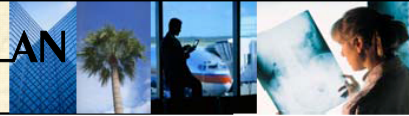


# ONTARIO GATEWAY SPECIFIC PLAN



## **CHAPTER I: INTRODUCTION**

### **A. INTENT AND PURPOSE**

#### **A.1 INTENT**

The intent of the Ontario Gateway Specific Plan (the Specific Plan) is to provide for the comprehensive development of a key commercial/office site in the City of Ontario. The Specific Plan provides for development that complements the surrounding land uses while taking advantage of the site's excellent freeway access and proximity to the Ontario International Airport. The Specific Plan provides for the establishment of a unique and attractive commercial/office entrance into the City with provisions for a well-designed and modern business, medical, and hospitality community that enhances the integrity of a main entrance into the City. Capitalizing on its proximity to the Ontario International Airport and Interstate 10, the Specific Plan provides the opportunity for businesses with special transportation needs and businesses that serve to utilize these two resources. The Ontario Gateway Specific Plan, after adoption, will serve as both the City's policy statement regarding the development of the proposed project, as well as a tool to implement the provisions of the City's General Plan as it applies to the Specific Plan area. As a result, the emphasis in the Specific Plan is on concrete standards and development criteria for use in the review of subsequent site development plans. The Specific Plan's development standards along with its design guidelines will govern future development of the site. The California Government Code permits the use of specific plans to regulate site development including permitted uses, densities, community design, and building size and placement. Specific plans also govern the type and extent of open space, landscaping, roadways, and the provision of infrastructure and utilities. Since the development guidelines established in a specific plan focus on the unique needs of a specific area, specific plans allow for greater flexibility than is possible with conventional zoning.

#### **A.2 PURPOSE**

The purpose of the Ontario Gateway Specific Plan is to provide for the development of the approximately 41-acre site in a manner that benefits the general public and the City of Ontario. The Specific Plan achieves this goal by establishing development standards and guidelines for high quality office park, medical facility, business park, hotel, and commercial development that utilizes the airport and freeway resources while remaining compatible with nearby development. The customized development regulations address the unique characteristics of the site and surrounding properties, as well as the existing and future needs of the City. The uses proposed for the development of the 41-acre project site will benefit local residents, regional consumers, the general public, and the City of Ontario. This Specific Plan is intended to foster greater economic

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## *I INTRODUCTION*



development and design opportunities that would not be achieved through the use of conventional zoning and development standards. The provisions of this Specific Plan will provide the developers and City decision-makers with a set of specific guidelines designed to accomplish the objectives of the project's sponsors and the City of Ontario.

This Specific Plan has several distinct advantages. The Specific Plan provides the project area with development standards and controls, architectural and landscape guidelines, clearly defined land uses, environmental performance standards, and essential development phasing. Given that the Ontario Gateway Specific Plan establishes standards for what is essentially an "infill" project, development of the project site without the Specific Plan would most likely result in haphazard development or underutilization of the project site.

### ***A.7 PROJECT OVERVIEW***

The Ontario Gateway Specific Plan area will contain a high quality and aesthetically pleasing commercial/office community composed of higher end office, auto-related businesses, medical, hospitality, retail, and business park land uses on approximately 41 acres. The land use plan is designed to allow for a mix of employment, support services, and well-designed retail that will appeal to both local and regional residents while also providing a sense of place with enjoyable plazas and courtyards. A conceptual land use scenario is given in Chapter II and the Planning Areas allow for even greater flexibility as the market demand dictates. The Ontario Gateway site design reflects a plan consistent with applicable City of Ontario ordinances, development standards, and guidelines.

This Specific Plan considers issues of engineering feasibility, market acceptances, economic viability, compatibility of land uses, development standards, development and infrastructure sequencing, and environmental guidelines. Project goals and objectives have been identified below in Chapter I, Section B of the Specific Plan.

## **B. PROJECT GOALS AND OBJECTIVES**

### ***B.1 Goals***

The intent of the Ontario Gateway Specific Plan is to provide the City of Ontario, its citizens, and project developers with a document that identifies objectives, provides directions for development, and establishes development regulations to aid in the achievement of mutual goals. These goals will provide compatible commercial (auto and retail), office, hospitality, business park, and medical facilities; facilitate efficient vehicular circulation flow within the project area; design Guasti Road in a manner that allows for future connection to the existing Guasti Road cul-de-sac; provide essential flood-control detention facilities; and respond to existing natural and built site conditions. These goals, then, are the

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framework upon which the Specific Plan is constructed. The success of this Specific Plan depends, in large part, upon its ability to meet these goals. When implemented, the Ontario Gateway project will prove a safe, attractive, and economically viable addition to the City of Ontario and the region. Thus, the overall goal of the Ontario Gateway is:

- To establish a clearly recognizable commercial/office/medical/hotel/business park development that provides an economically viable addition to the City of Ontario, maintains a high quality work and client environment, and enhances the quality of life for present and future residents and visitors in the City of Ontario.

### ***B.2 Objectives***

To further define this overall goal statement, objectives are provided below. These objectives are broad in scope and the detailed standards and guidelines that will serve to implement these objectives are found in the individual chapters of the Specific Plan.

1. To respond to the growing demand for hotel and office space in the Ontario region.
2. To establish site landscaping criteria and a streetscape plan that will enhance the aesthetic and visual quality of the area and reduce intrusion from adjacent land uses.
3. To establish a palette of compatible architectural site designs that will provide a visually attractive entrance into the City of Ontario from Interstate 10.
4. To create a high-quality commercial/office/medical development that attracts businesses and provides employment opportunities to area residents, benefiting the jobs/housing balance and economic base of the City of Ontario by improving employment opportunities for local residents.
5. To provide a cohesive pattern of land uses within the project boundaries which are compatible with the surrounding uses, including the Ontario International Airport and Interstate 10.
6. To develop a flexible plan that meets the needs of an ever-changing business market while ensuring compliance with high standards of development to encourage private investment in the area.
7. To provide a plan for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.
8. To establish retail and service uses to serve the needs of local residents and visitors, while providing a variety of sales tax-generating uses to help pay for local public services.

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9. To provide an attractive entrance that creates a sense of arrival not only to the site, but to the City as well.
10. To create a pedestrian-friendly environment providing both walkways and courtyards.
11. To provide services to travelers along Interstate 10 and the Ontario International Airport (e.g., hotels and restaurants).
12. To serve as a destination for a regional market (e.g., auto dealerships that attract customers from a market area substantially larger than the City of Ontario).
13. To serve the medical needs of the community by providing a hospital and medical offices thereby assisting in improving the overall quality of life in the region.
14. To provide comprehensive, understandable land use regulations and design guidelines that will result in a high-quality development within the Specific Plan area that is consistent with the goals of the Redevelopment Project Area.

## **C. AUTHORITY AND SCOPE**

### ***C.1 Authority***

California law authorizes cities and counties to adopt specific plans in designated areas to implement their general plans. The Ontario Gateway Specific Plan has been prepared in accordance with California Government Code Sections 65450, et al. and the applicable ordinances of the City of Ontario, and will constitute the zoning for the project site. The City of Ontario authorizes the preparation of Specific Plans under Article 21, Sections 9-1.2100-2125 of the Development Code. Section 9-1.2110 states that the specific plan format and content may, by resolution, be adopted by the City Council. The City Council has determined not to adopt formal guidelines at this time for specific plans.

### ***C.2 SCOPE***

Land use standards and regulations contained within this document shall govern future development within the boundaries of this Specific Plan as provided in Section 9-1.2120 of the City of Ontario Development Code. The establishment of specific performance, design, and land use guidelines in this document will direct future development within the Specific Plan area while maintaining a high degree of development flexibility. The Ontario Gateway Specific Plan will ensure consistent and sensitive land usage, landscape design, architectural treatment, and adequate and efficient provision of public services over the life of the development plan.

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In addition, under California Government Code, the Specific Plan may address other subjects that in the judgment of the planning agency are necessary or desirable for implementation of the General Plan. State law permits a specific plan to be prepared, adopted, or amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance, and may be amended as often as is deemed necessary by the legislative body.

In response to government requirements, this Specific Plan is intended to implement the provisions of the City of Ontario General Plan. In addition, the Specific Plan is intended to supplement the provisions of the City of Ontario Development Code. In the event of conflict between the provisions of this document and the City of Ontario's Development Code and other City development regulations, the provisions of the Ontario Development Code shall take precedence. Any matters not specifically addressed in the Specific Plan will be governed by applicable regulations and standards of the City of Ontario.

## **D. PROJECT LOCATION AND EXISTING LAND USES**

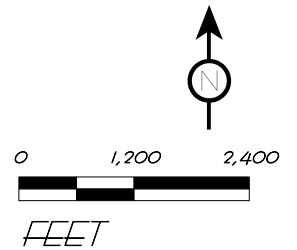
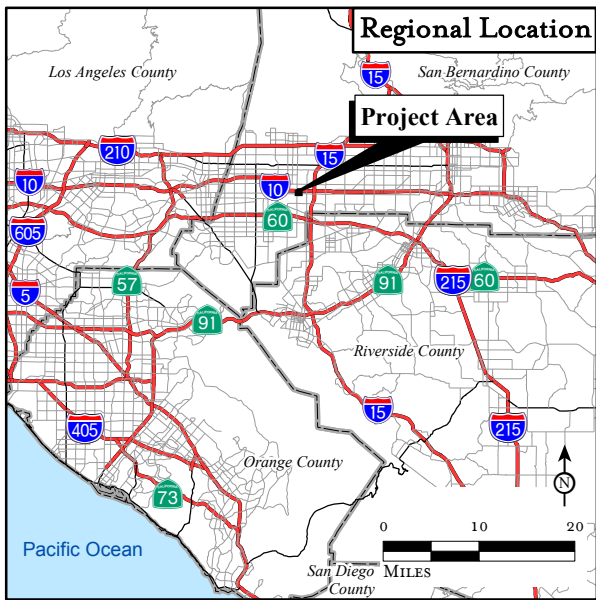
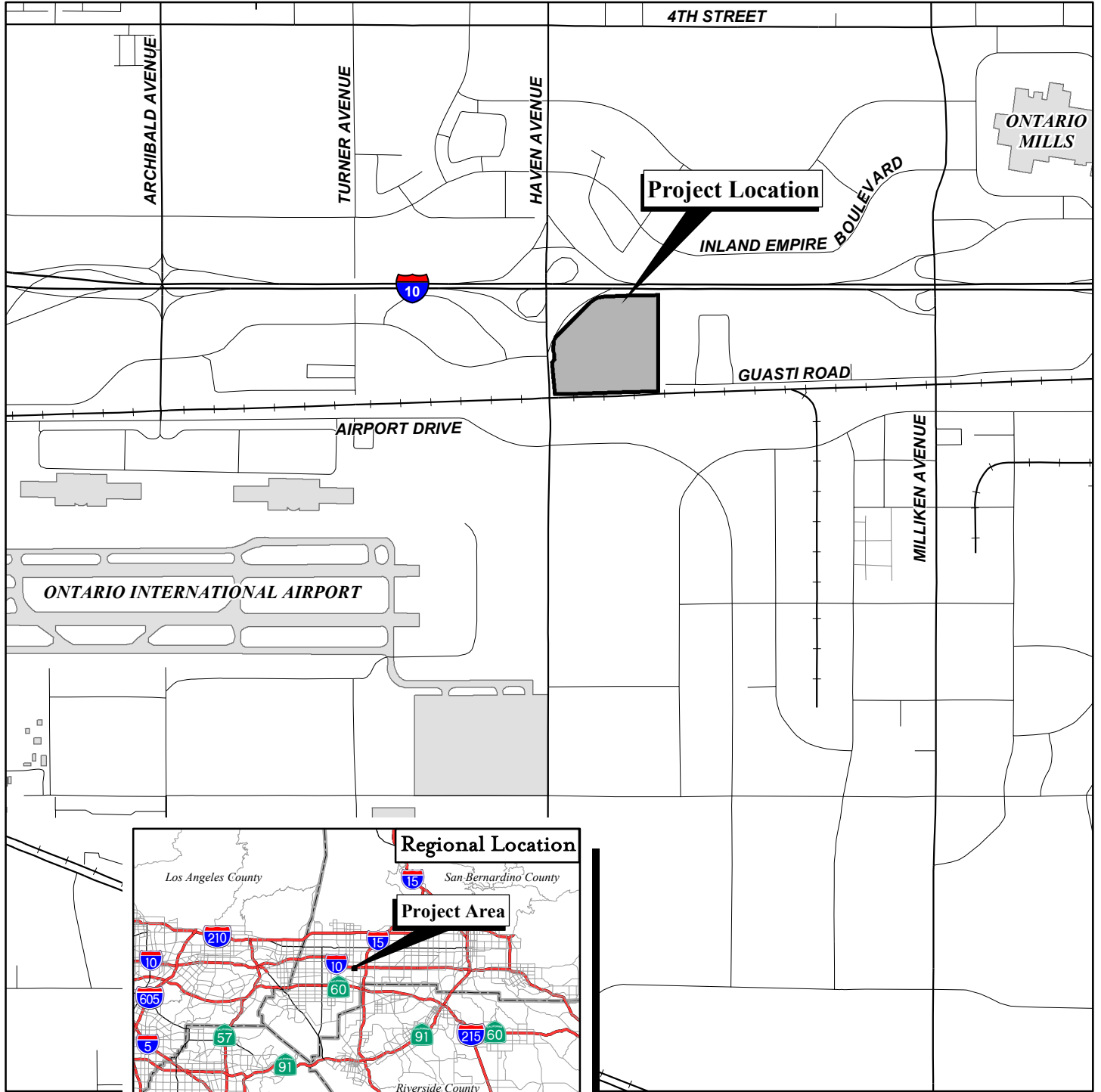
### ***D.1 LOCATION***

The City of Ontario encompasses approximately 50 square miles in the western portion of San Bernardino County. The City is situated in a rapidly expanding urban area bordered on the north by the Cities of Rancho Cucamonga and Upland, on the east by the City of Fontana, on the south by the Cities of Chino and Chino Hills, and on the west by the City of Montclair (Figure 1.1: Regional and Project Location Map). The Ontario Gateway is located in the northeast section of the City.

The Ontario Gateway has excellent regional access. It is located one block east of the Ontario International Airport and is adjacent, with freeway access, on the north boundary line to Interstate 10. Interstate 15 and State Route 60 are within three miles of the site. Local access to the site is provided by Haven Avenue and Guasti Road. Haven Avenue is on the west boundary line and the Union Pacific Railroad abuts the site on the south. Existing industrial development is located on the eastern boundary.

### ***D.2 EXISTING SETTING AND LAND USES***

The approximately 41-acre site is located within the northeastern limits of the City of Ontario. Guasti Road provides access to the site in an east-west direction. Existing land uses on the project site at the time of Specific Plan adoption include a roofing materials manufacturing company located on the southern two-thirds of the project site and vacant land on the northern one-third of the project site. The manufacturing company occupies a steel building of about 200,000 square feet exclusive of office space of approximately 9,600 square feet. The project area also contains overhead power lines (34.5 KV or less) that traverse the site in an east-west direction, along the future Guasti Road alignment. Once



SOURCE: Thomas Bros. Map, 2005

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development occurs, these overhead power lines will need to be undergrounded in accordance with City standards.

The general area surrounding the project site is characterized by industrial, office, and retail commercial development reflecting the area's close proximity to the Ontario International Airport and regional freeways (Figure 1.2: Existing On-Site and Surrounding Land Uses). Professional office buildings and restaurants are located to the west of the site across Haven Avenue. The area east of the project site is developed with a truck rental facility. The area south of the project site is developed with a distribution facility and an airport parking lot. The area north of the site, across Interstate 10, is developed with existing retail with new development expanding to include retail commercial services, office, residential, a fitness center, and a hotel.

## **E. PRE-EXISTING GENERAL PLAN AND ZONING DESIGNATIONS**

### ***E.1 GENERAL PLAN***

The General Plan designates the site as Planned Commercial (Figure 1.3: Existing General Plan and Zoning Designations). Under this General Plan designation, "retail, service, and office commercial uses developed under specific plans are permitted. Mixed-use projects, which could include light industrial and/or residential uses, are also encouraged in this category in order to promote jobs/housing balance." The maximum permitted Planned Commercial FAR is 1.00 under the General Plan and a Specific Plan is required. The development proposal for the Ontario Gateway Specific Plan is consistent with this General Plan designation as it provides for both office and commercial uses.

In the General Plan Land Use Element, Goal 7.0 states: "Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities." The permitted building uses in the Ontario Gateway Specific Plan maximize new employment opportunities by providing multistory offices, a hospital, hotels, an auto dealer, a business park, and retail buildings.

The Specific Plan site is within "Airport Environs Action Area I," as designated in the General Plan. The General Plan further determined that Planned Commercial development for the Ontario Haven area conformed to the land use suitability guidelines for this Action Area. The Specific Plan is a Planned Commercial development and is therefore compatible with the Airport Environs Action Area 1.

### ***E.2 ZONING CODE***

The Ontario Zoning Code designates the land use for the project area as Specific Plan. According to the Zoning Code, the land uses permitted under this designation are to be "compatible with permitted and conditional uses



 PROJECT BOUNDARY





-  PROJECT BOUNDARY
-  ZONING: SPECIFIC PLAN

GENERAL PLAN LAND USE  
 **PLANNED COMMERCIAL**  
 Retail, service and office commercial mixed use  
 (light industrial and/or residential use)

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established within the Development Code for Residential, Commercial, Industrial and other Districts.” Regulations under the Specific Plan designation allow some flexibility in the location, mix, and intensity of uses to best meet the development potential and address the constraints of the site. The approval of this Specific Plan changes the Zoning Code from Specific Plan to Ontario Gateway Specific Plan.

### ***E.3 Redevelopment Project Area***

The project site is within the City of Ontario Redevelopment Project Area 1. Established on July 18, 1978, and later amended to include additional areas, Project Area 1 generally includes land on both sides of Interstate 10 from Haven Avenue to Etiwanda Avenue and land on both sides of Interstate 15 from Interstate 10 south to Philadelphia Avenue (Figure 1.4: Redevelopment Project Area 1). The vast majority of the land within Project Area 1 has been redeveloped with new businesses including Ontario Mills, a super-regional retail outlet complex, the Ontario Auto Center, and the Ontario Center, a large-scale office, retail, and hospitality complex.

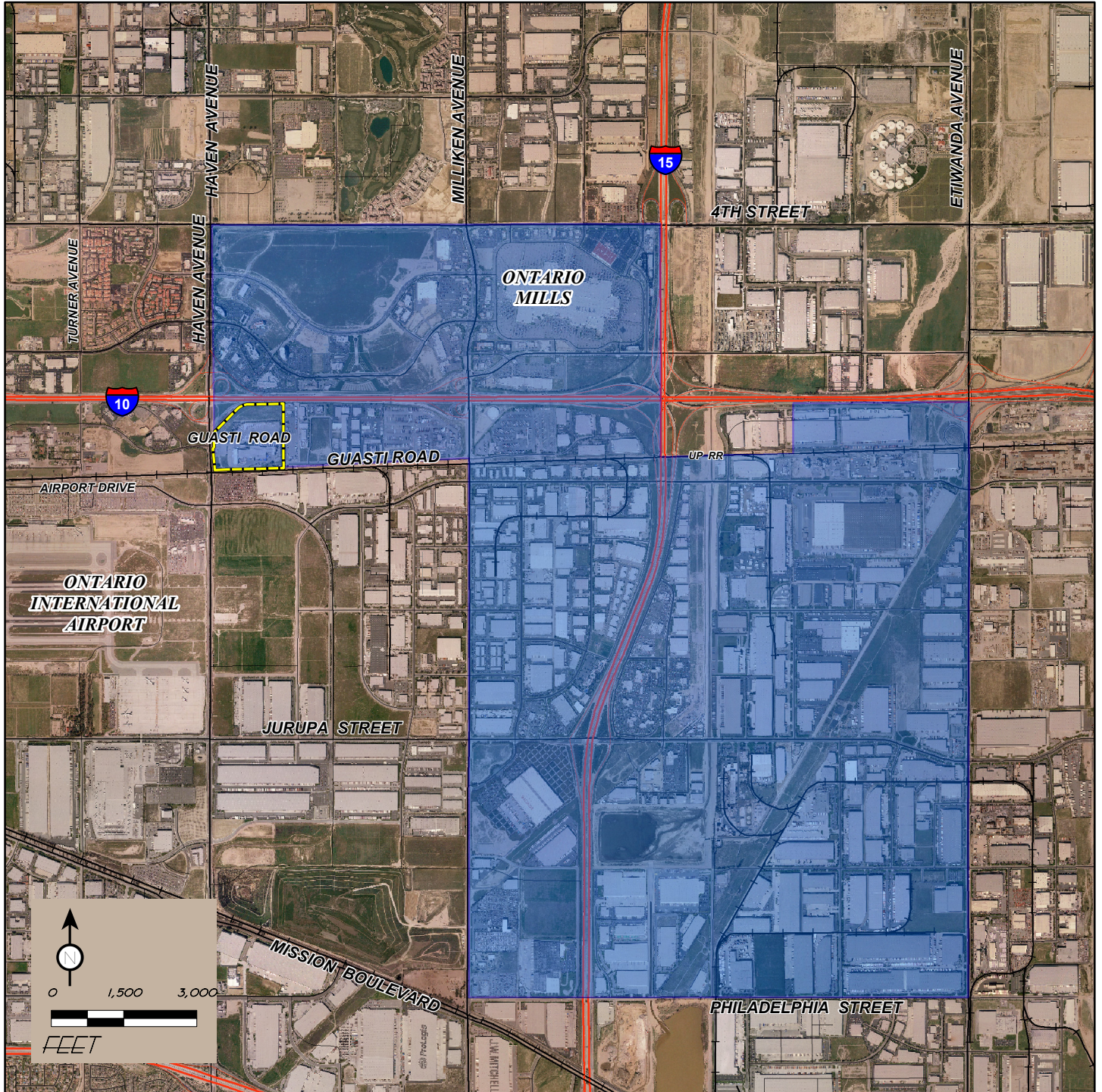
## **F. PROJECT BACKGROUND AND HISTORY**

### ***F.1 History***

The project area was part of the land that was originally under the control of the San Gabriel Mission and, after the decline of the missions, became part of the 13,000-acre Rancho Cucamonga granted to Tiburcio Tapia in 1839.

One of the first settlers of Cucamonga, Etiwanda, and Ontario was Captain Joseph S. Garcia. In 1875, he sold the vineyard property to the Hellmans, ex-Governor Downey, and Benjamin Dreyfus. He had already built the Chaffey-Garcia House on 560 acres that he later sold to the Chaffey Brothers, and which were included in the colony sites of Etiwanda and Ontario. After disposing of his Etiwanda property, Garcia built the first residence in the colony of Ontario at 1790 North Euclid Avenue.

In 1900, the project area was part of a large vineyard developed by Secondo Guasti and the Italian Vineyard Company. Aside from the vineyards, the land along Guasti Road included stone storage/cellar, fermenting buildings, and worker cottages by circa 1906. In the next fourteen years, the vineyard became known as the leading grape-growing and wine-producing enterprise in California and possibly the largest single company-owned vineyard in the world. By 1922, Secondo owned more than 6,000 acres. The project area holds no remnants of the vineyard past; however, Guasti Road, west of Turner Avenue, still has the historic winery and buildings, which were purchased by Vina Vista Venture in 1955.



- PROJECT BOUNDARY
- REDEVELOPMENT PROJECT AREA ONE

# ONTARIO GATEWAY SPECIFIC PLAN I INTRODUCTION



## **F.2 Project Site Background**

According to available aerial photographs of the project site, the property appeared to be agricultural with grapevines covering the area and all of the surrounding area from at least 1938 through 1953. By 1968, the property was developed with a large steel building while the surrounding areas were still in agriculture production. As of 1977, the large steel building had new additions and the property north of the site was developed with the Ontario Motor Speedway. The property south, east, and west of the project site was still agriculture. The present day configuration of the steel building existed in 1989 and, by 2002, the properties to the east, west, and south had been developed.

## **G. Specific Plan Organization**

The Ontario Gateway Specific Plan provides a framework for development of the specified planning area. The Specific Plan provides project objectives and guidance for the review of specific development proposals at the parcel map and site plan approval stages, and is the reference for determining permitted uses, intensity of use, and development standards and requirements. The Specific Plan contains six chapters and two Appendices and is organized as follows:

**I: INTRODUCTION.** Chapter I of the Specific Plan provides the intent and purpose of the Plan, project goals and objectives, the authority and scope, project location and surrounding land uses, conformance to the General Plan and Zoning Code, and project background and history.

**II: LAND USE AND DEVELOPMENT.** Chapter II of the Specific Plan includes the overall concept of building uses proposed within the Specific Plan area; a description of the building uses, along with general development standards (minimum parcel sizes, building height limits, landscaping, parking, and outdoor storage requirements); and standards for individual site development within the Specific Plan area.

**III: CIRCULATION.** Chapter III of the Specific Plan describes the circulation and transportation concepts and major components, including vehicular, pedestrian and bicycle facilities and public transportation.

**IV: PUBLIC SERVICES, UTILITIES AND COMMUNITY FACILITIES** Chapter IV of the Specific Plan details plans for water, sewer, storm drains, and public utilities. This chapter identifies how the public services will be provided and who will provide them. In addition, this chapter outlines standards for flood control and prevention of water pollution.

**V: DESIGN GUIDELINES.** Chapter V of the Specific Plan provides the architectural guidelines, landscape guidelines, walls and fence standards, signage standards,

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and lighting standards for each of the land use categories. It also provides Green building standards.

**VI. ADMINISTRATION AND IMPLEMENTATION.** Chapter VI of the Specific Plan describes the manner in which the Specific Plan will be implemented, including processing of individual developments and procedures for amending the Specific Plan. It also provides information on the manner in which construction and continuing maintenance of facilities will be financed.

**TECHNICAL STUDIES.** The technical studies prepared for the Specific Plan are under separate cover and are on file with the City of Ontario Planning Department. These studies include:

- Haven Avenue at Guasti Road Site, City of Ontario Traffic Impact Study (August 11, 2005) prepared by RK Engineering Group, Inc.; and
- Environmental Impact Report prepared for the Specific Plan.

## **H. SEVERABILITY**

If any term, provision, condition or requirement of the Ontario Gateway Specific Plan shall be held invalid or unenforceable, the remainder of this Specific Plan or the application of such term, provision, condition, or requirement to the circumstances other than those in which it is held invalid or unenforceable shall not be affected hereby, and each term, provision, condition or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted by law.