design guidelines are silent, the applicable design guidelines contained within the City's Development Code shall apply. The design guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the review by the City of development projects during design review.

## **F. CONDITIONAL USE PERMITS**

Uses specified as conditionally permitted uses within Section 5, "Development Regulations," of this Specific Plan shall be reviewed and approved by the City pursuant to the requirements of the City's Development Code, Article 9, "Conditional Use Permits."

## **G. DEVELOPMENT AGREEMENTS**

Approval of a statutory development agreement, authorized pursuant to California Government Code Sections 65864 et seq., may be approved as it is applicable to the entire MEREDITH INTERNATIONAL CENTRE Specific Plan area to a single planning area or collection of planning areas therein. The development agreement may include, but not be limited to, methods for financing, acquisition, and construction of infrastructure, and the provision of economic opportunities for the City of Ontario and employment and/or housing opportunities for community residents.

## **H. MAXIMUM VEHICLE TRIP CAP & SPECIFIC PLAN LAND USE TRIP BUDGET**

MEREDITH INTERNATIONAL CENTRE has a calculated maximum vehicle generation trip cap for Planning Areas 1, 1A, 2, 3, and 4 of 42,057 daily passenger car equivalent (PCE) trips, calculated using the vehicle trip generation rates shown on Table 7-1, *Trip Generation Rates* (using the Institute of Transportation Engineers (ITE) rates, 9th Edition) and the vehicle fleet mix factors shown on Table 7-2, *Vehicle Fleet Mix*. A trip cap is not applied to Planning Area 5, because that planning area was built out and existing at the time this document was prepared.

**Table 7-1 Trip Generation Rates**

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Trip Generation Factors:</b>							
▪ 110: General Light Industrial (TE/1000 SF)	6.97	0.81	0.11	0.92	0.12	0.85	0.97
▪ 140: Manufacturing (TE/1000 SF)	3.82	0.57	0.16	0.73	0.26	0.47	0.73
▪ 152: High-Cube Warehouse (TE/1000 SF)	1.68	0.08	0.03	0.11	0.04	0.08	0.12
▪ 220: Apartments (TE/DU)	6.65	0.10	0.41	0.51	0.40	0.22	0.62
▪ 310: Hotel (TE/Room)	8.17	0.31	0.22	0.53	0.31	0.29	0.60
▪ 710: General Office	11.03	1.37	0.19	1.56	0.25	1.24	1.49
▪ 820: Shopping Center (TE/1000 SF)	42.70	0.60	0.36	0.96	1.78	1.93	3.71

**Table 7-2 Vehicle Fleet Mix**

Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b>Trip Generation Factors:</b>							
▪ <b>110: General Light Industrial - Total (TE/1000 SF)</b>	<b>6.97</b>	<b>0.81</b>	<b>0.11</b>	<b>0.92</b>	<b>0.12</b>	<b>0.85</b>	<b>0.97</b>
□ Passenger Cars - 78.6% of Daily (TE/1000 SF)	5.48	0.49	0.07	0.56	0.09	0.66	0.75
□ 2-Axle Trucks - 8.0% Daily/32.70% Peak Hour (TE/1000 SF)	0.56	0.11	0.01	0.12	0.01	0.06	0.07
□ 3-Axle Trucks - 3.9% Daily/17.90% Peak Hour (TE/1000 SF)	0.27	0.05	0.01	0.06	0.00	0.04	0.04
□ 4+ Axle Trucks - 9.5% Daily/49.40% Peak Hour (TE/1000 SF)	0.66	0.16	0.02	0.18	0.01	0.10	0.11
▪ <b>140: Manufacturing - Total (TE/1000 SF)</b>	<b>3.82</b>	<b>0.57</b>	<b>0.16</b>	<b>0.73</b>	<b>0.26</b>	<b>0.47</b>	<b>0.73</b>
□ Passenger Cars - 61.2% of Daily (TE/1000 SF)	2.34	0.31	0.09	0.40	0.17	0.29	0.46
□ 2-Axle Trucks - 6.1% Daily/11.00 % Peak Hour (TE/1000 SF)	0.23	0.03	0.01	0.04	0.01	0.02	0.03
□ 3-Axle Trucks - 12.7% Daily/36.00% Peak Hour (TE/1000 SF)	0.49	0.09	0.03	0.12	0.04	0.06	0.10
□ 4+ Axle Trucks - 19.9% Daily/53.00% Peak Hour (TE/1000 SF)	0.76	0.13	0.04	0.17	0.05	0.09	0.14
▪ <b>152: High-Cube Warehouse - Total (TE/1000 SF)</b>	<b>1.68</b>	<b>0.08</b>	<b>0.03</b>	<b>0.11</b>	<b>0.04</b>	<b>0.08</b>	<b>0.12</b>
□ Passenger Cars - 79.57% of Daily (TE/1000 SF)	1.34	0.05	0.02	0.07	0.02	0.05	0.07
□ 2-Axle Trucks - 3.46% Daily/16.95% Peak Hour (TE/1000 SF)	0.06	0.01	0.00	0.01	0.00	0.01	0.01
□ 3-Axle Trucks - 4.64% Daily/22.71% Peak Hour (TE/1000 SF)	0.08	0.01	0.00	0.01	0.00	0.01	0.01
□ 4+ Axle Trucks - 12.33% of Daily/60.34% Peak Hour (TE/1000 SF)	0.20	0.01	0.01	0.02	0.01	0.02	0.03

The list below presents a trip budget for the land uses assumed to be developed in MEREDITH INTERNATIONAL CENTRE. During every Development Plan Review and occupancy permit application review process, the City of Ontario shall review trip generation rates for proposed uses. The total number of PCE average daily trips (ADT) and peak hour trips for any given planning area shall not exceed the values shown on Table 7-3, *Maximum Trip Cap by Planning Area*.

**Table 7-3 Maximum Trip Cap by Planning Area**

Planning Area	ADT	AM PEAK		PM PEAK	
		IN	OUT	IN	OUT
1 & 1A	10,710 <sup>1</sup>	1,041 <sup>1</sup>	221 <sup>1</sup>	204 <sup>1</sup>	1,047 <sup>1</sup>
2	17,262	501	193	524	733
3	10,135	342	156	325	432
4	5,320	80	328	320	176
Internal Capture	-1,370	-42	-18	-42	-59
<b>TOTAL</b>	<b>42,057</b>	<b>1,922</b>	<b>880</b>	<b>1,331</b>	<b>2,329</b>

<sup>1</sup> Passenger car equivalent (PCE) calculated using the trip generation rates and fleet mix presented in Table 7-1 and Table 7-2 and the following conversion rates: Passenger Car = 1 PCE, 2-axle truck = 1.5 PCE, 3-axle truck = 2.0 PCE, and 4-axle truck = 3.0 PCE.

The non-residential building square footages, number of overnight lodging rooms, and number of residential units allocated to Planning Areas 1, 1A, 2, 3, and 4 by this Specific Plan (refer to Table 2-1) may be adjusted by the Planning Director provided that the maximum values shown on Table 7-3 are not exceeded. Trip allocations can be exchanged among planning areas, upon mutual written agreement of the planning area owners.

The following procedures shall be followed in association with the review and processing of applications for Site Development Plans and occupancy permits.

- (1) The City of Ontario Planning Department shall maintain a current Trip Budget Allocation form depicting the maximum trip caps for each planning area and the Specific Plan overall. The form shall specify the assumed square footages/number of overnight lodging rooms/number of residential for the land uses allocated by this Specific Plan to each planning area (see Table 2-1). In addition, the form shall specify the associated number of calculated daily vehicle trips (refer to the Traffic Impact Analysis report prepared by LLG for the MEREDITH INTERNATIONAL CENTRE Specific Plan).
- (2) During the Planning Department's review of a Development Plan Review or occupancy permit application, PCE trip generation shall be calculated for the proposed use(s) by a licensed traffic engineer using the trip generation rates shown in Table 7-1, *Trip Generation Rates*, based on land use type and using ITE rates, 9th Edition and the fleet mix factors listed in Table 7-2, *Vehicle Fleet Mix* (when applicable). The City of Ontario shall update the Trip Budget Allocation form to if the maximum trip cap for the planning area will be maintained or exceeded.
- (3) If the trip cap for a planning area will not be exceeded, the use may occur. If the trip cap for a planning area will be exceeded, either:
  - (a) The use shall not be permitted;
  - (b) Trips shall be transferred from another planning area within MEREDITH INTERNATIONAL CENTRE, upon the

written approval of both planning area owners and upon the completion of a traffic analysis by a licensed traffic engineer showing that the transfer of trips from one planning area to another would not cause impacts to the transportation system beyond those disclosed in the MEREDITH INTERNATIONAL CENTER Environmental Impact Report;

- (c) A traffic analysis shall be performed by a licensed traffic engineer demonstrating that the increased number of trips for the planning area and the Specific Plan overall will not cause impacts to the transportation system beyond those disclosed in the MEREDITH INTERNATIONAL CENTER Environmental Impact Report; or
- (d) A traffic demand management program (TDM) may be introduced to allow a trip cap increase up to 20% (across the entire Specific Plan area or an individual planning area) if equal offset is demonstrated through implementation of the TDM.

## **I. APPEALS**

Appeals from any determination of the City Planning Director, Zoning Administrator or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Ontario and accompanied by the appropriate filing fee, where applicable, within ten (10) days following the final date of action for which an appeal is made. Appeals shall be processed consistent with the provisions of Article 5, "Appeals" of the City of Ontario Development Code.

## **J. INFRASTRUCTURE AND OTHER PUBLIC IMPROVEMENTS**

Each planning area shall be responsible for roadway improvements fronting its individual parcel. In addition, each planning area shall pay its fair share of major infrastructure costs for the Specific Plan area. The major infrastructure costs may be offset by public assistance such as a Community Facility District (CFD). CFDs are established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services. City Council approval is a prerequisite for the implementation of any and all special district-financing mechanisms. In addition, Development Impact Fee (DIF) credits may be applied for infrastructure completed by developer.

## **K. MAINTENANCE**

The public and private improvements constructed within MEREDITH INTERNATIONAL CENTRE shall be maintained through a combination of public and private entities as described in Table 7-3, *Maintenance Responsibilities*.

Maintenance will be funded by a combination of private and public funds. For common areas located within a planning area, the CC&Rs shall govern the maintenance responsibilities. For areas outside the planning area boundaries, municipal maintenance districts may fund the maintenance of these areas.

*Table 7-3 Maintenance Responsibilities*

Facility	City of Ontario / Community Facilities District	Private Maintenance Association / Homeowners' Association	Public Utility
<i>Master Plan of Streets and Highways</i> roadways (North Vineyard Avenue, East 4th Street, North Archibald Avenue, and Inland Empire Boulevard)			
➤ Curb-to-curb improvements	✓		
➤ Landscaping within public right-of-way, including medians and parkways	✓	✓	
➤ Sidewalks	✓		
Interior Public Streets (East Jay Street and Del Rio Place)			
➤ Curb-to-curb improvements	✓		
➤ Landscaping within public right-of-way, including parkways		✓	
➤ Sidewalks	✓		
Private Streets/Alleys/Drive Aisles		✓	
Cucamonga Creek Channel Multi-Purpose Trail (off-site)	✓		
Off-Street Parking Areas		✓	
Traffic Signals	✓		
Traffic Control Signs - in the public right-of-way	✓		
Street Lights - in the public right-of-way	✓		
Street Lights - not in the public right-of-way	✓		
Traffic Control Signs - not in the public right-of-way		✓	
Common Open Space		✓	
East 4th Street Enhanced Landscape Zone		✓	
Corner and Entry Monuments		✓	
Walls and Fences		✓	
Private Recreation Areas		✓	
Storm Water Drainage/Water Quality Facilities - in the public right-of-way	✓		
Storm Water Drainage/Water Quality Facilities - not in the public right-of-way		✓	
Water Infrastructure - in the public right-of-way	✓		
Sanitary Sewer Infrastructure - in the public right-of-way	✓		
Dry Utilities (electricity, natural gas, communications systems)			✓



## **L. CONCEPTUAL PHASING PLAN**

The development of MEREDITH INTERNATIONAL CENTRE is expected to occur in phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. Infrastructure to support build out of the Specific Plan shall be phased to support the development within each planning area and in accordance with the development agreement for the 2015 Specific Plan Amendment. A detailed description of the dry utilities, domestic water services, sanitary sewer services, recycled water services, and storm drain facilities, is described in Section 4 of this document.