

Part One:
The Specific Plan
Approach

1.1 INTRODUCTION

A. Purpose

The purpose of a Specific Plan is to provide a link or "bridge" between the general plan of a city or county, with its community-wide goals and policies, and the detailed procedures and site-specific restrictions inherent in implementation tools such as zoning.

The California Government Code authorizes cities and counties to adopt Specific Plans either by resolution as policy, or by ordinance as regulation. When adopted by resolution, the Specific Plan expands upon the broad policy direction of the general plan by further defining goals and objectives for a precise area with the intention of implementing that policy. Adoption by resolution is common when no existing zoning ordinance or other code is amended. When adopted by ordinance, the customized development regulations and guidelines of the Specific Plan supplement the municipal code and in effect become the zoning for the area.

As a regulatory document, the Specific Plan becomes a unique and unified implementation tool. The scope of subjects covered is the same as the scope of the General Plan, to the extent they apply to this portion of the community. Through customized regulations and standards augmenting existing zoning, the Specific Plan provides additional controls on the character and quality of future development in a finite planning area. Supplemental design guidelines are intended to stimulate responsible individual project design while maintaining a high degree of development flexibility. The Specific Plan approach ensures an ongoing consistency of land usage, design, and architectural treatment, logical phasing, and the adequate and efficient provision of public services over the life of development.

B. Authority

The Acco Airport Center Specific Plan is established through the authority granted to the City of Ontario by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

This is a regulatory Specific Plan. It serves as zoning for the property involved. Development plans, site plans and tentative parcel maps or tract maps in this area must be consistent with this Specific Plan. If a development agreement is sought, it must also be found to be consistent with the General Plan and this Specific Plan.

C. Applicability

The Acco Airport Center Specific Plan applies only to that property within the City of Ontario the boundaries of which shown in **Exhibit 1-1** and legally described therewith.

D. CEQA Compliance

The Acco Airport Center Specific Plan was prepared in accordance with the California Environmental Quality Act (CEQA). Future development projects that are consistent with this Specific Plan will require either no further environmental documentation or, in special cases, focused environmental analysis and action pursuant to Section 15162 of the CEQA Guidelines.

E. Specific Plan Adoption

The process of adoption of a Specific Plan requires a public hearing by both the Planning Commission and the City Council. Upon receipt of the recommendation of the Planning Commission, the City Council may then vote to adopt or deny the Specific Plan.

Once the Specific Plan is adopted, the City Council is required by the Subdivision Map Act to deny approval of any tentative or final subdivision which is inconsistent with the Specific Plan (Government Code, Section 66474 (b)).

F. Specific Plan Administration

Development of Acco Airport Center will occur in conformance with the regulations and guidelines contained within this Specific Plan. The Acco Airport Center Specific Plan will be administered and enforced by the City of Ontario Planning Department in accordance with the provisions of this Specific Plan and the City of Ontario Municipal Code. Implementation of the plan will be subject to the City's Development Plan Review process with approval by the City of Ontario Development Advisory Board (DAB).

G. Specific Plan Amendment

Substantial Conformance Determinations

Modifications to this Specific Plan may be subject to a "substantial conformance" determination, an administrative mechanism by which minor adjustments to the Specific Plan, those which do not result in significant impacts and which are consistent with the intent of the Plan, shall be permitted without a formal and lengthy amendment process. The ability to accommodate minor modifications to the Specific Plan via this "substantial conformance" provision allows for reasonable flexibility while maintaining the Plan's structure and intent.

"Substantial conformance" may include, but is not limited to, modifications necessary to comply with Final Conditions of Approval or modifications affecting infrastructure, public services and facilities, landscape palette, and other issues except those affecting project financing and development regulations.

- **Infrastructure:** Modifications to the alignment of roads; creation of local public and/or private streets; or adjustments to individual infrastructure facilities such as drainage, sewer, and water, shall be subject to "substantial conformance" determinations. Prior to approval of substantial conformance modifications of specific plan infrastructure, the City Planner shall confer with the City Engineer, and shall make the finding that the proposed modification will not result in any significant impacts which were not previously addressed and resolved in the processing of the Specific Plan.
- **Landscaping:** Revisions to the proposed landscape palette may be approved by Ontario's City Planner in consultation with the City's Landscape Planner as a "substantial conformance" item.

"Substantial conformance" shall not include modifications in the basic design of the project, significant additions to the height or bulk of the approved use, or increases in the density or intensity of the approved use.

Determination of substantial conformance shall be made by the City of Ontario Community Development Director.

Formal Amendment

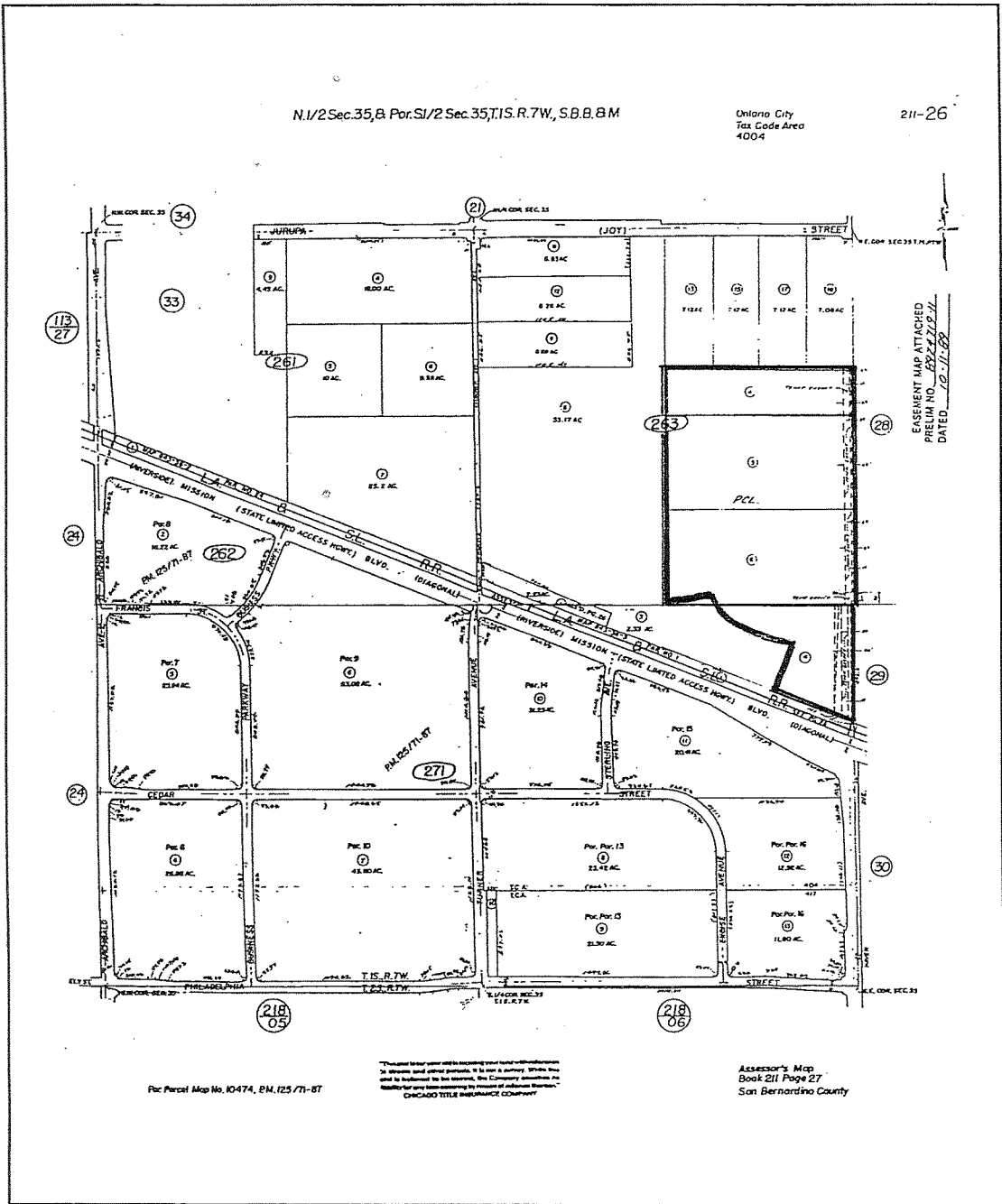
An amendment to the Specific Plan will require review and approval by the City of Ontario Development Advisory Board, Planning Commission, and City Council. Such amendments are governed by California Government Code, Section 65500, and require an application and fee to be submitted to the City of Ontario Planning Department, stating in detail the reasons for the proposed amendment.

H. Subdivisions and Site Development Plan Review

The Specific Plan shall be implemented through a Development Plan Review process described in **Part Five: Implementation** of this document.

I. Appeals

An appeal from any determination, decision, or requirement of City staff, Development Advisory Board, or the Planning Commission shall be made in conformance to the appeal procedures established by the Ontario Municipal Code.



N. 1/2 Sec. 35, B. Pcr. S1/2 Sec. 35, T. 1 S. R. 7 W., S. B. B. 8 M

Ontario City
Tax Code Area
4004

211-26

EASEMENT MAP ATTACHED
PRELIM. NO. 892242.P.11
DATED 10-11-88

For Parcel Map No. 10474, PM. 125/71-87

ASSESSOR'S MAP
Book 211 Page 27
San Bernardino County

Traverse for area and bearings from parcel boundaries
to streets and other points. It is not a survey. While this
map is believed to be correct, the County assumes no
liability for any loss resulting from its use.

1.2 PROPERTY DESCRIPTION

Legal Description

Parcel No. 1:

That portion of the northeast quarter of the southeast quarter of Section 35, Township 1 South, Range 7 West, San Bernardino base and meridian, in the County of San Bernardino, State of California, lying northerly and easterly of the northeasterly line of the property conveyed to the San Pedro, Los Angeles and Salt Lake Railroad Company, by deeds recorded August 18, 1906, in Book 380, Page 179, of Deeds; and recorded October 8, 1902, in Book 295, Page 116, of Deeds, Official Records of said County.

Excepting therefrom that portion conveyed to the City of Ontario by Deed dated August 25, 1994 and recorded August 25, 1994, Instrument No. 94-496777, Official Records of said County.

Parcel No. 2:

The south half of the southeast quarter of northeast quarter of Section 35, Township 1 South, Range 7 West, San Bernardino base and meridian, in the County of San Bernardino, State of California, according to Government Survey.

Excepting therefrom that portion conveyed to the City of Ontario by Deed dated August 25, 1994 and recorded August 25, 1994, Instrument No. 94-496777, Official Records of said County.

Parcel No. 3:

The north half of the southeast quarter of the northeast quarter of Section 35, Township 1 South, Range 7 West, San Bernardino base and meridian, in the County of San Bernardino, State of California, according to Government Survey.

Parcel No. 4:

The south ten acres of the northeast quarter of the northeast quarter of Section 35, Township 1 South, Range 7 West, San Bernardino base and meridian, in the County of San Bernardino, State of California, according to Government Survey.

Note:

For purposes of statistical reconciliation, it should be noted that the original Acco Airport Center Specific Plan as adopted encompassed an area totalling 62 acres. The East Ontario Metrolink Station site and parking area, approximately 7.0 acres, was acquired subsequent to that approval by the City of Ontario and is no longer a part of the Specific Plan.

Exhibit 1-1: Property Boundaries

1.3 PROJECT DESCRIPTION

The Acco Airport Center Ontario Specific Plan describes a Planned Business and Industrial Park consisting of approximately 55 acres of business, support commercial, manufacturing and warehousing uses, located immediately southeast of the Ontario International Airport in the City of Ontario in San Bernardino County. In excess of 1,000,000 square feet of building is proposed.

The Plan envisions a selective mix of light industrial and warehouse facilities, industrial distribution, single and multi-tenant office space in low to mid-rise buildings, commercial uses and a hotel with meeting facilities, all in a business-park setting. Pedestrian connections to an on-site Metrolink commuter rail station, together with a strong visual image created by building placement, massing and project amenities, distinguish the project from the surrounding development fabric.

Goals and Objectives

The following specific goals and objectives for the project area shall serve as policy guidelines:

- To develop a **major employment center** for the City;
- To create a **high quality industrial and business park environment** which will stimulate private investment;
- To assure **ease of automobile and pedestrian access** to and between a mixture of compatible land uses that attempt to balance peak-hour demand;
- To guide the physical form of development to increase the perception of Acco Airport Center as a **functional focal point to the industrial sector** of the City and to strengthen visual recognition of the Center from adjacent Haven Avenue;
- To provide sufficient **plan flexibility** to accommodate adjustments in market trends;
- To program the **coordinated phasing of land use and infrastructure** to assure that development will occur in an orderly, integrated and cost-effective manner; and
- To establish **unique and practical planning concepts** which will enhance Acco Airport Center's competitive position in the region.

It shall be an additional goal of development to ensure that the variety of uses proposed - corporate offices, industry, lodging, commercial, and support uses - together form a balanced and cohesive project.

Statistical Abstract

The Acco Airport Center Ontario Specific Plan proposes 1,001,430 square feet of development allocated to primary usages as follows:

**Table 1-1
Acco Airport Center Specific Plan
Land Allocation Summary**

<u>Primary Use</u>	<u>Gross Acreage</u>	<u>Percentage of Total Site</u>
Industrial Park	26.35 acres	47.8%
Business Park	22.03 acres	40.0%
Subtotal	48.38 acres	87.8%
Roads & ROW	6.74 acres	12.2%
Total	55.12 acres	100.0%

The Plan is not, and should not be, a static document. Though a "development yield" of 1,001,430 square feet of building is "expected" by the horizon year of the Plan, Acco Airport Center has a projected 15- to 20-year build-out and changes and adjustments to the project must be anticipated.

The Specific Plan is predicated upon a "**succession of use**". Less intensive uses are intended to yield ultimately to higher and more-intensive use as the Specific Plan area and surrounding development matures, a maturation concurrent with the expected growth of both the Ontario Airport environs and regional transit usage. Flexibility in the design and use of certain key parcels in the initial years of project implementation is requisite to reaching build-out objectives. For purposes of impact analysis and evaluation, the combination of land uses with the most substantial environmental or traffic demands was examined.

The Plan seeks also to incorporate the predictable but as yet unquantifiable benefits of increased transit ridership by offering a "**density bonus**" opportunity permitting the anticipated square footage to be exceeded under certain circumstances, but not without additional environmental review.

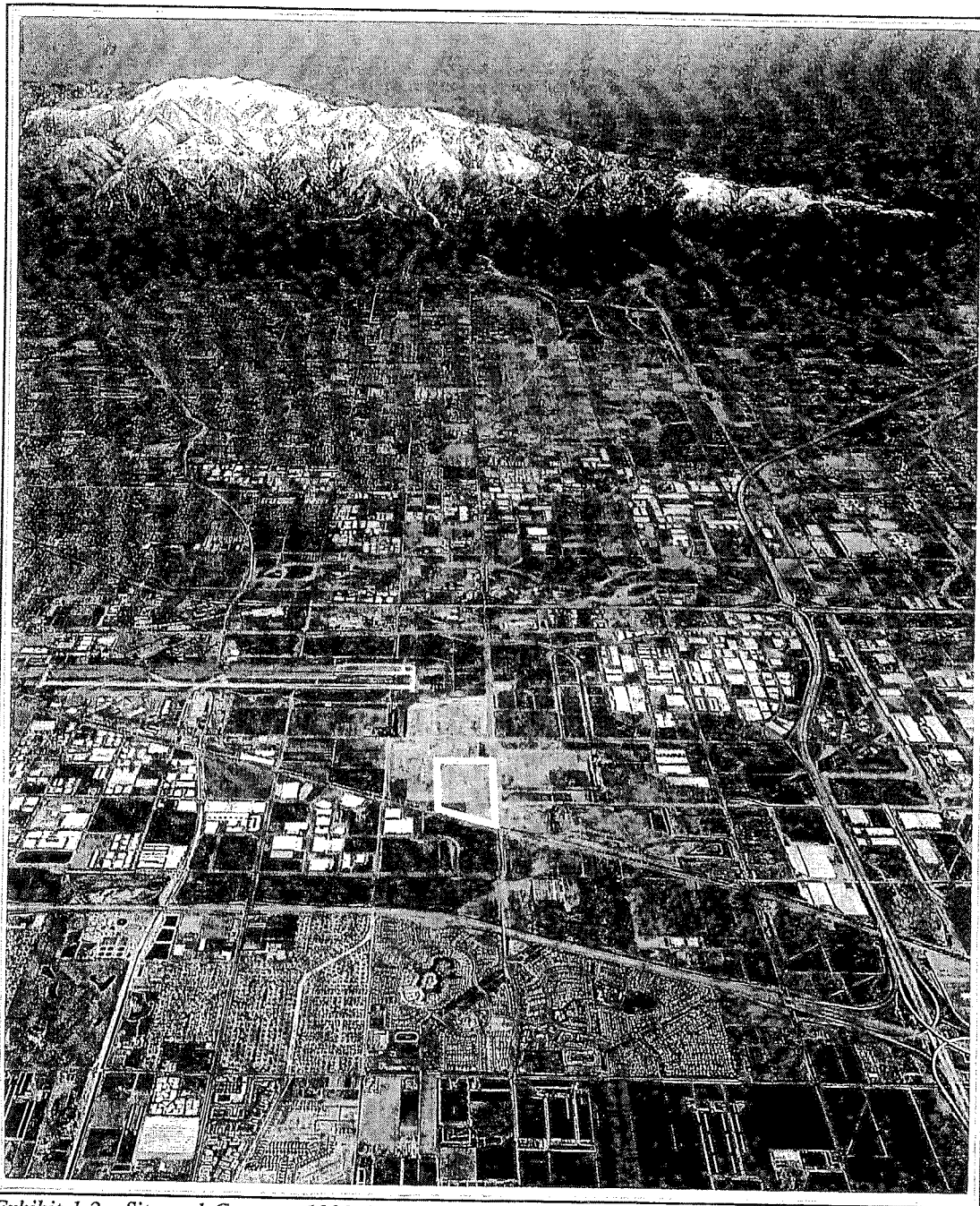


Exhibit 1-2: Site and Context, 1992 (aerial oblique)

Phasing of Development

The development of the Metrolink commuter rail platform at the southern edge of the property shall provide the initial impetus for development. Access to the platform area is provided by construction of a half-section of Francis Street to the westerly property boundary and a partial section of Metroway. Utilities have been extended and surface parking developed for 700 cars. Parking for an additional 300 cars and landscape improvements are planned for 1998.

Development of parcels north of Francis Street in light industrial use shall comprise the second phase of development. Excise Street will be completed north to Vanderbilt Street, project "gateways" constructed and arterial streetscapes planted.

Third phase development shall encompass commercial parcels fronting on Haven Avenue and a "seeding" of transit-related retail activity across from the platform. The platform itself will be extended to the southeast to accommodate longer trains.

Full development of the Business Park, construction of structured parking, and realization of the pedestrian "spine" is market-dependent and shall constitute the fourth and final stage of the development program. A "succession in use" from light industrial to more intensive business park uses is expected during this final development period.

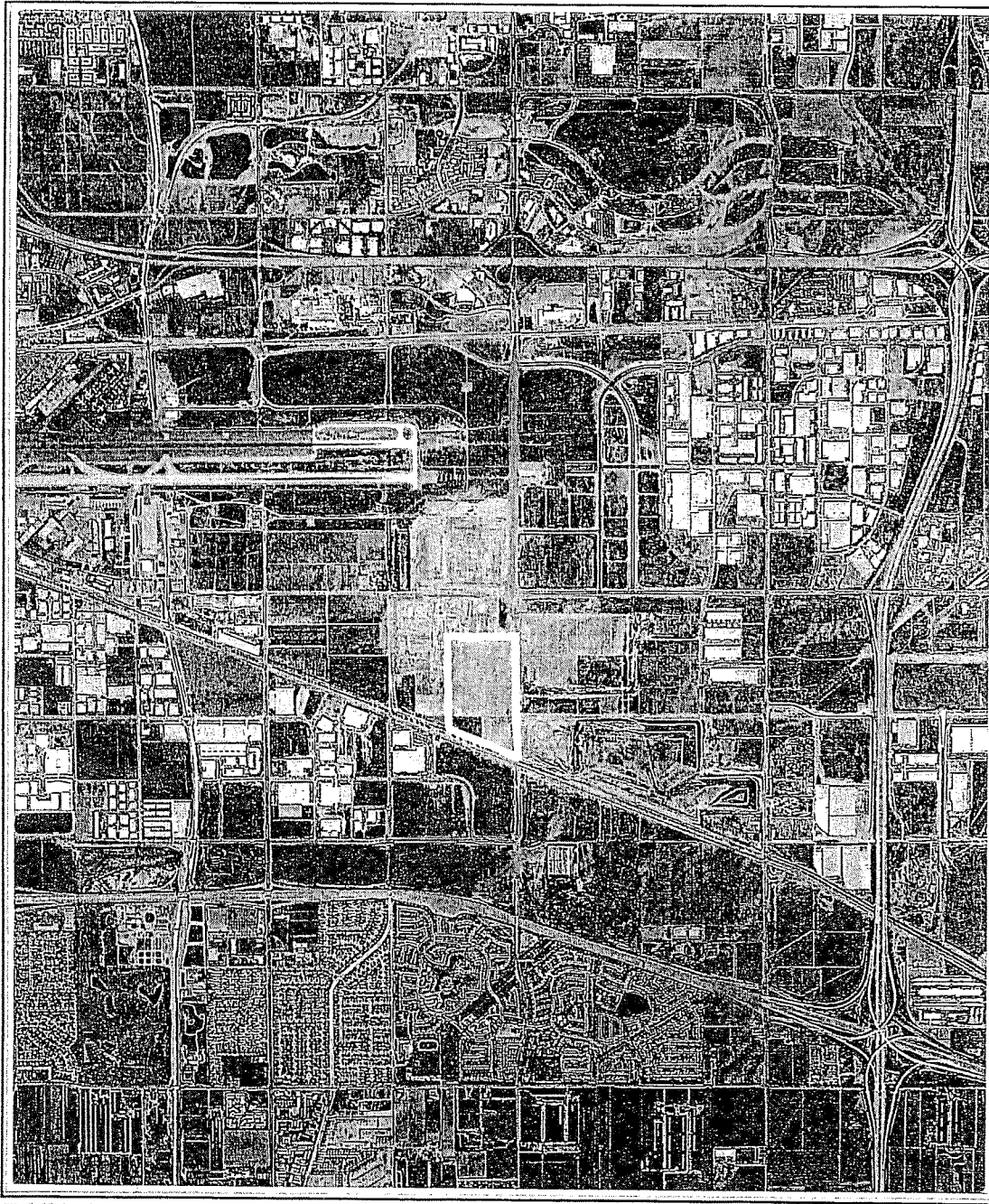


Exhibit 1-3: Project Location (aerial view, 1992)

Site Accessibility

Haven Avenue, a primary arterial serving the cities of Ontario and Rancho Cucamonga, borders the eastern edge of the property providing access to the San Bernardino Freeway (I-10) 2 miles north of the site and to the Pomona Freeway (SR-60) 1.5 miles to the south. The Ontario Freeway (I-15) is located 3 miles to the east of the site via Jurupa Street, a six-lane divided arterial.

The former Union Pacific Railroad main line between Los Angeles and San Bernardino borders the southern edge of the property providing Metrolink commuter rail service along this metropolitan corridor. A station-stop, platform and parking were constructed on-site in 1993.

Francis Street provides direct access to the transit station off Haven Avenue. The extension of Francis Street through to Turner Avenue (by others) is planned.

The Ontario International Airport terminal itself is located 3/4 miles northwest of the site, accessible via Haven Avenue and Airport Drive.

Development Context

Because of extensive urbanization in the Los Angeles Basin and the Orange County area, development has been extending to outlying areas. Ontario is centrally located in a major growth corridor that extends along Interstate 10 from Los Angeles to Palm Springs. The proposed expansion of the Ontario International Airport, now finally underway, has added momentum to the already substantial development pressure. This, combined with the scarcity of reasonably priced land for industrial and business park development assures a continued trend of growth in the foreseeable future.

Existing vineyards on the project site stand in stark contrast with the urbanizing image of Ontario and recall the area's agricultural origins. Development of Acco Airport Center is, however, consistent with the emerging land use pattern of the large land tracts surrounding the property.

Across Haven Avenue to the east is the 1,416-acre **California Commerce Center** project, currently being built out to provide a range of office, retail and industrial land uses. The total estimated building space for this project is 23.2 million square feet. Uses immediately adjacent to Haven Avenue will be light industrial or rail industrial in nature.

South of Mission Boulevard is **California Commerce Center South**, a 505-acre business and industrial park with an approved Specific Plan now under construction. The total estimated building space in this project is 10.2 million square feet.

Southeast of the Mission Boulevard/Haven Avenue intersection is **Haven Gateway Center**, a 162-acre Specific Plan for industrial, commercial/office and business park uses. Maximum square footage of the project is over 7 million square feet.

To the west and north of the project site is the 180-acre **United Parcel Service Air Cargo Facility** and additional landholding. The Specific Plan for the UPS facility depicts over 500,000 square feet of development within a single building. Approximately 63 acres north of Jurupa is used as apron access to the airport for UPS aircraft.

Across Turner Avenue to the west is the 206.5-acre **Hofer Ranch**. A specific plan for 107 acres of the property, together with parcel map and site development plan applications, was approved by the City of Ontario in 1996. Light industrial and warehousing uses, including major "big box" development, are proposed by the plan.

The Milliken Landfill, a County-owned and operated facility slated to close in 1999, is located across Haven to the east, separated from the project site by a 30-acre basin created to generate fill.

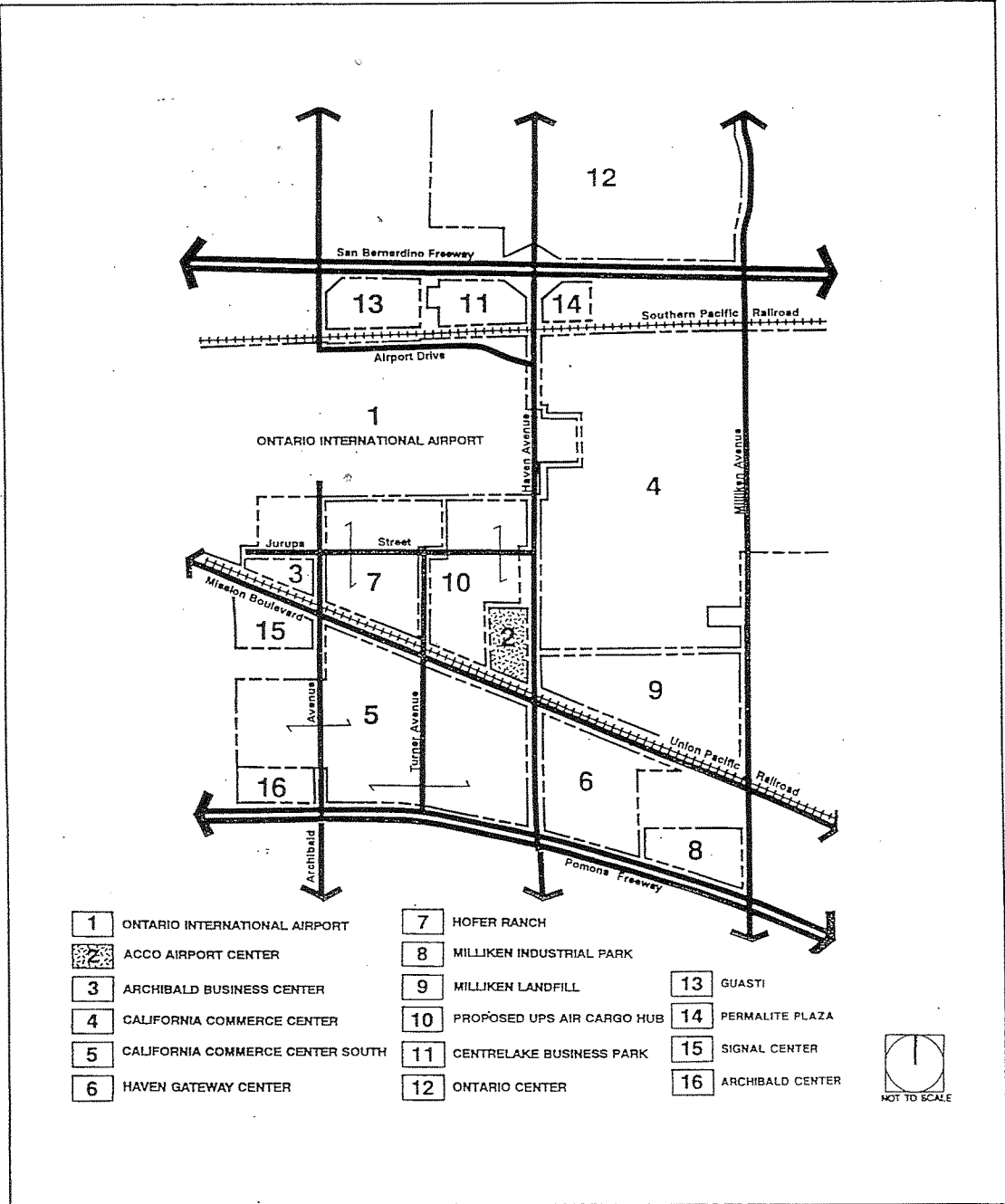


Exhibit 1-4: Surrounding Ownerships

1.4 CONSISTENCY WITH ADOPTED PLANS

General Plan Consistency

The goals and objectives stated in a City's General Plan are statements which define aspirations and intentions. As a vehicle for more detailed interpretation and site-specific application of adopted policy, the Specific Plan is subject to a consistency evaluation with appropriate portions of the "parent" plan document.

The following discussion applies to the General Plan of the City of Ontario as adopted in 1992.

Community Development Element

Eight goals are contained in Goals and Policies section of the Community Development Element of the Ontario General Plan.

Acco Airport Center as proposed is consistent with four of these goals and the other four goals are not applicable.

Goal 1.0: Develop and maintain a balance of residential, commercial, industrial, open space and recreational land uses which will encourage a healthy variety of economic, social and cultural opportunities.

The land uses proposed by the Acco Airport Specific Plan are supportive of this goal. The activities permitted in the commercial, light industrial and business park land uses will provide opportunities for temporary and permanent employment as well as promote a more diversified economy for the City.

Goal 2.0: Ensure that future development of the City does not become a fiscal liability for existing and future City residents.

The Specific Plan is supported by a **Fiscal Impact Report**, prepared in accordance with methodology and guidelines developed specifically for Ontario by Urban Research Associates. This report, included in the **Appendix**, evaluates the costs and revenues from the proposed development and estimates the net fiscal impact to the City.

Implementation of Acco Airport Center is expected to yield a positive economic benefit to Ontario. The project will generate an estimated 3,000 jobs within the City and introduce additional industrial, commercial and office uses to the area to provide new revenues. Total annual revenues expected from the project due to transient occupancy taxes, property and sales taxes total \$1,282,262, while forecast "costs" to the City are estimated at \$515,009, a net revenue/cost ratio of 2.49/1.00.

Goal 3.0: Protect and enhance community values by adoption of land use policies which are responsive to local and regional environmental concerns.

The Acco Specific Plan includes development policies and mitigation pertinent to several local and regional environmental concerns. These issues include noise, recycling, landfill gas (LFG) migration, relocation of San Diego Horned Lizard, transportation management, handling of hazardous material and loss of agricultural land.

Goal 7.0: Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities.

The Acco Airport Center Specific Plan will encourage a pattern of development compatible with that of adjacent properties and commensurate with its proximity to the airport while generating in excess of 3,000 new jobs.

Airport Environs Element

Two additional goals relevant to Acco Airport Center are contained in the Airport Environs Element of the revised General Plan and pertain to "Action Area 1" surrounding the project. "Airport environs" boundaries were determined by selecting major streets which enclosed all lands within the 65 CNEL contour. "Action Area 1" lies east of the airport, bounded on the north by the San Bernardino Freeway, on the west by Cucamonga Creek and the airport boundary, and the south and east by Mission Boulevard and the Ontario city limits.

Goal 2.0: Protect residents and workers from the adverse effects of aircraft noise.

Goal 4.0: Maintain compatibility of existing and proposed land uses within Action Area 1 east and south of the Airport.

The Acco Airport Center Specific Plan continues the developing pattern of land uses in the areas east and south of the airport. The selection and distribution of land uses on site conforms to appropriate outdoor noise level compatibility requirements. Highest occupancy uses are located farthest from the airport's runways. Specific Plan development regulations will require individual project design to attenuate noise to acceptable levels on building interiors. Consistency with FAR Part 77 guidelines is incorporated in the plan by reference.

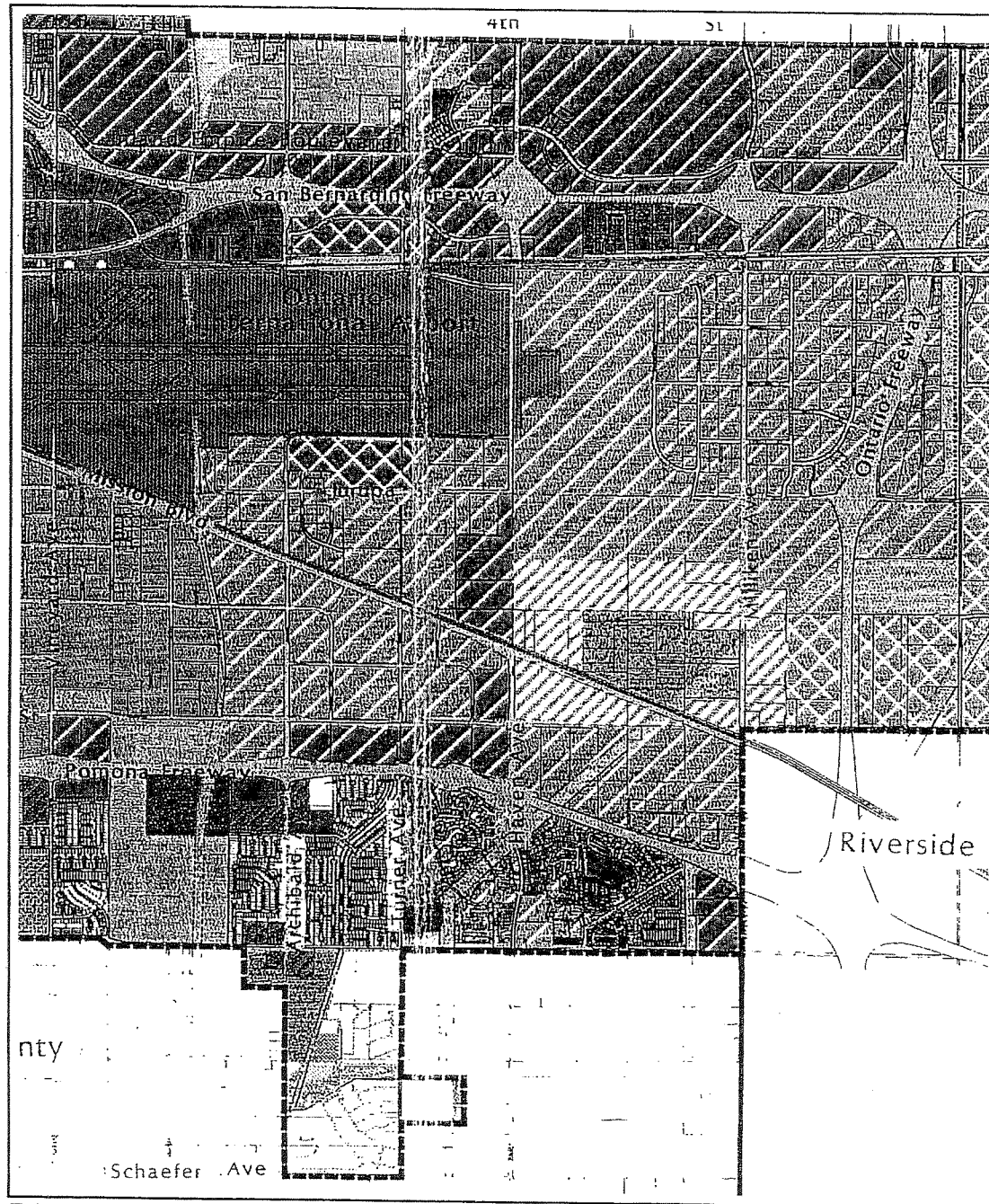


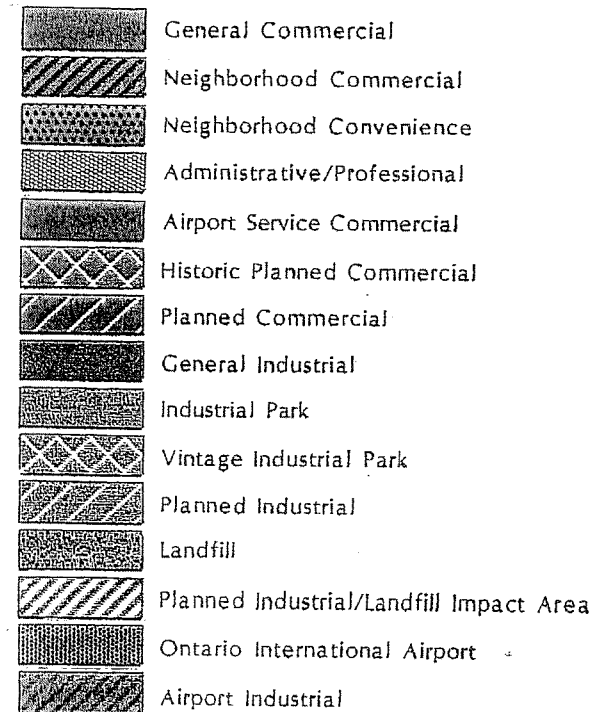
Exhibit 1-5: Land Use Policy Map, City of Ontario General Plan, 1992

Land Use Designations

The Community Development Element of the adopted General Plan designates the Specific Plan area for *Planned Commercial* use. The designation is defined as follows:

Planned Commercial: This category accommodates retail, service and office commercial uses developed under specific plans. Mixed use projects, which could include light industrial and/or residential uses, are encouraged in this category in order to promote jobs/housing balance. Permitted Planned Commercial FAR shall be 1.0.

Consistent with this plan category, the Acco Airport Center Specific Plan proposes a mixture of non-residential land uses with commercial uses predominating. The Plan calls for application of a **business park** land use designation, incorporating a mixture of professional offices, service and retail commercial, lodging and meeting facilities for the majority of the project area. An **industrial park** land use designation, consisting of light manufacturing and warehousing uses and support services complementary to business park uses, buffers the project from the airport and provides additional job opportunities.



Relationship to Zoning

With the initial adoption of the Acco Airport Center Specific Plan in January, 1993, Specific Plan (SP) zoning was applied to the property. As an ordinance, the Specific Plan and any amendments thereto similarly adopted effectively become the zoning for the property.

Surrounding parcels are also presently zoned Specific Plan (SP), with the exception of the Milliken Landfill to the southeast which is zoned General Industrial/Public Facility (M2/PF).