

**CITY OF ONTARIO PLANNING COMMISSION/
HISTORIC PRESERVATION REGULAR MEETING**

MINUTES

October 27, 2020

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**CITY OF ONTARIO PLANNING COMMISSION/
HISTORIC PRESERVATION REGULAR MEETING**

MINUTES

October 27, 2020

REGULAR MEETING: City Hall, 303 East B Street
Called to order by Chairman Willoughby at 6:30 PM

COMMISSIONERS

Present: Chairman Willoughby, Vice-Chairman DeDiemar, Gregorek, Reyes, and Ricci

Absent: Gage

OTHERS PRESENT: Planning Director Zeledon, City Attorney Otto, Principal Planner Mercier, Senior Planner Mejia, Associate Planner Antuna, Assistant Planner Vaughn, Development Administrative Officer Womble, Assistant City Engineer Lee, and Planning Secretary Berendsen

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was led by Commissioner Gregorek.

ANNOUNCEMENTS

Mr. Zeledon stated the Commissioners had in front of them public comments that were received on Items C, D, E, and I – L.

PUBLIC COMMENTS

No one responded from the audience.

CONSENT CALENDAR ITEMS

A-01. MINUTES APPROVAL

Planning/Historic Preservation Commission Minutes of September 22, 2020, approved as written.

It was moved by Gregorek, seconded by Reyes, to approve the Planning Commission Minutes of September 22, 2020, as written. The motion was carried 5 to 0.

PUBLIC HEARING ITEMS

- B. MILLS ACT CONTRACT REVIEW FOR FILE NO. PHP20-012:** A Mills Act Contract for a 2,160 square foot Spanish Colonial Revival style single-family residence, a Contributor within the Euclid Avenue Historic District known as the Dr. G. Ben Henke House, located at 1458 North Euclid Avenue within the LDR-5 (Low Density Residential-2.1 to 5.0 du/ac) and EA (Euclid Avenue Overlay) zoning districts. The Contract is not considered a project pursuant to Section 21065 of the CEQA Guidelines. (APN: 1047-352-14) **submitted by Steven and Sylvia Romero. City Council action is required.**

Associate Planner Antuna, presented the staff report. She stated the criteria that the Dr. Ben Henke House met to qualify for the Mills Contract. She explained the improvements to be done and the estimated property tax reduction. She stated that staff is recommending the Planning Commission recommend approval of File No. PHP20-012, pursuant to the facts and reasons contained in the staff report and attached resolution, and subject to the conditions of approval.

No one responded.

PUBLIC TESTIMONY

No one responded.

As there was no one wishing to speak, Chairman Willoughby closed the public testimony

Mr. Gregorek stated he was glad another contract was being added and that this is an excellent way to preserve the history in the city. He stated the city has been doing this for 23 years and the improvements being completed support this contract.

PLANNING / HISTORIC PRESERVATION COMMISSION ACTION

Acting as the Historic Preservation Commission, it was moved by Gregorek, seconded by DeDiemar, to adopt a resolution recommending approval of the Mills Act Contract, File No. PHP20-012, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- C. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, AND SPECIFIC PLAN AMENDMENT FOR FILE NOS. PGPA19-008 AND PSPA19-011:** A General Plan Amendment (File No. PGPA19-008) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation on 10.49 acres of land, from School to Low-Medium Density Residential, in conjunction with modification of the Future Buildout Table (Exhibit LU-03) to be consistent with the proposed land use designation change, and an Amendment to The Avenue Specific Plan (File No. PSPA19-011), changing the land use designation on the project site, from School to Low-Medium Density Residential, generally located at the northeast corner of La Avenida Drive and Manitoba Place. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140), certified by the City Council on January 27, 2010. This application introduces no new significant environmental impacts. The proposed project is located

within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC. City Council action is required. This item was continued from the September 22, 2020 Planning Commission meeting.**

- D. ENVIRONMENTAL ASSESSMENT AND TENTATIVE TRACT MAP REVIEW FOR FILE NO. PMTT19-015 (TM 20298):** A Tentative Tract Map to subdivide 10.49 acres of land into 106 numbered lots and 19 lettered lots, located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27) **submitted by Ontario Schaefer Holdings, LLC.**
- E. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA20-001:** A Development Agreement (File No. PDA20-001) between the City of Ontario and Ontario Schaefer Holdings, LLC, to establish the terms and conditions for the development of Tentative Tract Map 20298 (File No. PMTT19-015), a 10.49 acre property located at the northeast corner of La Avenida Drive and Manitoba Place, within the proposed Low-Medium Density Residential land use district of The Avenue Specific Plan. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 0218-652-27). **Submitted by Ontario Schaefer Holdings, LLC. City Council action is required.**

Assistant Planner Vaughn, presented the staff report. She described the location and the surrounding area and explained that the Mountain View School District sent a letter to the property owner stating they no longer wanted this land for a middle school. She described the proposed the land use change and the changes within the Specific Plan and the buildout table. She explained the decision of the district was based on the enrollment projections. She described the conceptual site plan and plotting and the conceptual park and landscape plan as required by the specific plan. She described the Development Agreement key points and the initial terms. She explained the public comments received and addressed the issues. She stated that staff is recommending the Planning Commission recommend for approval File Nos. PGPA19-008, PSPA19-011, and PDA20-001, and approve File No. PMTT19-015, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that the school district was not the owner of the land, but a private developer.

Mr. Zeledon stated that is correct.

Mr. Reyes wanted to know if a new EIR and traffic study were revised and updated to reflect the housing instead of school.

Mr. Zeledon stated the TOP EIR was looked at and an Addendum was done and there was a trip generation study done based on the 106 homes and determined the traffic impacts would be less than significant, which means the existing streets in the area could accommodate the change.

Mr. Reyes wanted to know if the city talked to the district to see if we needed future middle school for the south Ontario area and wanted to confirm that this change knocks out a middle school, not an elementary school and if we have comments from the school district that they have other sites for a middle school in the area.

Mr. Zeledon stated that when we got the letter from the school district stating that they no longer wanted to pursue the site, the city manager's office met with the district, because we wanted to make sure the schools were there and ready to go when the homes were built. He stated there was a lot of discussion and the district did a study and based on the 2035 build out, the study determined they would only need 2 more elementary and 1 middle school. He stated that when the city entered into an agreement with NMC Builders, who developed most of the infrastructure on the east side of Ontario Ranch, we were told that we would get 5 elementary and 2 middle schools, and with the removal of this site, there is still another future middle school site at the SW corner of Haven and Eucalyptus.

Mr. Reyes wanted to clarify if that site was existing or future.

Mr. Zeledon stated it was future and the property is owned by Lewis, and they are working with the district on that.

Ms. DeDiemar wanted to know the distance to the existing middle school from the current track of homeowners and if it was within walking distance.

Mr. Zeledon stated is about a ¼ mile away.

Ms. DeDiemar wanted to know the enrollment of that current middle school versus the capacity.

Mr. Zeledon stated he didn't have that information.

Ms. DeDiemar wanted to know the distance from the future middle school to the current homes.

Mr. Zeledon stated that the existing school is located more on the south side so it would accommodate more of the north, east and west of the Ontario Ranch area. He stated that Grace Oakley would service that whole area and that they had restructured to 6, 7 and 8th grades, to accommodate more students, which is another reason they won't need this future middle school.

Ms. DeDiemar wanted to clarify that Grace Oakley is not at capacity.

Mr. Zeledon stated that is correct.

Ms. DeDiemar wanted to know if mello-rues are funding the school district and how they impact the city.

Mr. Zeledon stated that the city's mello-rues are called CFD which go towards fire, police, and infrastructure, which includes neighborhood edges, streets and streetlights, but don't fund school districts, however property taxes include bond measures to cover schools and several districts.

Ms. DeDiemar wanted to know if any bonds have been proposed or passed that the current homeowners are now paying.

Mr. Zeledon stated none that he is aware of.

Mr. Willoughby wanted to clarify there are 3 elementary schools currently.

Ms. Vaughn stated that is correct.

Mr. Willoughby wanted to clarify there is one middle school currently.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify we have one elementary under construction currently.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify we don't have a middle school under construction at this time.

Mr. Zeledon stated that is correct.

Mr. Willoughby two potential sites for middle schools but only need one more.

Mr. Zeledon stated that is correct.

Mr. Willoughby wanted to clarify that the future site for the middle school is at Haven and Eucalyptus.

Mr. Zeledon stated that is correct it is just south of the new Stater Bros. shopping center.

Mr. Willoughby wanted to know where does the Mountain View School District end and Ontario-Montclair School District start.

Mr. Zeledon stated that from Hamner to Vineyard and from the Airport to Bellgrave, is the Mountain View School District and north is Ontario-Montclair and south is Chino Unified School District.

Mr. Willoughby wanted to clarify that Chino Unified School District takes in part of Ontario Ranch.

Mr. Zeledon stated that is correct.

PUBLIC TESTIMONY

Jason Lee with Ontario Schaefer Holdings, appeared and thanked staff for a thorough presentation of the project and clarified that they are the owner of the property and it was never deeded to the district. Mr. Lee gave a little history on the site and how it was part of the mitigation agreement and the development for the area and how they reserved the site for the school district, had graded it for the school and when it came up for them to purchase, per the number of units that had been built, they approached the district to take acquisition of the property. He stated that the district ran studies and two years went by and the district decided they weren't going to take it, as they reassessed their numbers and no longer felt they would need the additional middle school. Mr. Lee stated this mitigation agreement was made in the early 2000 and anticipated the numbers before most of Ontario Ranch was built and over time, they adjusted those to what they were seeing and no longer needed the site. He stated a traffic study was done for this site, analyzed it with 110 homes and the elementary school site and it generated less traffic than the middle school was proposing. He stated that the middle school they do want to pursue is in Subarea 29 and part of that mitigation agreement. He explained that the mitigation agreement makes the developer set the property aside in their planning and then the school district can acquire the site property when they need it. He stated the school district did change their enrollment to 6 – 8 grades and with the existing capacity they are currently under enrolled and don't project they will need another site any time soon. Mr. Lee explained that with the proposed project they were trying to make it fit within the existing communities, by making it different but consistent with what is out there. He stated these will be for sale single family lots, with most of them having full driveways, with the ally private lanes and no parking within the alley ways.

Mr. Reyes wanted to know how long ago the district stated they didn't need the land.

Mr. Lee stated they let them know unofficially in an email in 2017 and that is when they approached staff and then in 2019 they requested a formal letter from the school district and then council met with the district and a couple years went by to get it to this point.

Mr. Ricci received comments from the residents stating they pay mello-rues for the school, and were led to believe that a school would be there.

Mr. Lee stated that the CFD bonds are for the fire, police and infrastructure and that there are tax rolls which are additional taxes that go to MVSD and that is for all property owners, which goes to constructing the schools and they sell those bonds in pieces. He stated there is a tie to future schools through the bond sales and developer fees, but it goes to the school district.

Mr. Ricci wanted to try to clarify if there is a promise that was made to these residents that is not being kept, specifically to have a school and now it's not going there. He wanted to know if the school site was this a selling point to these residents, with the idea to have their family raised next to the school.

Mr. Lee stated that we weren't part of those home sales or development, and that it was designated to be a middle school, so he would imagine the homeowners were most likely told

there would be a school there. He stated he wished it still would be a school, as it has cost them a lot of money to change things, once the district made it clear they were not going to be purchase the land.

Mr. Willoughby wanted to know the number of units that would trigger the building of the school site.

Mr. Lee stated that it was 1500 permits within the specific plan.

Mr. Willoughby wanted to clarify that when that number was met was when they reached out to the school district to start the process for the school site.

Mr. Lee stated that is correct, they did everything within their mitigation agreement and asked the school district to start the process, which includes studies, appraisal of the land, and acquisitions from the State and then waited two years before the school district got back to them and declined the site, stating they didn't see a need for it.

Mr. Willoughby wanted to clarify the school sites are done from a state level not the city or county level.

Mr. Lee stated that is correct they have to meet certain State requirements, do studies and show there is a need for the schools.

Mr. Willoughby wanted to clarify that all the new homes in the Ontario Ranch area that fall into that district, that all of those taxes are going to the MVSD to fund not a particular site, but any of the school sites needed for that district.

Mr. Lee stated that is correct, that they don't start to draw on those bond taxes until they need those funds and they do it in phases as they need have the need for the schools. He stated if the homeowners look at their tax report it will show what bond number they are drawing for and the district has to show justification for those funds.

Mr. Willoughby stated that when he has looked at new homes the developer shows proposed schools on a map.

Mr. Lee stated no, that we negotiated the mitigation agreement with the district before Ontario Ranch was developed and worked with city staff and the district to figure out how many sites were needed and where each site would go, then as each developer approved their specific plan, they knew the school was part of the specific plan and would hold and grate the reserved site designated for the school, with the idea that the district would purchase it when they were ready to move forward with the site.

Mr. Willoughby wanted to clarify that when you start or are building and they are showing proposed sites, this is not coming from the developer, but from direction from the city and school district.

Mr. Lee stated the school district gave their guidance and the city manages this, and it is important for the developer to know ahead of time where the sites will be. He stated the district

has very specific requirements based on infrastructure, how far they can be from power lines and natural gas lines, and what roads they want to be on and they use all that with the city's master plan, to decide where the site will be.

Mr. Reyes wanted to know if they have had any update with the district since they received the letter in 2017.

Mr. Lee stated that it was 2017 when they received an informal email and then in 2019 when we got the formal letter from the district, and during that time they had tried to give the district different options to not trigger the process to purchase and give them more time if they thought they would need the site. He stated it was in 2019 after the formal letter was received, when staff and the city manager stepped in and that has brought us to this point.

Ms. Cathy Gregorek who worked for Mountain View School District for 30 years and recently retired, stated she wanted to clarify that Grace Oakley is now a Jr. High School. She stated the Park Place community wanted the proposed elementary to be built, and Park Place was the first elementary slated to be built, but you have to have the kids before you build, but all 3 elementary schools were not at capacity, so they moved the 6th grade from the middle school sites to the elementary site, and changed their concept to a Jr. High concept with just 7th and 8th grades. She stated this change filled the elementary sites and triggered Park Place elementary to be built, which eliminates the need for an additional middle school as Grace Oakley has tons of room now as they have moved 1/3 of their school enrollment to the elementary site.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Reyes stated he had some general comments, and wanted someone from the district to be here, stated his concerns with getting rid of a school site, is there ever the chance to recoup it. He stated it would have been good to hear from district to know how that will impact schools in the future, and the comments received were from younger families who moved to the area with the idea that a school would go here. He stated we needed to look at the positives with the product and it's a great product and nice lots and affordable housing to attract young families. He stated this is a tough decision.

Mr. Ricci agrees with Mr. Reyes that this is a tough decision and thanked Cathy for clarifying and wished a district representative would have been here. He stated typically we would like to look at the demographics of the area, so we could consider this, but are we at the mercy of the school because they don't want to build and we need to put something there and this is a great product, a good trade and a good fit.

Ms. DeDiemar stated she feels like the district is the villain in this and is not present and the Commission is having to make the decision. She stated the developer has given a lot of thought into the proposed product from the design to the parking and unfortunately the commission will have to take the fall for the school district.

Mr. Willoughby stated that recently he purchased a new homes and had looked at new tracts and developments and realizes that the potential buyer sees on a plot map new schools, but these are planned 10 – 15 years in advance and things can change, as we have certainly experienced this past year. He stated that hearing from Mr. Lee and the letter received and the clarity Ms. Gregorek gave, and that they are still reserving a piece for an elementary site for the future, and

when you consider the developer has gone above and beyond, and the Mountain View School District may be the villain, but we need to look at the big picture and make a decision with what we have in front of us.

PLANNING COMMISSION ACTION

It was moved by Reyes, seconded by DeDiemar, to recommend adoption of resolution approving the Addendum, the General Plan Amendment, File No. PGPA19-008, the Specific Plan Amendment, File No. PSPA19-011, and the Development Agreement, File No. PDA20-001. Roll call vote: AYES, DeDiemar, Reyes, Ricci and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, Gage. The motion was carried 4 to 0.

It was moved by Ricci, seconded by Reyes, to adopt a resolution to approve the Tentative Tract Map, File No., PMTT19-015 (TM 20298), subject to conditions of approval. Roll call vote: AYES, DeDiemar, Reyes, Ricci and Willoughby; NOES, none; RECUSE, Gregorek; ABSENT, Gage. The motion was carried 4 to 0.

- F. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT AGREEMENT REVIEW FOR FILE NO. PDA19-001:** A Development Agreement (File No. PDA19-001) between the City of Ontario and Euclid Land Venture, LLC, to establish the terms and conditions for the development of Tentative Parcel Map 20016 (File No. PMTT18-011), a 85.6 acre property located at the northeast corner of Merrill Avenue and Euclid Avenue, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) submitted by Euclid Land Venture, LLC. **City Council action is required.**
- G. **ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP, AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT18-011 (TPM 20016) AND PDEV18-036:** A Parcel Map (File No. PMTT18-011, TPM20016) to subdivide 85.6 acres of land into eight parcels to facilitate a Development Plan (File No. PDEV18-036) to construct three Industrial buildings totaling 1,447,123 square feet and five Business Park buildings totaling 105,624 square feet, located at the northeast corner of Merrill and Euclid Avenues, within the Industrial and Business Park land use districts of the Ontario Ranch Business Park Specific Plan. The environmental impacts of this project were previously reviewed in conjunction with the Ontario Ranch Business Park Specific Plan, for which an Environmental Impact Report (SCH# 2019050018) was

certified by the City Council on September 15, 2020. This application introduces no new significant environmental impacts. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). The project site is also located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; (APNs: 1054-011-01, 1054-011-02, 1054-011-04; 1054-021-01, 1054-021-02; 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02, and 1054-281-03) **submitted by Euclid Land Venture, LLC.**

Assistant Planner Vaughn, presented the staff report. She described the location and the surrounding area and the proposed tentative parcel map. She explained the business park buildings and the industrial building and the size and total business park square footage will be updated. She described the ingress and egress and the land uses parking requirements, the typical elevations and design theme, landscape plan, and signage. She described the Development Agreement key points and terms. She addressed the public comment received. She stated that staff is recommending the Planning Commission recommend approval of File No. PDA19-001 and approve File Nos. PMTT18-011 and PDEV18-036, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that as part of this development they will have to build the median along Euclid.

Mr. Zeledon stated yes, they will have to build a portion of it along the street frontage.

Mr. Reyes wanted to know if the entry monuments are those city logo or business signs.

Mr. Zeledon stated these will be City of Ontario signs.

Mr. Reyes wanted to know if there will be one in the median as well as on the corner.

Mr. Zeledon stated that the one at Merrill and Euclid will be a secondary sign and the one in the median at Edison will be a primary gateway monumentation sign, like the one on Archibald, with the river rock, glass Craftsman looking sign.

Mr. Reyes wanted to clarify that the large buildings south along Euclid, we have a flight path that goes over Merrill and the site that regulates the development.

Mr. Zeledon stated that is correct.

Mr. Reyes wanted to clarify that we couldn't do smaller buildings.

Mr. Zeledon stated yes that smaller buildings brings a higher concentration of people and with this backing on Merrill and to the south with the airport and the industrial from Chino we were ok with the size, because of the proximity to the airport, and he noted the tremendous job on architectural style and if you look at the project on Hellman it is the same design.

Mr. Reyes wanted to clarify that the median landscape preserves the historical landscape with the

tree palette or planting scheme or something to remind us what is up ahead and how does this lead up to the historical portion, as we don't want to take away from the historical but compliment with the same roses or trees.

Mr. Zeledon stated that Euclid Ave. north of the 60 freeway to Foothill is on the Historic National Registry and we don't want to replicate it, but compliment what is there, so when we did do the streetscape master plan we still have some of the same trees and also more drought tolerant grasses, but has the same design and layout.

Ms. Richardson, senior landscape planner, stated this is the approved streetscape masterplan and it will have peppers in the median, with the grevilleas in the parkways to be consistent with what is north of the 60 freeway, but we want to be sensitive to the historical portion, so this portion may not have the same grasses or roses. She stated this will be going to council again as this is currently in draft form, but this would be approved as shown.

Mr. Reyes stated that this is the first section being developed and this will set the tone for everything north of this to riverside and we need work with developer to set the right tone and he understands we have to minimize lawns, to be drought tolerant.

Mr. Zeledon stated we also have to work with the City of Chino on their portion of the median and they have been on board with our streetscape masterplan and we don't see any issues. He agreed that we do want there to be a sense of arrival here as people enter the city. He stated Euclid is one of the most beautiful streets around.

Mr. Willoughby stated he was concerned about Chino, as half the median will be theirs and is glad to hear there have been in talks and that they are on board with the streetscape.

Mr. Gregorek wanted to know if this development will trigger the median being done in front of the project.

Mr. Zeledon stated yes.

Mr. Gregorek wanted to know if Chino is waiting for us to start development and if they been collecting money for their portion.

Mr. Lee, Assistant City Engineer, stated they have been in constant communication with the City of Chino and they have been collecting development impact fees for the median and infrastructure.

Mr. Gregorek wanted to know if they have been waiting on our development to get started.

Mr. Lee stated no, they haven't generated enough money to build the infrastructure as that the cost is substantial and they will have to wait for substantial development to come.

Mr. Gregorek wanted to clarify that as the development comes sections of the median will be done.

Mr. Lee stated this project will pave the way for future development along Euclid and Merrill, as it will bring major infrastructure including water, sewer, and storm drain.

Mr. Reyes wanted to clarify that the City of Chino is building the parkway on the other side, not half the median.

Mr. Zeledon stated half of the median is the City of Chino.

Mr. Reyes wanted to clarify that they will follow our plan.

Mr. Zeledon stated yes.

PUBLIC TESTIMONY

Mr. Bill Goltermann, the applicant, thanked staff and stated this is the key for infrastructure for the Ontario Ranch area and that they support staff recommendations.

Mr. Reyes wanted to clarify that the landscaping and monument sign will be developed as part of the project.

Mr. Goltermann stated that is correct.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Gregorek stated he is glad we are starting to get the development in this area and once we get this going things can get developed start moving stuff to the east, which would bring more tax revenue to the city and he is in support of this project.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to recommend adoption of a resolution to approve the Development Agreement, File No., PDA19-001, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

It was moved by DeDiemar, seconded by Reyes, to adopt a resolution to approve the Tentative Parcel Map, File No., PMTT18-011 (TPM 20016), and the Development Plan, File No. PDEV18-036, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- H. **ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NO(S). PMTT20-001 AND PDEV20-001:** A Tentative Parcel Map (File No. PMTT20-001/TPM 20187) to subdivide 15.74 acres of land into 4 numbered parcels in conjunction with a Development Plan (File No. PDEV20-001) to construct 4 industrial buildings totaling 355,254 square feet located on the southeast corner of Grove Avenue and Francis Street within the Business Park land use designation of the Grove Avenue Specific Plan. The environmental impacts of this project were previously analyzed with The Ontario Plan (File No. PGPA06-001) Environmental Impact Report (SCH# 2008101140) that was certified by the City Council on January 27,

2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). (APNs: 113-451-14 & 113-451-27) **submitted by EBS Realty Partners, LLC.**

Senior Planner Mejia, presented the staff report. She described the location and surrounding area, the proposed parcel map and the industrial buildings proposed. She described the phasing proposed for the project, to allow for the existing tenant to complete their lease. She described the parking, landscape, access points and elevations with the architectural design. She stated that staff is recommending the Planning Commission approve File Nos. PMTT20-001 and PDEV20-001, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that Francis Street is a designated truck route and Grove is as well.

Mr. Zeledon stated from Grove to 60 Freeway is a designated truck route and Francis is not a designated truck route but allows for truck traffic to the warehouses there.

Mr. Reyes wanted to know if the existing trees were taken into consideration in the tree plan.

Ms. Mejia stated a COA in the landscape portion states they either have to replace the lost trees or pay mitigation fees.

PUBLIC TESTIMONY

Michael McKenna, with EBS Realty Partners, stated he was glad to be here and this is his second project and thanked the staff and stated Ontario is a great city to work with. He stated yes that Grove north in front of the site, is a truck route and for 350 feet in front of the project the concrete will be PCC, poured in place concrete, according to the COAs, but not along the frontage on Francis. He addressed the trees and stated an arborist report was done and they went over it with Jamie Richardson and everything has been addressed. He stated they are providing the type of project and the type of elevations with the architectural features that the commission likes to see in the city.

Mr. Willoughby wanted to clarify that buildings 1, 2, and 3 would be in the first phase.

Mr. McKenna stated yes.

Mr. Willoughby wanted to know if there is a time frame for phase two.

Mr. McKenna stated no time has been set, that when the lease is up at the end of 2021, it will depend on the tenants desires, as the tenant is a long time company within the city, but the applicant will be ready to start with Phase 1 within 3 to 4 months,

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Reyes stated Grove is always a street that is a route to the Ontario International airport and anything we do on Grove, like the Starbucks we just did that turned out very nice, we need to keep in mind whatever product we build along Grove needs to have a good and high quality architecture and high quality landscape architecture and want to make sure it provides screening and shade for the parking lot and some sort of landscaping theme. He wanted to encourage the applicant to work with staff to get the right trees along there.

Mr. Zeledon wanted to clarify the PCC pavement along Francis within the COAs is correct as that was brought up by the applicant.

Mr. Lee, Assistant City Engineer, stated there was an oversight on the Engineering COAs, that normally they require PCC pavement on the arrival frontage because of the stopping and going, which is Grove, so the PCC concrete shouldn't be required on Francis, as this is the departing side but should be on Grove. He stated it should be removed from the COAs for the Francis frontage (Page 42 of 94).

Mr. Willoughby wanted to clarify that the PCC pavement would be on the frontage on Grove, but not on Francis.

Mr. Zeledon stated that is correct.

Mr. Reyes wanted to clarify Francis is a truck route.

Mr. Lee stated yes, it is a truck route but the reason we don't require it on Francis is because they are departing so there isn't any stopping.

PLANNING COMMISSION ACTION

It was moved by Ricci, seconded by Reyes, to adopt a resolution to approve the Tentative Parcel Map (TPM 20187), File No., PMTT20-001, and the Development Plan, File No. PDEV20-001, subject to conditions of approval, including the Engineering revisions. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- I. ENVIRONMENTAL ASSESSMENT, GENERAL PLAN AMENDMENT, SPECIFIC PLAN AMENDMENT AND ZONE CHANGE REVIEW FOR FILE NOS. PGPA19-007, PSPA19-010 AND PZC19-002** : A request for the following entitlements: 1) A General Plan Amendment (File No. PGPA19-007) to modify the Policy Plan (General Plan) Land Use Plan (Exhibit LU-01) component of The Ontario Plan, changing the land use designation of approximately 41 acres of land from Mixed-Use (Hamner/SR-60 Area 12) to 7.6 acres of General Commercial and 33.75 acres of Industrial; 3) Modify the Future Buildout Table (Exhibit LU-03) to be consistent with the land use designation changes; and 3) Repeal of the Tuscana Village Specific Plan (File No. PSPA19-010); and 4) A zone change (File No. PZC19-002) from LDR-5 (Low Density Residential), Community Commercial and Specific Plan to 33.75 acres of Light Industrial and 7.6 acres of Community Commercial. The project site is located on the northwest corner of Riverside Drive and Milliken Avenue. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140)

certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APNs: 1083-361-01, 1083-361-04 & 1083-361-07) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners. City Council action is required.**

- J. ENVIRONMENTAL ASSESSMENT, TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN REVIEW FOR FILE NOS. PMTT19-018 AND PDEV19-059:** A Tentative Parcel Map (File No. PMTT19-018/TPM 20177) to subdivide approximately 20 acres of land into 7 numbered parcels in conjunction with a Development Plan (File No. PDEV19-059) to construct 3 industrial buildings totaling 295,991 square feet located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial and Light Industrial zoning districts. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**
- K. ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN REVIEW AND CONDITIONAL USE PERMIT FOR FILE NOS. PDEV20-012 AND PCUP20-009:** A Development Plan (File No. PDEV20-012) to construct a 3,062 square foot convenience store (7-Eleven), an ancillary drive-thru car wash and fueling station in conjunction with a Conditional Use Permit (File No. PCUP20-009) to establish alcoholic beverage sales for a Type 20 ABC license (Off-Sale Beer and Wine) on 1.25 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**
- L. ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT PLAN REVIEW FOR FILE NO. PDEV20-013:** A Development Plan (File No. PDEV20-013) to construct a 2,490 square foot commercial building for a fast food restaurant (Starbucks) with a drive-thru facility on 1.21 acres of land, located on the northwest corner of Riverside Drive and Milliken Avenue within the proposed Community Commercial zoning district. Staff has prepared an Addendum to The Ontario Plan (File No. PGPA06-001) EIR (SCH# 2008101140) certified by City Council on January 27, 2010. This

application introduces no new significant environmental impacts, and all previously-adopted mitigation measures are a condition of project approval. The proposed project is located within the Airport Influence Area of Ontario International Airport, and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP); (APN: 1083-361-01) **submitted by submitted by Toscana Square, LLC c/o Orbis Real Estate Partners.**

Senior planner Mejia presented the staff report. She described the location and the surrounding area. She explained the General Plan Amendment and what was being changed, the Specific Plan that was being rescinded and the proposed zone change, to accommodate for the proposed parcel map and development plans. She described the community meeting and addressed the concerns raised. She described the proposed street improvements as part of the projects and the elevations including entrances, circulation, architectural designs, landscaping, and pedestrian connectivity. She stated that staff is recommending the Planning Commission recommend for approval the Addendum to the TOP EIR and File Nos. PGPA19-007, PSPA19-010, and PZC19-002, and approve File Nos. PMTT19-018, PDEV19-059, PDEV20-012, PDEV20-013, and PCUP20-009, pursuant to the facts and reasons contained in the staff report and attached resolutions, and subject to the conditions of approval.

Mr. Reyes wanted to clarify that the site was originally three zones.

Ms. Mejia stated that is correct.

Mr. Reyes wanted to clarify that this would be changing it to light industrial and some community retail along Milliken and wanted to know if there had been any discussion to wrap the commercial along Riverside Ave. to "A" Street.

Mr. Zeledon stated yes there was discussion and an economic feasibility study was completed and looking at the winery property to the north and the corner property for a couple reasons average daily trips a lot is pass-through traffic, which drive-thrus and sit down uses the value is higher for those uses, and if you look at the development in Eastvale across the street the retail in the rear corner is still vacant, because the heavily travelled area which is Milliken did wrap it about 200 feet back and the connectivity from the residential through the improvement of the parkways and up to the winery and to the west of the development.

Mr. Reyes wanted to clarify that truck traffic is not allowed to go west on Riverside Drive.

Ms. Mejia stated that is correct.

Mr. Reyes wanted to know if "A" Street is exiting onto Riverside Dr., how will we control trucks from going west bound on Riverside Dr. and how do we regulate that. He stated when the project to the south was approved, we had asked Ontario PD to look at the area and he wanted to know if that was looked at it and if a study was done.

Mr. Zeledon stated yes, PD has been out and at first did courtesy warnings and then began ticketing, but one of the issues right now is with the 60 freeway improvements from Euclid to the 15 Freeway and trucks looking for alternate route through the city and Haven Ave. is closed south of Riverside they are running through. He stated that trucks will probably go west from the site, even though it's not allowed, but most likely they will go down Hamner to the 15 because it

is easier to get to the 15 Freeway than going all the way over to Haven. He stated PD has been vigilant but he wanted to make clear intersection at Riverside and “A” street will allow them to come in and out but not go west bound, and PD will continue to be vigilant about this.

Mr. Reyes wanted to know the distance from the proposed 7-11 to the high school and required distance from a school site to be able to sell beer and wine, and electronic cigarettes, as this was addressed in one of the public comment letters.

Mr. Zeledon stated yes, we did look at that and the state requires 600 feet and in our new code we require 1,000 feet and PD did review it and store staff will have to take the safety class and make these items not easily accessible. He stated the school site is approximately 2,600 feet away.

Mr. Reyes wanted to know with the setbacks from “A” Street and Riverside to this allow for entry monumentation or will this be more signage for the industrial park and will there be any theme and has the applicant agreed to this and will they work with staff.

Ms. Mejia stated yes, we have talked with them regarding a winery theme throughout the project and that is included in the conditions of approval, and the monument sign program will have variation but be tied to the winery theme, to pay homage to the winery to the north of the project site and the applicant did agree.

Mr. Reyes wanted to know what will come first, the commercial or the industrial, or both together?

Ms. Mejia deferred this question to the applicant.

Mr. Reyes wanted to know if this is guaranteed to be a Starbucks.

Ms. Mejia stated it was to be a Starbucks and deferred to applicant for possible tenants for the site to the north of 7-11.

Ms. DeDiemar wanted to know if any community meetings were held with, he residents to the west of the project.

Ms. Mejia stated a Zoom community meeting was held, but no in-person meetings.

Ms. DeDiemar wanted to know the result of the Zoom meeting.

Ms. Mejia stated there were 11 in attendance and 6 spoke and to date 4 letters in opposition to the project have been received.

Ms. DeDiemar stated that some of the letters from the public stated that Riverside Dr. too narrow, and she wanted to know if the residents are aware of the improvements that will be done.

Ms. Mejia stated that these were discussed at the community meeting and the street improvements were regarding the widening of the street was discussed.

Ms. DeDiemar wanted to know if the residents are aware of this.

Ms. Mejia stated yes, they are aware, but the letters still keep coming regarding this issue.

Ms. DeDiemar stated there were letters that stated there is street flooding at certain times and wanted to know if this will be mitigated with the proposed street improvements.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to know who owns the property to the north of the project site.

Mr. Zeledon stated the Riboli and Galliano families.

Mr. Willoughby wanted to know if there would be any screening of the car wash entrance that is facing Milliken.

Ms. Mejia stated yes, there would be landscaping along Milliken Ave.

Mr. Willoughby wanted to clarify that the street improvements would go all the way across the SCE easement area on Riverside Dr.

Ms. Mejia stated yes that is correct, the street improvements will continue to the other side of the SCE easement.

Mr. Willoughby wanted to clarify that the street improvements will connect to what is existing street at the east end of Creekside.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to know if there is parking between the large building and the property line, on the west side of the project.

Ms. Mejia stated no, there is not, that is a drive isle for emergency vehicles access.

Mr. Willoughby wanted to know if we have to have another access point on Riverside Dr.

Ms. Mejia stated yes, per fire requirements they need to be able to service the whole site and she noted that the Riverside Dr. frontage along that drive isle, there will be a turf block to come across on "A" Street so they will have access all the way through.

Mr. Willoughby wanted to clarify that the third entrance was requested by fire.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to know if there was a screen wall between buildings 1 and 2.

Ms. Mejia stated there would be a 14 foot high screen wall along the eastern frontage and turns back to building 1 and landscape planter to soften those views.

Mr. Willoughby wanted to clarify that from building 1 there is a 22 foot setback, a 5 foot sidewalk and a 7 foot parkway, before you get to Riverside Dr.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to clarify that from Riverside Dr. curb-line to the building edge it would be 34 foot.

Ms. Mejia stated that is correct.

Mr. Willoughby wanted to clarify that there was no driveway in front of building 1.

Ms. Mejia stated that is correct, there is only landscaping.

Mr. Willoughby wanted to know if they would be using a theme that is similar to the theme north on Haven that went with a vineyard theme.

Ms. Mejia stated that is correct, some the elements will be similar to this, however we are working with our landscape planner to provide a vineyard that is more evergreen so we have more greenery throughout the year.

PUBLIC TESTIMONY

Grant Ross stated this is the fourth project he is presenting in the City of Ontario, and that he has members of his team and members of the San Antonio winery, which he has been able to build a relationship with, that are here to answer questions regarding this project. He stated he wanted to make this a cohesive project and has named it “The Vine” and some of the elements will be towards the winery heritage and the signage program will reflect this high end and will touch on the history. He stated Steve and Santos are here from the San Antonio Winery to give their ideas on the future plans for the area. He wanted to clarify that there will be Starbucks and they are not planning on phasing it, but building it all at the same time, as they are eager to meet retail dates and start construction. He also noted that when they did a three mile radius of the surrounding rooftops it is constrained by the demographics of the 60 Freeway and the San Bernardino County line and they are trying to bring in great tenants. He stated this is right on the boarder and a remnant parcel, but one of the costliest, because of the infrastructure which will cost about 6 million and the industrial helps to make the economics of the investment work. He stated that during the entitlements doing the environmental studies we had to complete, it showed we are providing a reduction in those studies compared to the previous proposal for the area.

Mr. Willoughby wanted to clarify that they would be constructing the commercial between the Starbucks and 7-11 at the same time.

Mr. Ross stated yes, that is correct, but they are still in talks with potential tenants.

Mr. Willoughby wanted to know if there is a maximum size of this building.

Mr. Ross stated no, there could be 2 buildings or there is room for one 8 – 9 thousand feet building and they are aggressively trying to bring to those parcels what the market needs.

Mr. Willoughby wanted to clarify that there would be no empty lots.

Mr. Ross stated no, we don't want that outcome.

Mr. Reyes wanted to know if they had looked at zoning commercial to wrap that over to "A" Street.

Mr. Ross stated the layout was dictated by the market demand, and are constrained to what those retailers are looking for, and that the design was market driven and by the tenants and wanted to bring a solid tenant mix to this challenging location.

Mr. Reyes wanted to know if they did a noise or traffic study to the residential to the west of the project.

Mr. Ross stated the design of the buildings lends to being a sound barrier and they did do the required noise studies and environmental studies and there was reduction in all of those and they focused on the western boundary, and it is the best we can offer and collectively work through.

Steve Riboli and his brother Santo appeared and Steve stated they are the third generation owners of the San Antonio winery, and that their winery has been in business for 103 years, and created a tasting room and it's a wonderful location and want to continue here. He stated they want to add two buildings behind their store, where they would be able to store their wine brands, as one of the things they are in shortage of is high quality storage, to house products and this would be onsite, and our tasting room would be redesigned as it was built in 1974 and use the outdoors as a great space for education, wine tasting and small events and gatherings. He stated they will retain ownership of the middle site, as big box retail doesn't work here and has moved south of us, and they are completely behind this project and the extensive signage program, which would give them signage off the 60 freeway. He stated they were named American winery of the year and they are very proud to be part of Ontario and the fabric of Ontario and they are behind this project for its great landscaping and signage and it allows our winery to reinvent itself.

Mr. Willoughby wanted to know if the plans include the relocation of Wanchos.

Mr. Riboli stated yes that would be part of the land from street "B" up to our winery, which is about 1 acre, and would be used for outdoor food and education.

Mr. Willoughby stated there was something like that in the project presented many years ago and he is very interested in this.

Mr. Reyes wanted to clarify if it was building 4 and 6 that would be part of the winery storing.

Mr. Riboli stated buildings 6 and 7 which are right behind them.

Ms. DeDiemar wanted to know if there was any way for Creekside residents to walk over to the winery.

Mr. Riboli stated this something to think about and look at, but most of the people coming to us are driving.

Mr. Zeledon stated the applicant worked hard with staff to make sure there was connectivity

along Riverside Drive which will have a sidewalk and go to “A” street, which will have sidewalks on both side and go to the winery or they can go down to Riverside and up Milliken. He stated staff worked really hard to allow another sidewalk, by pushing building 2 back, to provide this connectivity. He stated that connectivity within Ontario Ranch is a big deal and the neighborhood edges allow for this and the winery is an Ontario business that adds value, that we want to continue that.

Mr. Riboli stated that is a great idea to bring our neighbors to our wine and food hospitality center.

Ms. DeDiemar stated they can also walk to the proposed commercial buildings.

Mr. Ross stated they are working with staff to make improvements to the nursery area and underneath the SCE lines, along Riverside Dr. going west, which will create connectivity from Creekside all the way up to the winery and Milliken.

Thomas Ruiz, representative for the Labors International Union – Local #783 representing over 1,700 members in San Bernardino County and those in the construction industry, and more specifically the tilt-up industry, stated they wholeheartedly support the Toscana Square project as this is an opportunity to keep jobs local in Ontario and keep many construction workers working as essential workers, in a time when many are losing health insurance. He stated he has been working with LaLuna and Local#783, so members living in and around the area can obtain well-paying jobs with health benefits and retirement and would like to ask that the Planning Commission recommend this project to City Council, not only based on the quality of the project but for keeping the economic value in Ontario.

D’Andre Lampkin, a Creekside West resident, stated he was very impressed and respects the tenacity of the staff that have worked on this project to meet the needs of the community and what they have been promised 35 years ago, when Creekside was first built. He stated he was surprised this is off script from what we have been talking regarding the project down south, and stated off topic, that the comments that were made in the chat at that meeting, were not meant to be mean and he mentions this because we need to acknowledge our mistakes and residents were made promises of how it was going to shake out and that wasn’t what they were getting. He stated when Creekside was developed the residents wanted someplace they could eat, work, and play and he is glad to see things are coming around and to see the changes the developer has made so the residents will get some of those promises, as things are needing to change and outside based eatery and local businesses that they can order delivery from and he is glad to see San Antonio winery is included. He stated this shows that the commitment to give the residents some of those areas they were promised and shows you are listening to the residents.

Irene Chisholm stated she appreciates the in-person meeting and wanted to thank the Riboli family and appreciates that Orbis met with them 4 times and what we don’t want and one of the major things we asked for was no large building and he broke up buildings 1 and 2 and then has this huge building 3 and right behind that building is where I live. She stated we use to get the peacocks from the winery, and if this goes through our view is going to be one big wall and you can’t cover it up with trees. She stated she is objecting to the huge buildings and then the top portion will be putting more large industrial buildings and now it’s turned into all industrial and a small sliver of commercial. She stated that she likes the fact that the family wants to bring the winery process here, as that is the heritage of the area, and that when building we need to

remember the culture of the land, and the developer involved the Tuscan aspect, but why would we want the large buildings on the site and the winery buildings backs up to that section of Creekside East which will be flooded with cement buildings, which in my mind isn't the smart way to develop. She stated that in 2015 they had it right idea with the Tuscan theme and with the connectivity and we need to bring that back as we have forgot the needs of the community. She has lived in Creekside for 33 years and is a devoted customer to the winery and wishes we would highlight that, not surround it with large buildings.

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

Mr. Willoughby wanted to confirm that the COA changes with the southern elevation were agreed to by the applicant. He stated he had read the letters of the residents and as we know things change and stated that he likes what they hear about the San Antonio winery and the expansion they want to do.

Mr. Ricci stated that being from an Italian background he has been to many wineries, and he went to the San Antonio winery in Los Angeles eat at the restaurant, where it is situated right next to the freeway and the UPS building behind them and it is successful and beautiful, and we had aspiration for something else here and with the compromises we are making progress to accommodate both types of uses so we get half and half.

Mr. Gregorek stated the commercial between Starbucks and the 7-11 he would like sit down restaurants, not just fast food, he thinks Ontario is becoming the drive thru / fast food capital of the world and the residents want sit down restaurants, and hopefully applicant can push for those type of uses. He stated its disappointing he has had clients that have looked at this property and it just didn't pencil out, but sometimes you can't wait forever for what you want but this applicant will be building the commercial aspect at the same time and he likes that staff worked to bring the architectural design up, and this will put in a lot of street improvements that are needed. He stated that maybe it's not the best and they will still have trucks but it will bring a couple more lanes and with San Antonio winery as part of the picture on this as well, he will support this project.

Ms. DeDiemar stated that if we try to think ahead 35 years from now and imagine and that we could guarantee it would come to fruition 30 years later, it wouldn't happen. She stated she has sympathy for Creekside residents that have had these dreams for 30 years that haven't come to, as there seems to be economic reasons, although it's not ideal and there will be a wall, Riverside Dr. will be much better. She stated it's a shame we can't have everything, but we can't have everything.

Mr. Reyes stated he wants more retail commercial and this is something he isn't happy about and what is their Building 1 southern elevation not the best pretty blank something that came to our understanding upgrading the façade, and not crazy about the carwash would rather have more retail. He wanted to recap and make sure the applicant and staff understand the signage program have staff work with applicant on landscape scheme, the historical elements. and the monument signage work with staff since we are not seeing that tonight bring in the elements that will anchor these industrial buildings elements of design and theming talking about historical elements that tie into the project and enhance the building elevations on Building 1 and the intersection at Street "A" and Riverside entrance is important, and we need to look at the freeway off ramps and the trucking they have with the facilities we are building. He stated he is grateful to the winery

and all they are doing but that isn't what we are looking at tonight.

Mr. Willoughby offered congrats to the Riboli family on being named "American Winery of the Year." He stated he echoed some of the comments of the other commissioners but realize there are some things on the off ramps and Caltrans, but he to likes the improvements coming to Milliken that will improve the mess when it rains at that intersection and with proposed future commercial he is look forward to seeing what happens here.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by Ricci, to recommend adoption of resolutions approving the Addendum, The General Plan Amendment, File No. PGPA19-007, the Specific Plan Amendment, File No. PSPA19-010 and the Zone Change, File No. PZC19-002, subject to the revised conditions. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

It was moved by Reyes, seconded by DeDiemar, to adopt resolutions to approve the Tentative Parcel Map, File No., PMTT19-018, the Development Plan, File No. PDEV19-059, The Conditional Use Permit, File No. PCUP20-009, the Development Plans, File Nos. PDEV20-012 and PDEV20-013, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

- M. **ENVIRONMENTAL ASSESSMENT AND DEVELOPMENT CODE AMENDMENT REVIEW FOR FILE NO. PDCA18-003:** A Development Code Amendment proposing to: [1] revise current provisions regarding the regulation of Accessory Dwelling Units, replacing an Urgency Ordinance previously approved by the City Council on January 21, 2020; [2] revise current provisions regarding the MU-1 (Downtown Mixed Use) zoning district, to facilitate the establishment of the Downtown District Plan; [3] establish new provisions regarding the regulation of small lot infill subdivisions, which are proposed to be allowed in Mixed Use zoning districts and the MDR-11 (Low-Medium Density Residential – 5.1 to 11.0 DUs/Acre), MDR-18 (Medium Density Residential – 11.1 to 18.0 DUs/Acre), MDR-25 (Medium-High Density Residential – 18.1 to 25.0 DUs/Acre), and HDR-45 (High Density Residential – 25.1 to 45.0 DUs/Acre) zoning districts; [4] revise current provisions regarding Massage Services and Massage Establishments, establishing that such uses are subject to Administrative Use Permit issuance and requirements; and [5] modify certain Development Code provisions to include various clarifications and interpretations, including Chapter 2.0 (Administration and Procedures), Chapter 4.0 (Permits, Actions and Decisions), Chapter 5.0 (Zoning and Land Use), Chapter 6.0 (Development and Subdivision Regulations), Chapter 8.0 (Sign Regulations), and Chapter 9.0 (Definitions and Glossary). The proposed Development Code Amendment is exempt from the requirements of the California Environmental Quality Act (CEQA) and the guidelines promulgated thereunder, pursuant to Section 15061(b)(3) of the CEQA Guidelines. The proposed project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ALUCP). Furthermore, the

project site is located within the Airport Influence area of Chino Airport and is consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics; **City Initiated. City Council action is required. This item was continued from the August 25, 2020, Planning Commission meeting. Continued from the September 27, 2020, meeting.**

Principal Planner Mercier, presented the staff report. He stated new standard for ADUs are in line with He stated that staff is recommending the Planning Commission recommend approval of File No. PDCA18-003, pursuant to the facts and reasons contained in the staff report and attached resolution.

No one responded.

PUBLIC TESTIMONY

As there was no one else wishing to speak, Chairman Willoughby closed the public testimony

There was no Planning Commission deliberation.

PLANNING COMMISSION ACTION

It was moved by Gregorek, seconded by DeDiemar, to recommend adoption of a resolution to approve the Development Code Amendment, File No., PDCA18-003, subject to conditions of approval. Roll call vote: AYES, DeDiemar, Gregorek, Reyes, Ricci and Willoughby; NOES, none; RECUSE, none; ABSENT, Gage. The motion was carried 5 to 0.

MATTERS FROM THE PLANNING COMMISSION

Old Business Reports From Subcommittees

Historic Preservation (Standing): This subcommittee met on October 8, 2020.

Mr. Gregorek stated they discussed the Mills Act Contract that was brought forward tonight and the C block and proposed development.

Development Code Review (Ad-hoc): This subcommittee did not meet.

Zoning General Plan Consistency (Ad-hoc): This subcommittee did not meet.

New Business

Mr. Reyes stated the Starbucks at Philadelphia and Grove was very nicely done.

Mr. Gregorek stated he liked it too.

Mr. Ricci stated the new Stater Bros market is very nice and beautiful and the Ontario bakery.

Mr. Reyes stated he went to the groundbreaking for the new downtown project.

NOMINATIONS FOR SPECIAL RECOGNITION

None at this time.

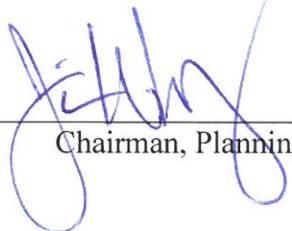
DIRECTOR'S REPORT

Mr. Zeledon stated the Monthly Activity Reports will be provided at a later date. He stated he will be having some of the subcommittees meet soon as there are many item coming forward, like the TOP update, the Great Park, and NMC Streetscape Master Plan. He stated he would try to work with the school district and see if maybe for briefing someone can come and talk with the commissioners and let them know what they are planning and also at briefing he would like to give a rundown of the commercial in Ontario Ranch, the Stater Bros. is open and the corner area with restaurants and breweries and the commercial for Haven south of Riverside, and what that means for the connectivity for Creekside, as there are a lot of things happening. Mr. Zeledon was looking into a tour for the commissioner, but with COVID that is on hold for now. Mr. Zeledon stated most likely we will be having Zoom meetings until February.

ADJOURNMENT

Mr. Gregorek motioned to adjourn, seconded by Mr. Reyes. The meeting was adjourned at 10:35 PM.


Secretary Pro Tempore


Chairman, Planning Commission