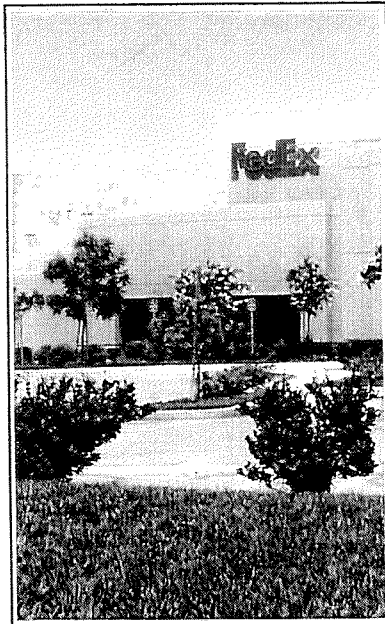




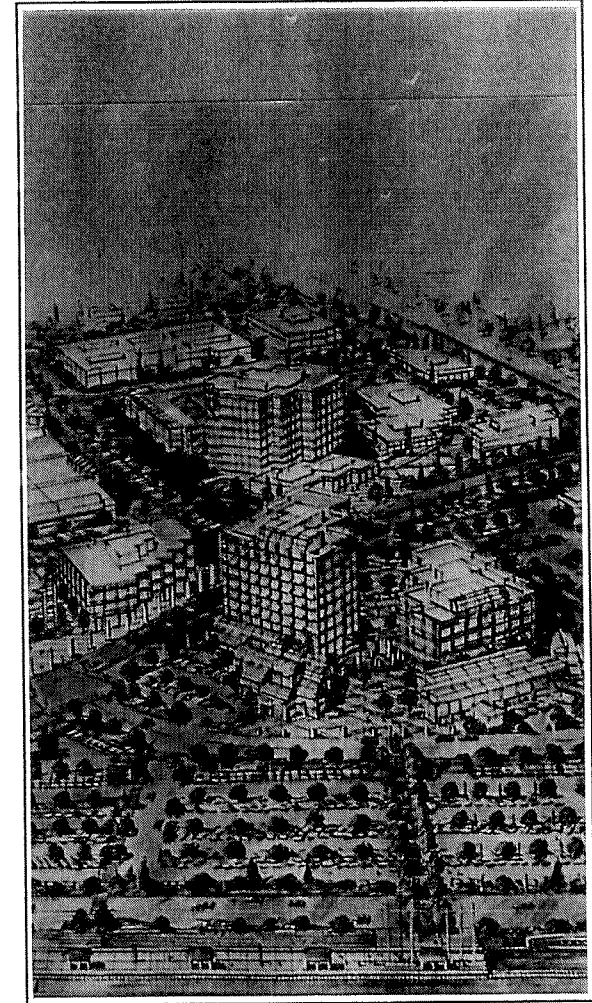
History:
Vineyards of the Cucamonga Winery



Reality:
New industries, warehousing and business



Opportunity:
The East Ontario Metrolink Station



Vision:
A dynamic new focus for the Ontario Airport environs

Acco Airport Center Ontario Specific Plan

Ontario, California

Accommodating Change and the Succession and Intensification of Land Use in a Transit-Oriented Environment

Amendment No. One

As Approved by City Council, November 4, 1997

As Modified by Administrative Determination, August 2002

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510 Locke Haven Street

Pasadena, California 91105

626 440-9572 / 626 583-8547 fax

Kenneth J. Grobecker AICP, Principal

Cover Illustration & Frontispiece by Mikio Kimoto

Additional Illustrations by Don Arambula

Acco Airport Center Ontario Specific Plan

Acco Airport Center
Specific Plan
Ontario, California

Prepared for:

Cucamonga Vintners LLC
846 W. Foothill Boulevard, Suite L
Upland, California 91786-3770

Edmund Accomazzo, Managing Partner

Prepared by:

Townscape.
Planning, Urban Design & Development Services

In Association with:

Michael J. O'Sullivan, AIA
Consulting Project Architect

Kimley-Horn and Associates, Inc.
Consulting Traffic Engineers

L. D. King, Inc.
Consulting Civil Engineers

Segura/Deutschman Associates Inc.
Takata Associates
Lynne Deane + Associates
Consulting Landscape Architects

URS Greiner
Environmental Consultants

Hewitt & O'Neil LLP
Fulbright and Jaworski LLP
Of Counsel

Submitted to:

The Community Development Department
City of Ontario
Jerry L. Blum, City Planner

Amendment No. One

As Approved by City Council, November 4, 1997
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Cucamonga Vintners LLC, Applicant

PROJECT PARTICIPANTS

Cucamonga Vintners LLC

846 W. Foothill Boulevard, Suite L
Upland, California 91786-3770
909 981-5793 / 909 981-7939 fax
Edmund Accomazzo, Managing Partner

Townscape.

Planning, Urban Design & Development Services
510 Locke Haven Street
Pasadena, California 91105
626 440-9572 / 626 583-8547 fax
Kenneth J. Grobecker AICP, Founding Principal

Michael J. O'Sullivan, AIA Consulting Project Architect

756 Bonita Drive
South Pasadena, California 91030
626 440-9572 / 626 583-8547 fax
Michael J. O'Sullivan AIA, Principal

Kimley-Horn & Associates, Inc.

Consulting Traffic Engineers
501 Independence Parkway, Suite 300
Chesapeake, Virginia 23320
757 548-7300 / 757 548-7301 fax
Orange, California office
714 939-1030 / 714 938-9488 fax
J. Todd Chavers PE, Vice President

L. D. King, Inc.

Consulting Civil Engineers
2151 East "D" Street, Suite 100B
Ontario, California 91764-4464
909 937-0200 / 909 937-0202 fax
C. Steven Stapleton, Vice President
Carla Berard PE/PLS, Project Manager

Takata Associates

Consulting Landscape Architect
600 Fremont Avenue
South Pasadena, California 91030
626 799-7187
Robert Y. Takata ASLA, Principal

Lynne Deane + Associates

Consulting Landscape Architect
384 Forest Avenue, Suite 12
Laguna Beach, California 92651
949 376-0240
Lynne Deane ASLA, Principal

URS Greiner

Environmental Consultants
2710 Gateway Oaks Drive #250 North
Sacramento, California 95833
916 929-2346 / 818 344-0339 (Weiner direct)
Steven Weiner, Environmental Program Manager

CURRENT CONTRIBUTORS

Segura/Deutschman Associates Inc.

Consulting Landscape Architects
565 West Lambert Road, Suite F
Brea, California 92821
714 529-1291 / 714 529-1287 fax
Tom Segura ASLA, Principal

Hewitt & O'Neil LLP

Environmental Affairs
19900 MacArthur Blvd., Suite 1050
Irvine, California 92612
949 798-0500 / 949 798-0511 fax
Andrew K. Hartzell Esq., Partner

Fulbright and Jaworski LLP Of Counsel

865 South Figueroa, 29th Floor
Los Angeles, California 90017-2576
213 892-9200 / 213 680-4518 fax
Michael Smooke Esq., Partner

City of Ontario

Community Development Department
303 East "B" Street
Ontario, California 91764
909 391-2506

Otto Kroutil, Development Director

Jerry L. Blum, City Planner

Barbara Millman, Principal Planner

Bruce Smith, Senior Traffic Engineer

Richard Dinkelmann, Senior Civil Engineer

Project Staff:

James Ragsdale, Principal Planner (Amendment One)

Patrick Kelly, Senior Planner (Amendment One)

Yuchuek Hsia, Senior Case Planner (original plan)

Martin Orner, Project Planner (original plan)

Original Specific Plan Ordinance

Adopted January 1993:

File #4351-SP, #4350-Z, MPS #290 & EIR #90-1

Development Advisory Board, October 5, 1992

Ontario Planning Commission, November 24, 1992

Ontario City Council, January 5 & 19, 1993

Plan Amendment One/Tentative Parcel Map #14860

Adopted November 1997:

File #4877-SPA/Related File PM-#1346

Development Advisory Board, September 3, 1997

Ontario Planning Commission, September 23, 1997

Ontario City Council, November 4, 1997

Deletion of Vanderbilt Street

**Modification by Administrative Determination
August 2002**

Jerry L. Blum, Planning Director

Preface
Re: Interpreting this Specific Plan

This specific plan sets forth a vision of a transit-oriented focus for East Ontario.

It establishes a framework for development, and it anticipates the growth, intensification of activity, and succession of land use that typically come to surround airports and transportation hubs with the passage of time.

A change in emphasis from light industrial to more intensive business park uses is to be expected as Acco Airport Center Ontario matures.
The pace of that change may be gradual or possibly quite rapid.

The plan guarantees nothing, save for an orderly progression and intensification of use. Realization of the vision and the site's full potential are wholly dependent on the marketplace and on the initiative and coordinated efforts of both government and the private sector to achieve the plan's objectives.

From the beginning, interim uses beneficial as part of a land-banking exercise should be accommodated, preserving options for future more intensive development of the land.
Well-landscaped and lighted vehicular parking and simple "tilt-up" buildings are among the range of reasonable uses of land that neither compromise the long-term integrity of the plan nor foreclose later development opportunities.

Certain amenities proposed by the plan to establish a pedestrian-friendly environment are purposeful only with growth in levels of activity.
While their implementation may be deferred, it is the responsibility of the project developer and the regulating agency to assure that opportunities for the "down-stream" incorporation of these amenities not be permanently foreclosed.

ERRATA AND CORRECTIONS, AMENDMENT ONE:

Durable Goods Sales, Wholesale and Retail

For purposes of consistency with Table 3-1, the Matrix of Primary and Secondary Uses, the text of pages 3-2 and 3-3 of Part Three, Development Regulations, and corresponding text on pages 2-4 and 2-6 of Part Two, Component Plans, should read to the following effect:

Within the Business Park District, "durable goods sales, retail" shall be encouraged as a primary use, and "durable goods sales, wholesale" shall be included as a secondary use only.

Within the Industrial Park District, on the contrary, "durable goods sales, wholesale" shall be encouraged as a primary use, while "durable goods sales, retail" shall be considered a conditional use only.

Change in Street Names

The street names "Excise Avenue" and "Vanderbilt Street" are used in this draft for purposes of consistency with and ease of reference to the original specific plan.

The Applicant desired to rename these streets to appropriately reflect the site's historic family ownership: Excise Avenue would become Acco Avenue, Vanderbilt Street would become Via Alfredo (Street).

The Development Advisory Board (DAB) approved the renaming of Vanderbilt Street; the renaming of Excise Avenue was denied.

This renaming of streets is part of this Specific Plan amendment.

OTHER CHANGES TO THE PLAN

Results of Administrative Determination August 2002

Deletion of Vanderbilt Street

Vanderbilt Street was deleted from the Specific Plan at the request of the underlying landowner by administrative determination of the Planning Director in August, 2002.

The Specific Plan provides for modifications such as the deletion of Vanderbilt Street 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 by administrative action of the Director without a formal and lengthy amendment process.

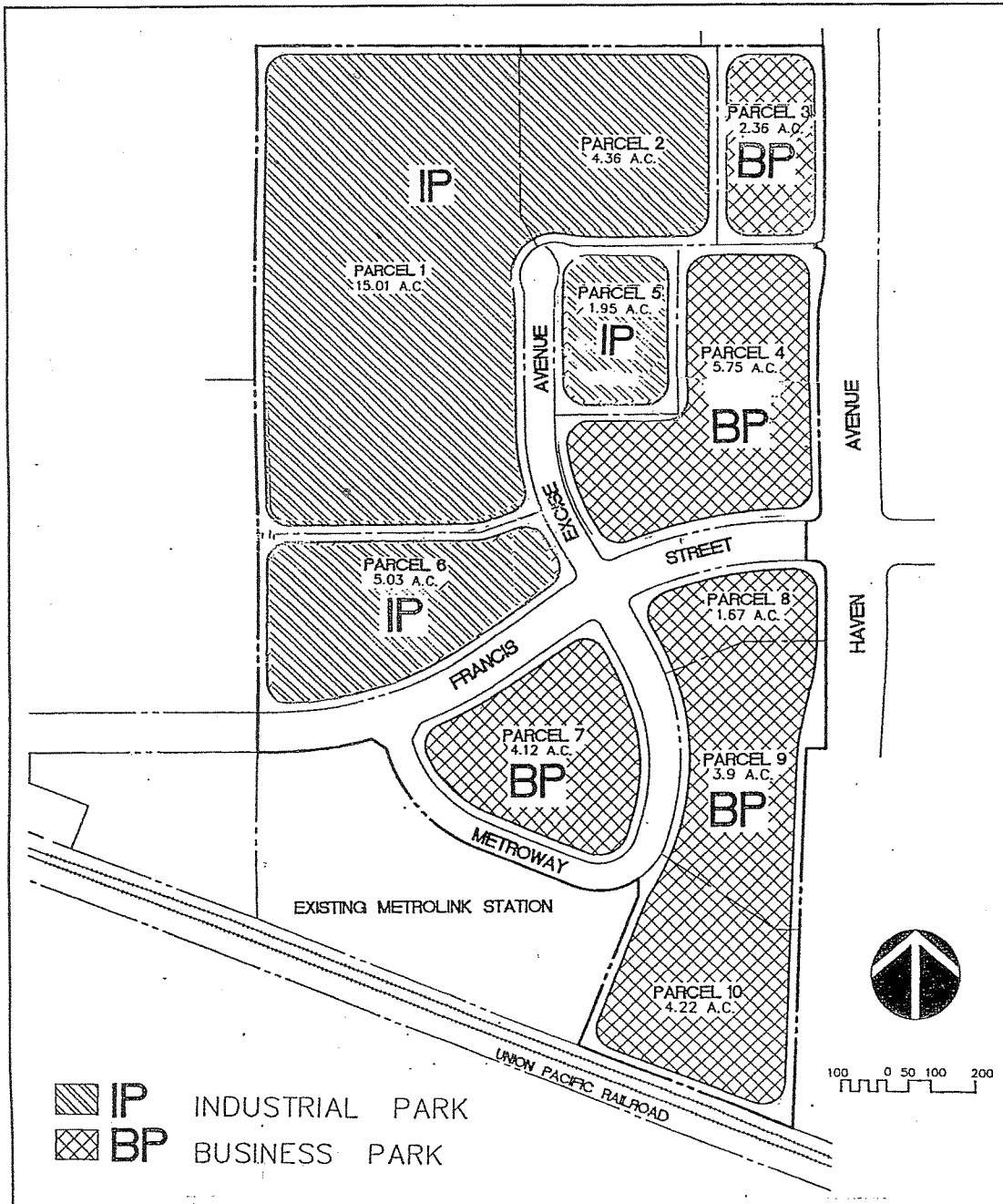
The deletion of Vanderbilt Street was approved only after thorough review by staff of a study of traffic consequences prepared for the Applicant and submitted to the City by the original specific plan consultant, Kimley-Horn & Associates Inc.

Following procedures established for approval of substantial conformance modifications of specific plan infrastructure, the City Planner conferred with the City Engineer, and thereafter made the finding that the proposed modification will not result in any significant impacts.

A revised **Land Use Diagram** reflecting the deletion, replacing **Exhibit 2-1**, is presented here for reference. The major water line and fire loop in-place subsurface within the original Vanderbilt right-of-way are protected by easement. The Vanderbilt point of access to Haven Avenue is to be retained but limited to frontage traffic.

References to Vanderbilt Street throughout the text and on other graphics have not been deleted but instead retained for purposes of continuity.

Interpretative issues arising from the approved deletion and related to other aspects of the plan shall be subject to negotiation between affected parties and resolved by decision of the Planning Director. The Director's decision shall be final unless appealed. Appeal procedures related to decisions by the Director are described elsewhere in this Specific Plan document.



Land Use Diagram with Vanderbilt deleted (Revised Exhibit 2-1)

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Foreword: A Guide To This Document

This Specific Plan contains the information necessary to guide Acco Airport Center toward full implementation. It provides assurances to the City of Ontario that development will carry out the objectives of the City's General Plan while at the same time responding to site constraints, market demand and individual development prerogatives.

The Plan is comprised of five sections as follows:

1. An introductory chapter, **The Specific Plan Approach**, provides an executive summary of the project and an overview of the Plan as it relates to purpose, statement of authority, and CEQA compliance. It also highlights the goals and objectives which precipitated the Specific Plan concept and establishes the development context.
2. A chapter on **Component Plans** explains the concepts that shaped the Plan: land use, circulation, streetscape, grading and infrastructure.
3. A **Development Regulations** chapter states the specific rules that must be observed by all projects. It covers permitted uses, site development standards, and general provisions.
4. A **Design Guidelines** chapter describes in narrative and illustrates in diagrams the aspects of development which must be addressed by each project to assure the quality intended by the Plan but for which there is some latitude in the details of the response.
5. An **Implementation** chapter describes the rules and procedures for the review and processing of individual development plans. It also includes important sections on phasing and monitoring development and allocating maintenance responsibilities.

A separate **Appendix** contains a variety of background data and analyses which contributed to the formulation of the Plan or will help in its interpretation. Included are the traffic study and a fiscal impact report prepared according to City Council guidelines. This material is informational but not a part of the regulatory package.

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.

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