

4.0 LAND USE PLAN AND DEVELOPMENT REGULATIONS

4.1 LAND USE PLAN, PERMITTED USES, CONDITIONALLY PERMITTED, AND PROHIBITED USES

A. LAND USE PLAN

Land uses within Shea Business Center will include a mix of industrial, commercial, and office uses intended to respond to a wide range of demands, while offering a variety of development and employment opportunities, all within an integrated setting. The Land Use Plan has been designed to allow for future flexibility in determining specific land uses and their intensity, so that as market demands change over time, the project can respond to those changes. For the purposes of this discussion, the "east" end of the site shall refer to the area of the project located east of the eastern boundary of the former Southern California Edison (SCE) property. The "west" end of the site refers to the land located west of the eastern boundary of the former SCE parcel, north of the railroad tracks.

The plan allows for a variety of land use types. It is the goal to locate the larger structures toward the easterly end of the project site to accommodate large warehouse buildings. Uses such as retail, manufacturing, business park, campus-like offices, and smaller distribution facilities that are more employee/customer intensive than large distributors should be located towards the west end of the site. While warehouse/distribution uses may be located throughout the project area, the intent of this land use concept is to vary the building scale and mass so that there is some variation in appearance of structures and to accommodate a land use mix now and in the future.

To achieve this goal, warehouse/distribution uses proposed in the **west** end of the site shall:

- include alternative parking lot layouts, at the time of site plan submittal to the City, which illustrate that the site can be parked to meet manufacturing parking standards. This will ensure that such a distribution building has the potential to be converted to a more employee/customer intense use in the future.
- be evaluated with respect to the design (including colors and materials), orientation, configuration, setbacks, separations or size of the proposed buildings to assist in off-setting the perceived mass or scale associated with the large warehouse-distribution buildings, which may be located further east.

If warehouse uses are proposed for the entire site, the scale, mass and design of the buildings shall meet the above stated requirements, the goals identified herein and the design guidelines identified in Sections 4.3, 4.6 and 5.5 of this Specific Plan.

The circulation patterns, utility systems and overall design of the plan will meet future needs and probable changes in demand. Rail service may be provided to buildings located along the Southern Pacific rail line. This is an important concept in a region that is experiencing rapid growth. Illustrative street and landscape designations are shown in Exhibit 22, Conceptual Landscape Plan.

B. PERMITTED AND CONDITIONALLY PERMITTED USES

The following uses may be permitted within the Shea Business Center. Land uses shown with a (C) are permitted subject to approval of a Conditional Use Permit (CUP) by the City of Ontario. The intent of the CUP process is to deal with parking, signage, and compatibility with adjoining uses.

As the market changes over time, reuse of buildings for uses other than those for which the structures were originally built may be proposed on the site. Proposals for reuse of any structure for other than its previous use will require a Conditional Use Permit, the purpose of which is to determine if adequate parking exists for the proposed re-use and to ensure that all other site/use issues are compatible.

Manufacturing and Assembly:

- Auto and Light Truck Repair – Minor (C)
- Auto and Light Truck Repair – Major (C)
- Custom Manufacturing and Assembly
- Light Manufacturing and Assembly
- General Manufacturing and Assembly
- Research, Development and Testing

Wholesale, Storage and Distribution

- Light Wholesale, Storage, and Distribution
- General Wholesale, Storage, and Distribution

Commercial Uses

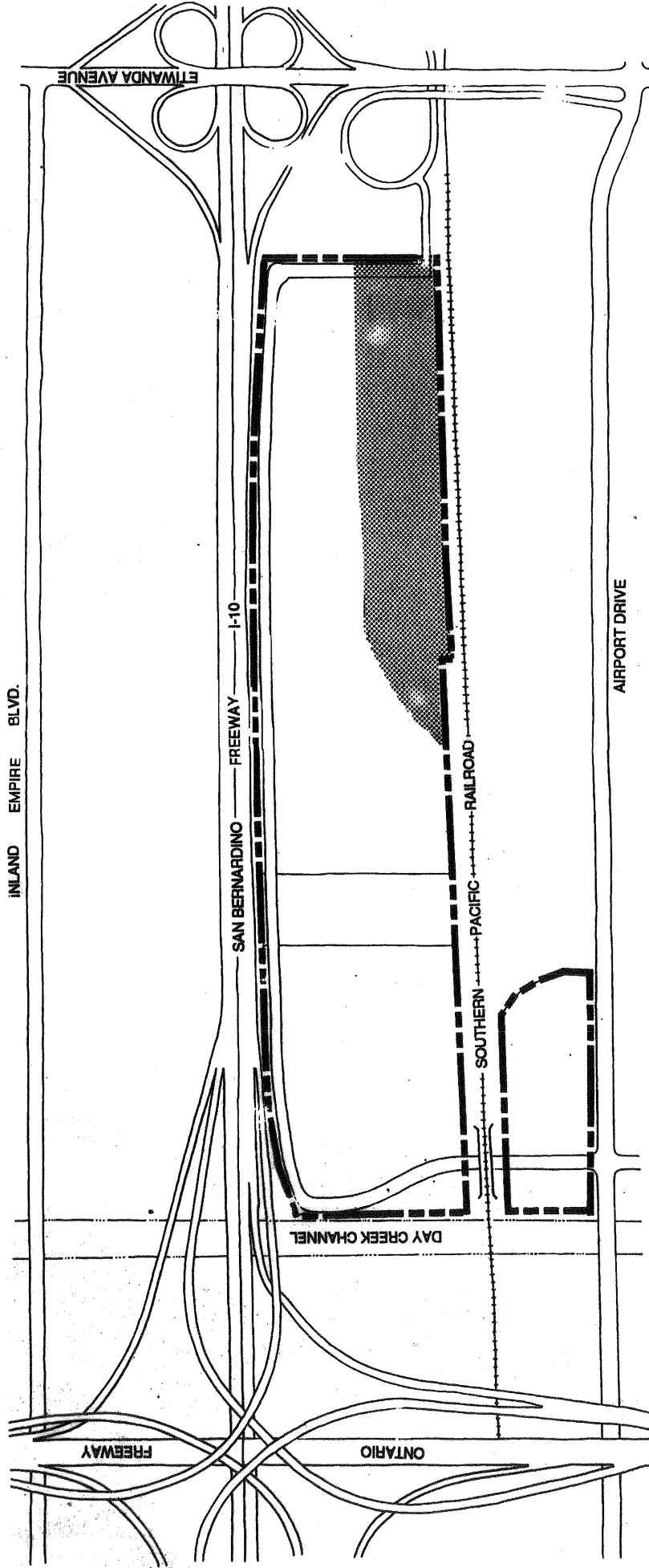
- Administrative/Professional Offices
- Automotive Fleet Storage (only in conjunction with permitted uses)
- Automotive Rental Agencies
- Automotive Service Station (C)
- Building Maintenance Services
- Business Supplies and Sales
- Building Supplies and Services
- Business Support Services
- Communication Services
- Convenience Sales and Services
- Durable Goods Sales, Wholesale and Retail (C)
- Eating and Drinking Establishments
- Fast Food Sales (C)
- Financial Institutions
- Food and Beverage Sales
- Health Clubs and Spas (C)
- Laundry Services
- Personal Services (C)
- Repair Services
- Retail Sales of Goods Produced Onsite (C)
- Vocational Trade Schools (C)

Public Facilities and Utilities

Notes:

1. Development in the "Restricted Employment Area" shown in Exhibit 7 shall be restricted to a density not to exceed twenty five (25) persons per acre.

Exhibit 7



RESTRICTED EMPLOYMENT AREA
(NO MORE THAN 25 PERSONS PER ACRE)
AREA WITHIN 500' OF THE
LINDE PLANT PROPERTY LINE

RESTRICTED
EMPLOYMENT AREA

C. PROHIBITED LAND USES

It is the specific intent of this section to prohibit Adult Businesses as defined by the City of Ontario Municipal Code, Section 9-3.200(e). Additional land uses prohibited in the Shea Business Center include those listed in Section 9-3.1710 of the Ontario Municipal Code.

4.2 DEFINITIONS OF LAND USE TYPES

Permitted, conditionally permitted, and limited uses identified above are defined as follows:

A. MANUFACTURING AND ASSEMBLY USE TYPES

Automotive and Light Truck Repair—Minor: Activities typically include automotive and light truck repair, the retail sale of goods and services for automotive vehicles and light trucks (less than 6,000 lbs.), and the cleaning and washing of automotive vehicles. Uses typically include, brake, muffler and tire shops and drive-through washes. Heavier automobile repair such as transmission and engine repair and auto body shops are not included. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Automotive and Light Truck Repair—Major: Activities typically include automotive and light truck repair, heavy automobile and truck repair, such as transmission and engine repair, automotive painting and body work, and the installation of major accessories. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Custom Manufacturing and Assembly: Activities typically include manufacturing, processing, assembling, packaging, treatment, or fabrication of custom-made products such as jewelry, furniture, art objects, clothing, instruments, and the onsite wholesale of the goods produced. The uses do not produce odors, noise, vibration, or particulates which would adversely affect uses in the same structure or on the same site.

Light Manufacturing and Assembly: Activities typically include research and development with laboratories; manufacturing, assembly, or repair processes which do not involve frequent truck trips or the transport of large scale products. The activities do not produce odors, noise, vibration, or particulates which would adversely affect uses within the same structure or on the same site.

General Manufacturing and Assembly: Activities typically include manufacturing, compounding of materials, processing, assembly, packaging, treatment, or fabrication activities which may have frequent truck traffic or the transportation of large scale products. Not permitted within this area are uses which require massive structures outside of buildings such as cranes or conveyer systems, or unscreened open air storage of large quantities of raw, semi-refined, or finished products.

Research, Development, and Testing: Activities typically include scientific research and theoretical studies and investigations in the natural, physical, or social sciences; engineering, fabrication, and testing of prototypes developed with the objective of creating marketable end products; and the performance of physical and environmental testing and related activities.

B. WHOLESALE, STORAGE, AND DISTRIBUTION USES

Light Wholesale, Storage, and Distribution: Activities typically include wholesaling, storage, and warehousing services within enclosed buildings; storage and wholesale to retailers from the premises of finished goods. Excluded are trucking services and terminals; storage and wholesaling from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing; and outdoor storage.

General Wholesale, Storage, and Distribution: Activities typically include warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling

from the premises of unfinished, raw, semi-refined products requiring further processing, fabrication, or manufacturing. Outdoor storage is permitted subject to applicable screening requirements.

C. COMMERCIAL USE TYPES

Administrative and Professional Offices: Activities typically include executive management, administrative, or clerical uses of private and public utility firms. Additional activities include the provision of advice, design, information or consultation of a professional nature. Uses typically include corporate headquarters, branch offices, data storage centers, architect's, lawyer's, insurance sales, financial planner's and accountant's offices.

Automotive Fleet Storage: Activities typically include the storage of vehicles used regularly in business operations and not available for sale on site. Such uses typically include overnight storage of rental cars, mobile catering trucks, and taxi cabs. This use is permitted only in conjunction with other permitted or conditionally permitted uses.

Automotive Service Station: Activities typically include the sale from the premises of goods and the provision of services normally required in the daily operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of replacement items, and the performance of minor repairs. Also included is the washing of vehicles as a incidental use. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Building Maintenance Services: Activities typically include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, and janitorial services.

Building Supplies and Sales: Activities typically include "to the trade" sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies and lumber and hardware stores. Outdoor storage may be permitted subject to screening requirements.

Business Supplies and Services: Activities typically include retail sales; rental or repair from the premises of office equipment, office supplies; and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The sale or rental of motor vehicles and the sale of materials used in construction of buildings or other structures is excluded from this use type.

Business Support Services: Activities typically include firms rather than individuals of a clerical, employment, or minor processing nature, including multi-copy and blueprint services. The printing of books, other than pamphlets and reports for another firm, is excluded from this use type.

Communication Services: Activities typically include broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms. Uses typically include, television and radio studios and telegraph offices.

Convenience Sales and Services: Activities typically include the retail sales from the premises of frequently needed small personal convenience items and professional services which are used frequently. Uses typically include drug stores; stores selling toiletries or magazines; beauty and barber shops; florist shops; and apparel laundering and dry cleaning agencies. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Durable Goods Sales, Retail: Activities typically include the retail sales from premises of durable goods which are purchased infrequently. Uses typically include furniture, piano and organ, major appliance (e.g. refrigerators), and carpet and flooring stores. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Durable Goods Sales, Wholesales: Activities typically include the sale of durable goods to other business and industry generally resale or use in manufacturing process.

Eating and Drinking Establishments: Activities typically include the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include restaurants and bars,

Entertainment: Activities typically include sports performed either indoors or outdoors; cultural, educational, and entertainment services within an enclosed building to assembled groups of spectators or participants, as well as activities typically performed at private and non-profit clubs and lodges. Uses typically include swimming centers, skating rinks, bowling alleys, dance halls, theaters and meeting halls. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Fast Food Sales: Activities which typically include the retail sale from the premises of easily prepared foods and beverages such as; sandwiches, hamburgers, hot dogs, chicken, and tacos for either on-site or off-site consumption. Uses may not include drive thru type restaurants. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Financial Institutions: Uses typically include banks, savings and loans, and credit unions.

Food and Beverage Sales: Activities typically include the retail sale from the premises of food and beverages for off-premises consumption. Uses typically include food markets, liquor stores, and retail bakeries.

Health Clubs and Spas: Activities typically include sport and health-related activities performed either indoors or outdoors. Uses typically include but are not limited to, health clubs, spas, gyms, and tennis clubs. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Laundry Services: Activities typically include institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning, and diaper service laundries.

Personal Services: Activities typically include, information, instruction and similar services of a personal nature. Uses typically include driving schools, travel bureaus and agencies, and photography studios. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

Repair Services: Activities typically include the repair of consumer goods and appliances, including computers, electrical equipment, home and business electronics, glass, refrigeration equipment, safes and vaults, typewriters, vending machines, and watches and clocks. Repair of motor vehicles is specifically excluded from this land use category.

Vocational and Trade Schools: Activities typically include organized instruction of work-related skills by private institutions and firms. This use is permitted subject to approval of a Conditional Use Permit by the City of Ontario.

4.3 GENERAL DEVELOPMENT REGULATIONS

The following regulations and criteria establish minimum development standards for the land uses proposed within Shea Business Center. These regulations shall govern the development of all property within Shea Business Center, and shall supersede the City of Ontario Zoning Ordinance.

The Approving Agent for the Shea Business Center shall review all proposed development plans prior to review and approval by the City of Ontario.

The following general provisions shall apply to all developments within Shea Business Center.

A. GENERAL PLAN CONSISTENCY

Implementation of the Shea Business Center development is intended to carry out the goals and policies contained in the City of Ontario General Plan in an orderly and attractive fashion. All development within Shea Business Center shall therefore be consistent with the provisions of the Ontario General Plan. Total building intensity will not exceed the Floor Area Ratio (FAR) established by the General Plan.

B. RELATIONSHIP OF SPECIFIC PLAN DEVELOPMENT STANDARDS AND CRITERIA TO THE ONTARIO ZONING ORDINANCE

Development standards and criteria contained in this document will supplement and replace those of the City of Ontario's Zoning Ordinance. Any standards or land use proposals not specifically covered herein shall be subject to the regulations, standards, and specifications of the City of Ontario.

Unless otherwise specifically approved as part of this specific plan, all offsite improvements shall be subject to the City of Ontario's policies and standards in effect at the time improvement plans are submitted. If any provision of this document conflicts with the regulations of the Ontario Zoning Ordinance, the provisions of this document shall take precedence.

C. CONFORMANCE TO UNIFORM BUILDING AND FIRE CODES

All construction within Shea Business Center shall be in compliance with the Uniform Building Code, Uniform Fire Code, and all other ordinances adopted by the City pertaining to construction and safety features. All other City standards and policies shall apply at the time of submittal.

D. ABATEMENT OF NUISANCE FACTORS; IMPLEMENTATION OF EIR MITIGATION MEASURES

Nuisance factors associated with the construction and maintenance of the project, including the emission of light, glare, noise, dust, and smoke shall be governed in accordance with the Ontario Municipal Code, and other applicable codes and ordinances.

E. TECHNICAL MASTER PLANS

The specific requirements for infrastructure improvements shall be determined by the various Technical Master Plans prepared for the Shea Business Center (Exhibits 11 through 13).

Amendments or revisions to the Master Plans contained in this document shall not require a revision of the entire Specific Plan document. However, such amendments or revisions shall be subject to the review of the Development Advisory Board and approval of the City of Ontario Planning Commission and City Council

F. PROVISION OF INFRASTRUCTURE AND PUBLIC UTILITIES

1. WATER SERVICE

The City of Ontario will provide water service to the Shea Business Center. Exhibit 11 is the Technical Master Plan for Water Service which has been prepared to identify the manner in which water facilities will be extended to the project site (see also Section 5.2, Infrastructure Plan). Water facilities will be extended to and through the site approximately as shown in Exhibit 11.

The precise location and size of the water facilities will be determined by detailed study prior to final map approval, based on City Fire Codes and Fire Department requirements.

2. WASTEWATER

Wastewater will be discharged into a regional system provided by the Chino Basin Municipal Water District, in a manner approved by the City of Ontario Engineering Department and the Chino Basin Municipal Water District (CBMWD). Exhibit 12 is the Technical Master Plan for Wastewater Facilities which has been prepared to identify the manner in which sewer service will be provided for the project site (see also Section 5.2, Infrastructure Plan). Wastewater facilities will be extended to and through the site approximately as shown in Exhibit 12.

The precise location and size of the sewer system for the project will be determined by detailed study prior to final map approval, based on City and CBMWD codes and flow requirements.

3. DRAINAGE

Drainage of the Specific Plan area will be provided by a combination of storm drain and surface drainage systems. Exhibit 13 is the Technical Master Plan of drainage which has been prepared to identify the manner in which flood protection and drainage of runoff will be accomplished (see also Section 5.2, Infrastructure Plan). Drainage facilities will be extended to and through the site approximately as shown in Exhibit 13.

The precise location and size of the system will be determined by detailed study prior to final map approval, based on City and San Bernardino County Flood Control District flood control and drainage regulations.

4. CIRCULATION FACILITIES

The circulation system within and adjacent to the project will be improved to facilitate the efficient movement of traffic generated by the Shea Business Center. (See Section 5.1 Circulation and Transportation Plan.)

Right-of-way, in addition to those identified in the mid-block cross-sections, will be dedicated to the City of Ontario for "intersection bubbling" to accommodate added turn lanes as determined necessary by the City Traffic Engineer.

Street right-of-way and curb widths, shown on Exhibits 9 and 10, may be modified by a precise traffic lane striping plan approved by the City Engineer.

Dedication of right-of-way will be at the time of development of the adjacent parcels or as necessitated to accommodate traffic, as determined by the City Engineer.

The developer will be responsible for the installation of the traffic signal of the intersection of Wineville Avenue and Airport Drive.

5. SOLID WASTE

Solid waste disposal will be handled by the City of Ontario, which maintains and operates its own fleet of refuse pick-up trucks. The City will gradually increase its capacity to service the site as the project develops.

6. TELEPHONE SERVICE

Telephone service will be provided by General Telephone Company (GTE) through the installation of new lines to the project site from General Telephone's existing central facilities.

7. ELECTRICITY

Southern California Edison Company (SCE) will provide electricity to the site via the existing 12 kV lines that form the system's network.

8. NATURAL GAS

Southern California Gas Company will provide natural gas to the site through the distribution lines currently servicing the project area from the south.

9. LOCATION OF UTILITIES

All utilities shall be placed underground from the nearest overhead facility, except for service lines of 66 kV or higher, and such equipment and structures that must be located above ground.

G. LANDSCAPING

In addition to City standard landscape plans and specifications, and the landscape provisions of this document, the following shall apply:

1. All areas not devoted to paving or building shall be landscaped and permanently maintained.

2. To soften building elevations, a landscape area shall be provided adjacent to front and exterior side building elevations as required in Table 1, Development Standards.
 - a. Area dimensions shall be determined by plant material requirements, enabling functions needed, e.g., aesthetics, screening, directional use, environmental mitigations, air quality, wind, etc.
3. Parking visible from any public street must be shielded by various methods including hardscape, elevation changes, mounded berms, planted with trees, shrubs groundcover per the Master Streetscape Plan. Five percent of parking lot areas shall be landscape.
4. All landscaped areas are to be delineated with minimum 6-inch concrete curbs.
5. Permanent automatic irrigation facilities shall be provided in all landscaped areas. Moisture sensing devices and water monitoring devices shall be incorporated into the irrigation system, in compliance with drought/water conservation standards adopted by City of Ontario.
6. Prior to the issuance of building permits, a landscape and irrigation plan in conformance with the Shea Business Center Specific Plan shall be submitted to the Public Facilities Development Coordinator for approval. To minimize exterior water use, the following measures shall be incorporated into project design within the project area, where feasible: use of drought tolerant plants, use of mulch in landscaped areas, installation of drip irrigation systems where appropriate, and of impervious area.
7. All street trees shall be planted and staked per City of Ontario standards. All trees planted in turf areas shall receive turf boots to prevent damage from mowers and edgers, etc. Root barriers shall be required where trees are planted within five (5) feet of hardscape a minimum of one 15 gallon tree shall be planted for every ten (10) parking spaces.
8. All plant materials shall be planted in the following minimum sizes and shall be in accordance with all City standards and minimum requirements:

Trees:	Twenty five percent (25%) of the trees provided shall be a minimum twenty-four inch (24") box; the balance of the trees shall have a minimum size of fifteen (15) gallons.
Shrubs:	Shrubs located at entries and major intersections shall have a minimum size of five (5) gallons with minor exceptions.
9. A minimum of one (1) tree for every thirty (30) lineal feet of frontage shall be planted within the front landscape setback along Shea Center Drive.
10. Existing trees are to be fenced and protected during construction. If any existing trees are to be removed, an arborist report shall be obtained and submitted to the City prior to any site plan approvals.

H. PARKING

All development will be required to meet the minimum off-street parking standards of the Ontario Municipal Code. In addition to the provisions of the Ontario Municipal Code, the following shall apply:

1. Warehouse/distribution uses proposed in the **west** end of the site shall include alternative parking lot layouts, at the time of site plan submittal to the City, which

illustrate that the site can be parked to meet manufacturing parking standards. This will ensure that such a distribution building has the potential to be converted to a more employee/customer intense use in the future.

2. A reduction in minimum parking requirements for individual uses may be granted by the Planning Commission where joint use of parking facilities or other factors will mitigate peak demand. Where parking spaces are provided for an individual development on a separate parcel, a joint access agreement will be required between affected property owners, in a form acceptable to the City.
3. Requests for parking reductions resulting from joint usage shall generally be made at the site plan review stage, and shall be supported by information prepared by a registered traffic engineer. The investigation used to generate the required information shall generally follow the format established by the Urban Land Institute in their publication, "Shared Parking."
4. Shared parking requests shall be analyzed as follows:
 - a. Initial Project Review involves careful documentation and quantification of proposed land uses and anticipated functional relationships between the parking needs of different land uses. The initial review will also consist of data gathering regarding proximity to transit facilities, general location of parking facilities, surrounding land uses and mix, predicted pedestrian patterns, and similar variables which affect parking needs.
 - b. Adjustments for Peak Parking Factor includes calculating the number of off-street parking spaces required for each land use within the area proposed for joint parking use. Other elements to be considered include seasonal adjustment for parking demand and a determination of the mode of transit used in reaching or departing the area being considered.
 - c. Analysis of Hourly Accumulation involves an estimation of hourly parking accumulations for each land use during a typical week day or weekend day.
 - d. Estimate of Shared Parking merges the hourly parking demand estimate to calculate the overall parking required to be provided within the area being considered for shared parking facilities.
5. In granting parking reductions for shared use of parking facilities, the Planning Commission shall make one or more of the following findings:
 - a. The traffic engineering report justifies the requested parking reduction based upon the presence of two or more adjacent land uses which, because of their substantially different operating hours or difference in peak parking characteristics, will allow joint use of the same parking facilities.
 - b. The traffic engineering report indicates that there are public transportation facilities and/or pedestrian circulation opportunities which justify the requested reduction of parking facilities.
 - c. The traffic engineering report finds that the clustering of different land uses is such that a reduced number of parking spaces can serve multiple trip purposes to the area in question.

6. As a condition of approval to the granting of a reduction in required parking, the City may require the granting of reciprocal access and parking agreements with surrounding properties; recordation of conditions, covenants, and restrictions; or creation of other legal instruments to assure the permanent continuation of the circumstances under which parking requirement reductions were granted.

I. LOADING AREA REQUIREMENTS

1. Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street.
2. Loading areas shall not be located closer than 25 feet from the curb, and shall not encroach into applicable side and rear building setbacks.
3. All loading areas shall be adequately screened from view from the freeway, public streets and locations outside the Specific Plan area by a combination of berms, screen walls, ornamental landscaping, and/or portions of the building.
4. Where loading doors face a public street, roll-up doors and openings in the screen wall shall be positioned such that the doors are not directly visible from the street. Loading doors may not face the street for either of the Airport Drive parcels.
5. Screen walls constructed along the freeway to screen loading areas from the freeway shall be provided within a minimum 20 foot landscape setback area from the freeway, but in no case shall screen walls be located in the Caltrans right of way.
6. A sight-line analysis shall be provided with all development applications which propose roll-up doors, and shall show that all roll-up doors are adequately screened from view of the freeway, Shea Center Drive and Airport Drive.
7. If loading areas are configured to directly face the public frontage road, and indirectly face the freeway, then the loading docks shall be screened from the public road and from the freeway (Exhibits 15 and 26). The screening will be accomplished through the use of screen walls and landscaping.

The screening from the freeway shall include landscaping and screen walls. Screen walls located along the freeway need not be continuous if the site line studies confirm that the desired screening can be achieved for both east- and westbound traffic on the I-10 Freeway. Free-standing buffer panels are an example of a noncontinuous screening technique and are illustrated on Exhibits 22 and 26.

To further enhance the image from the freeway, the building elevations would include architectural treatment or articulation, in keeping with the size and scale of the building, to achieve a "front door" image from the freeway and street. "Architectural articulation" includes horizontal and vertical relief and may be achieved using such methods as: texturing, varying parapet heights, recessed areas, sand blasting of panels, reveals, scoring, variation of materials and colors. Where appropriate based on sight line studies, these types of treatments shall be located on the building elevation above the loading doors, visible from the freeway. Screen walls shall also be "articulated" in concert with the building architecture using similar treatments.

J. OUTDOOR STORAGE REQUIREMENTS

1. All outdoor storage areas shall be screened from off-site view.
2. Outdoor storage may front a public street. All storage areas fronting a public street or the freeway, including truck storage, shall be screened by a concrete screen wall and/or ornamental landscaping. Such screen walls may be placed no closer to a public street than the required building setback line.
3. The location of outdoor storage areas shall be shown on the development site plan, and shall be subject to approval by Shea Business Center and the City of Ontario Development Advisory Board.
4. Utility and trash enclosures shall be screened from off-site view where feasible and shall be completely screened from view from Airport Drive.

K. SIGNAGE REQUIREMENTS

1. All signs shall be subject to the provisions of the Master Signage Plan, and will require the approval of Shea Business Center's Approving Agent and the City of Ontario.

L. SAFETY REGULATIONS

1. Fire protection and paramedic services will be provided by the City of Ontario Fire Department.
2. Police protection will be provided by the Ontario Police Department, with air surveillance provided daily by the Ontario Police Department Air Support Unit.
3. All individual developments within Shea Business Center shall meet the requirements of the City of Ontario Fire and Police Departments, including, but not limited to adequate access for emergency vehicles, provision of security hardware, onsite fire suppression systems, and lighting.

M. GRADING

Grading permits may be issued for individual developments within Shea Business Center, provided that the grading plan is in basic conformance with the conceptual surface drainage plan approved as part of this Specific Plan.

Soil may be stockpiled on or borrowed from locations within the total project site.

All grading plans shall be reviewed by the City of Ontario Building Department. Prior to the stockpiling or borrowing of any soil in order to grade separate parcels, the developer shall obtain an approval from the City Building Department and the Engineering Department, to assure conformance with appropriate codes, and provision for proper drainage.

N. PROPERTY OWNERS ASSOCIATION

A property owners' association shall be formed. As depicted on Table 4, this association will maintain all on-site easement, right-of-way, and common landscaped areas including landscaping and maintenance throughout the Specific Plan area. The property owners' association shall follow maintenance standards as approved by the City of Ontario and Shea Business Center.

Additionally, the property owners' association will install a bus stop turnout area, if during Tentative Parcel Map review, Omni Trans commits to serving the project site.

O. PLANNING AREA PLAN

Although the present land use concept is primarily for large, warehouse users, the Planning Area Plan may be used in the Shea Business Specific Plan, should smaller lots and users be developed in the future.

The Planning Area Plan concept within the Shea Business Center Specific Plan is intended to provide for the following:

- Enable small businesses to purchase appropriately sized buildings by permitting alternative subdivision concepts, including smaller parcel sizes than the minimum required under each land use category;
 - Establish development standards which permit landscaping, parking, and setback requirements to be met on a master planned site as an integrated unit, rather than on a parcel by parcel basis.
1. Within a Planning Area Plan, the following standards shall apply:
 - a. The total area for which the Planning Area Plan is proposed shall be a minimum of seven and one-half (7.5) acres.
 - b. No minimum area shall be required for parcels within a Planning Area Plan.
 - c. Each Planning Area Plan shall have the minimum percentage of its area maintained in landscaping identified in Table 1. Each phase and subphase of a Planning Area Plan shall also have the minimum percent of its area landscaped identified in Table 1. However, subject to the provisions of this Section, the following development standards may be modified:
 - (1) Landscape requirements for individual parcels, provided that the Planning Area Plan, and each phase and subphase thereof, meet applicable requirements for the amount of landscaping.
 - d. The landscaping required adjacent to buildings shall be provided excluding loading areas. However, subject to the provisions of this Section, the following development standards may be modified:
 - (1) Where a required landscape area is not provided adjacent to a building, the Planning Area Plan applicant shall demonstrate that an equal or greater amount of landscaping has been placed in areas not otherwise required to be landscaped.

The resulting arrangement of landscaping shall result in a superior use of green areas to provide a more functional, desirable site plan.
 - e. Each phase and subphase of a Planning Area Plan shall meet applicable setback requirements along public streets, the San Bernardino Freeway, SCE right-of-way, and the exterior perimeter of the Planning Area Plan, including the provision of required landscaping within those setback areas. However, subject to the provisions of this Section, the following development standards may be modified:
 - (1) Parking and building setbacks may be modified or reduced to zero for interior side and interior rear parcel lines which are not adjacent to a public street or the exterior perimeter of the Planning Area Plan or a phase or subphase thereof.

(2) Zero building separations may be permitted without the requirement for landscaping between such buildings. For purposes of meeting requirements of landscaping adjacent to onsite buildings, the exterior perimeter of the building form shall be utilized, encompassing each of the buildings having a zero separation.

(3) Unless a zero building separation is provided, building forms shall be separated by a minimum of twenty feet (20') or one-half the height of the taller building, whichever is greater.

(4) If adequate landscape areas are provided pursuant to the above criteria, additional landscaping and/or setbacks along interior parcel lines shall not be necessary.

- f. Onsite amenities such as a picnic area, public art piece, arbors, and/or a water feature shall be provided consistent with the proposed land uses.
 - g. Floor Area Ratios will be consistent with adopted City standards.
2. A completed application for a Planning Area Plan shall be submitted including, at a minimum, the following information:
- a. Specific types of proposed uses (e.g. retail, restaurant, manufacturing, etc.);
 - b. Location, square footage, and height of buildings;
 - c. Proposed parcel lines;
 - d. Parking availability and anticipated number of spaces by phase and subphase, if applicable (documentation supporting shared parking, if requested, shall be provided);
 - e. Location (and square footage where appropriate) of public facilities and open space – e.g. transit bays, pedestrian walkways, plaza area and street furniture;
 - f. Building coverage (percent);
 - g. Conceptual landscape plan including calculations of landscape areas provided by phase and subphase, as well as calculations of landscaping provided pursuant to the requirements of this Section.
 - h. General architectural concepts of the proposed buildings; and
 - i. Relationship to other previously approved, adjacent site plans, sign programs, tentative/final map, or Planning Area Plans.
3. The Planning Area Plan shall be reviewed and approved by the Development Advisory Board and Planning Commission concurrent with or prior to any parcel or tract map or development plan for any site within the Planning Area Plan.

Submittal of subsequent development plans or parcel and tract maps for sites within the Planning Area Plan must be consistent with the approved Planning Area Plan.

Amendments to the Planning Area Plan must be reviewed and approved by the Development Advisory Board and the Planning Commission.

P. SEVERABILITY

If any term, provision, condition, or requirement of this 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 circumstances other than those in which it is held invalid or unenforceable shall not be affected thereby; and each term, provision, condition, or requirement of the specific plan shall be held valid and enforceable to the fullest extent permitted by law.

4.4 DEVELOPMENT STANDARDS

The following regulations shall apply to all development occurring within the Shea Business Center.

Table 1

DEVELOPMENT STANDARDS

1. Minimum Parcel Size [1]	1.0 acre
2. Minimum Building Setbacks (measured from property lines)	
a. Public and Private Streets [2]	25 feet
b. San Bernardino Freeway ROW	20 feet
c. Westerly Specific Plan Boundary	10 feet
d. Railroad Right of Way	5 feet
e. Easterly Specific Plan Boundary	15 feet
f. Manufactured Slopes	5 feet
g. Interior Property Lines (4)	5 feet
h. Street sideyard (for area north of railroad)	20 feet
i. Rail served Building (adjacent to rail line)	20 feet
j. Airport Drive Parcels (frontyard) (6)	50 feet
k. Airport Drive Parcels (corner sideyard) (6)	35 feet
3. Minimum Parking and Loading Area Setbacks (measured from property lines)	
a. Public and Private Streets (except Airport Drive)	15 feet
b. Airport Drive (6)	20 feet
c. San Bernardino Freeway ROW	20 feet
d. Westerly Specific Plan Boundary	5 feet
e. Easterly Specific Plan Boundary	10 feet
f. Southerly Specific Plan Boundary	5 feet
g. Manufactured Slopes	5 feet
h. Interior Property Lines (4)	5 feet
i. Street sideyard	15 feet
j. Rail Served Building	5 feet
k. Loading Area Adjacent to Shea Center Drive	16 feet
l. Loading Area Adjacent to Wineville Avenue	19 feet 4 inches
4. Maximum Building Height	
a. North of Railroad	100 feet
b. Airport Drive Parcels (6)	55 feet
5. Landscape Requirements	
a. Minimum Landscape Coverage [3]	15%
b. Average landscape area to be provided adjacent to building elevations (5) (No minimum)	7 feet
c. Maximum number of parking spaces between minimum five-foot wide (clear) finger-type planters	10 spaces
d. Ratio of 15 gallon tree provided per parking space	1 per 10
e. Min. dimension for tree planting without root barrier	10 feet

Notes to Development Standards, Table 1:

[1] May be reduced subject to approval of a Planned Development.

[2] Additional building setbacks shall be provided as follows:

Buildings exceeding 35 feet in height shall provide an additional one foot (1') setback along Shea Center Drive for each foot in height up to fifty feet (50') and an additional one foot (1') setback for each two feet (2') in height over 50 feet.

Buildings having a length in excess of 200 feet along a public street shall also provide the following additional setback:

<u>Length of Building Along Public Street</u>	<u>Setback From ROW</u>
200.1' - 300.0'	30'
300.1' - 400.0'	40'
400.1' and Greater	45'

Additional setbacks may also be required for buildings exceeding 35 feet in height, as noted above.

[3] Minimum required landscape coverage shall be met for each lot not within a planned development. Landscape requirements within a planned development shall comply with the provisions of Section 4.3-P, Planned Developments. A minimum of 5% of the total landscaping will be required in the parking areas.

[4] Open areas between buildings and parking on interior property lines of adjacent properties shall total a minimum of 10 feet.

(5) Average calculated by sum of lineal dimensions of building, excluding loading and access areas, entry and exit areas, and those areas housing mechanical and maintenance equipment.

(6) Parcels located adjacent to Airport Drive are subject to the provisions of Article 19A of the Ontario Zoning Ordinance, Vintage Industrial Overlay District Regulations.

4.5 SOUND ATTENUATION CRITERIA

The project's location, adjacent to the San Bernardino Freeway and the Southern Pacific Railroad, requires the implementation of sound attenuation measures for interior spaces. Maximum interior sound level criteria have been established for each land use. Table 2 illustrates the maximum permitted interior and exterior noise levels (measures in LEQ₁₂) for non-residential construction. This table has been excerpted from the City of Ontario General Plan.

Table 2
MAXIMUM INTERIOR NOISE LEVELS, NON-RESIDENTIAL CONSTRUCTION

Noise levels during the hours from 7 a.m. to 7 p.m. which shall not be exceeded for the interior and exterior industrial/office/commercial portions of the project are as follows:

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
CATEGORIES	USES	INTERIOR ¹	EXTERIOR ²
COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL			
	Commercial, Retail, Bank, Restaurant	55	NA
	Office Building, Research and Development, Professional Offices,	50	NA
	Amphitheater, Concert Hall Auditorium, Meeting Hall, Movie Theater	45	NA
	Gymnasium (Multipurpose)	50	NA
	Sports Club	55	NA
	Manufacturing, Warehousing, Wholesale, Utilities	65	NA
	Schools' classroom	45	65
INTERPRETATION			
1	Indoor environment excluding; Bathrooms, toilets, closets, corridors.		
2	Outdoor environment limited to: Patio or balcony which is served by a means of exit from inside.		

4.6 CRITERIA FOR DEVELOPMENT ADJACENT TO THE SAN BERNARDINO FREEWAY

A. CITY REQUIREMENTS

The City of Ontario has established standards for regulating development adjacent to the San Bernardino Freeway (I-10). Specific standards and guidelines to implement these City standards within the Shea Business Center have been provided in the Component Plans and design guidelines portions of this Specific Plan. These City standards were adopted by the Ontario Planning Commission on May 27, 1980 in Resolution No. 2392. This resolution is included below in its entirety. Resolution 2392 shall apply to all affected sites within the Shea Specific Plan, unless specifically exempted herein.

"ONTARIO PLANNING COMMISSION RESOLUTION NO. 2392

Resolved by the Planning Commission of the City of Ontario, that standards established below be adopted as policy for regulating development along Mission Boulevard; San Bernardino Freeway (I-10), Pomona Freeway (State Highway 60), and Devore Freeway (I-15):

A. BUILDING ORIENTATION

1. All buildings shall face the highway, except where the highway is substantially elevated.
2. The size, height, number, and type of on-premise signs shall be the minimum necessary for identification pursuant to the sign ordinance.
3. Open storage of materials and equipment should be permitted only when incidental to the permitted use, provided that such storage area shall not face the highway, and shall be shown and approved on the site plan.
4. Overhead doors, garages, or loading zones shall be placed facing away from view of the highway.
5. All mechanical equipment shall be screened from public view.

B. LANDSCAPING

1. Not less than 20 feet of landscaping, measured from the public right-of-way, shall be provided and permanently maintained.
2. Proposed development should be designed to preserve existing stands of trees whenever practicable."

B. EXEMPTIONS TO CITY REQUIREMENTS

Due to the configuration of the site with respect to the freeway and the rail line, and the unique needs of some potential users, certain types of buildings shall be exempt from provisions A1, A3 and A4 of the City Requirements stated in Resolution 2392, above, as follows:

1. Buildings located on the **east** end of the site that are designed to be rail-served may have loading doors facing the freeway, if appropriately screened.
2. Buildings located in the **eastern** portion of the site which are not rail served but which require cross docking capability as an ancillary function of the primary use, may have loading doors facing the freeway, if appropriately screened. This exemption could only be granted if: a) the building is too large to be oriented with both sets of loading doors

facing the sides of the building (away from the freeway), and 2) the cross dock portion of the facility is limited to no more than 35% of the building frontage that faces the freeway.

C. LOADING AREAS

- If loading areas are configured to directly face the public frontage road, and indirectly face the freeway, then the loading docks shall be screened from the public road and from the freeway (Exhibits 15 and 26). The screening from the public frontage road will be accomplished through the use of screen walls and landscaping.

The screening from the freeway shall include landscaping and screen walls. Screen walls located along the freeway need not be continuous if the site line studies confirm that the desired screening can be achieved for both east- and westbound traffic on the I-10 Freeway. Free-standing buffer panels are an example of a noncontinuous screening technique and are illustrated on Exhibits 22 and 26.

To further enhance the image from the freeway, the building elevations would include architectural treatment or articulation, in keeping with the size and scale of the building, to achieve a "front door" image from the freeway and street. "Architectural articulation" includes horizontal and vertical relief and may be achieved using such methods as: texturing, varying parapet heights, recessed areas, sand blasting of panels, reveals, scoring, variation of materials and colors. Where appropriate based on sight line studies, these types of treatments shall be located on the building elevation above the loading doors, visible from the freeway. Screen walls shall also be "articulated" in concert with the building architecture using similar treatments.