

I.0 INTRODUCTION

The South Ontario Logistics Center Specific Plan (this “Specific Plan”) is one of the initial industrial specific plans implementing the vision outlined by the City of Ontario for the Ontario Ranch area (formerly New Model Colony). The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming by descendants of Dutch, French Basque, Portuguese, and Mexican families.

The Agricultural Preserve was divided in 1999, with portions incorporated into the three adjacent cities of Chino, Chino Hills, and Ontario. The City of Ontario named its portion the *New Model Colony* after the original *Model Colony of Ontario* established by the Chaffey Brothers, William and George Jr., in 1882. The original Model Colony was founded on innovative land development principles that included the distribution of water rights with land purchases (Mutual Water Company), a grand boulevard (Euclid Avenue), and an agricultural college (Chaffey College, established 1885).

Within Ontario Ranch, the City of Ontario promotes innovative land development principles to continue the legacy of the Model Colony. The land use plan for Ontario Ranch provides for housing, commercial and industrial areas, parks, a lake, a golf course, and trail and bike links. Specific plans are required to guide development in Ontario Ranch to ensure the City objectives are achieved.

On January 26, 2010, the City of Ontario adopted The Ontario Plan, which serves as its new business plan and includes a long-term vision and principle-based policy plan, essentially functioning as the General Plan for the city, including Ontario Ranch.

1.1 Purpose and Intent of the Specific Plan

The South Ontario Logistics Center Specific Plan provides zoning regulations for development of the project site by establishing permitted land use, development standards, infrastructure requirements, and implementation requirements for development. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, architectural character, and landscape within the community, ensuring that excellence in community design is achieved during project development. The Specific Plan establishes the procedures and requirements to approve new development within the project site.

The purpose of the Specific Plan is to:

1. Provide a planning framework that responds to the physical and market driven aspects of future development opportunities;
2. Specify adequate and coordinated infrastructure, utilities, and public services for this area of the Ontario Ranch;
3. Promote compatible uses and interfaces with adjacent properties;

4. Ensure the appropriate location and intensity of uses through new development parameters; and
5. Conform with State laws and local ordinances and policies for the preparation of the Specific Plan.

The objectives of the Specific Plan are to:

1. Create a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex.
2. Provide the entitlements and framework for the development of at least 3.5 million square feet of business park and light industrial uses.
3. Provide employment opportunities for community residents.
4. Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.
5. Expand Ontario's industrial uses in proximity to local airports and regional transportation networks.
6. Create an economic engine to drive future growth in Ontario Ranch, spur infrastructure improvements in the area and implement the Specific Plan vision.

1.2 Project Description

This Specific Plan is the regulatory document for the South Ontario Logistics Center, accommodating up to **3,593,700** square feet of business park and general industrial uses on approximately 147.85 gross acres of land. The Specific Plan addresses consistency with The Ontario Plan; provides a development plan identifying land uses, circulation, infrastructure, streetscape, and landscape plans; establishes allowable uses and development standards for reviewing individual projects; presents design guidelines to create a visually attractive environment; summarizes the development review process; and specifies provisions for administration and implementation of the Specific Plan.

The South Ontario Logistics Center is envisioned to contain business park and industrial buildings supported by public roads and utility infrastructure systems, private driveways, parking lots, truck courts, lighting, landscaping, signage, and other functional and decorative features. The business park uses in smaller buildings are positioned along Eucalyptus Avenue while industrial uses in larger warehouse-style buildings comprise the balance of the site. As designed, building users are expected to be a mixture of local, national, and international businesses that bring job opportunities and economic growth to Ontario. A summary of the land uses is as follows:

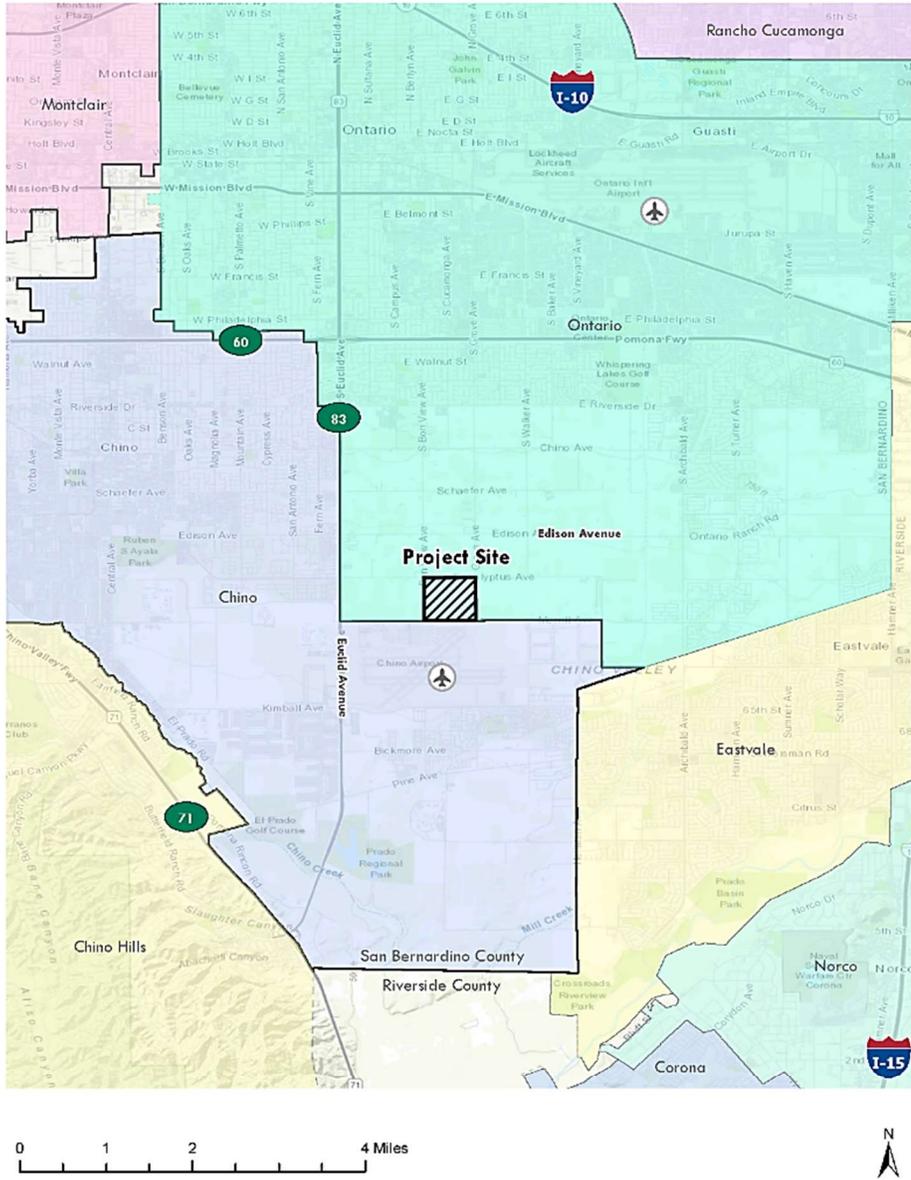
Table 1.0 Land Use Summary

Land Use Designation	Acreage	Maximum Building Square Footage
Business Park Planning Areas	23.65 AC	618,116.4SF
Industrial – General Planning Areas	124.20 AC	2,975,583.6 SF
Total	147.85 AC	3,593,700 SF

Location and Specific Plan Boundary

The Specific Plan area is located in the southwestern portion of the city of Ontario within the community called Ontario Ranch (Figure 1.1, Regional Map). The site is approximately 0.80 miles east of State Route 83 (CA-83); 2.97 miles south of State Route 60 (CA-60); 4.5 miles west of Interstate 15 (I-15); and 7.5 miles north of State Route 91 (CA-91) (Figure 1.2, Vicinity Map). The Specific Plan area encompasses 15 parcels bounded by Eucalyptus Avenue on the north, Grove Avenue on the east, Merrill Avenue on the south, Bon View Avenue on the west, and consists of the following Assessor Parcel Numbers (APNs): 1054-071-01, -02; 1054-081-03; 1054-091-01, -02; 1054-101-01, -02; 1054-231-01, -02; 1054-241-01, -02; 1054-321-01, -02; 1054-311-01, -02;;, (Figure 1.3, Specific Plan Boundary).

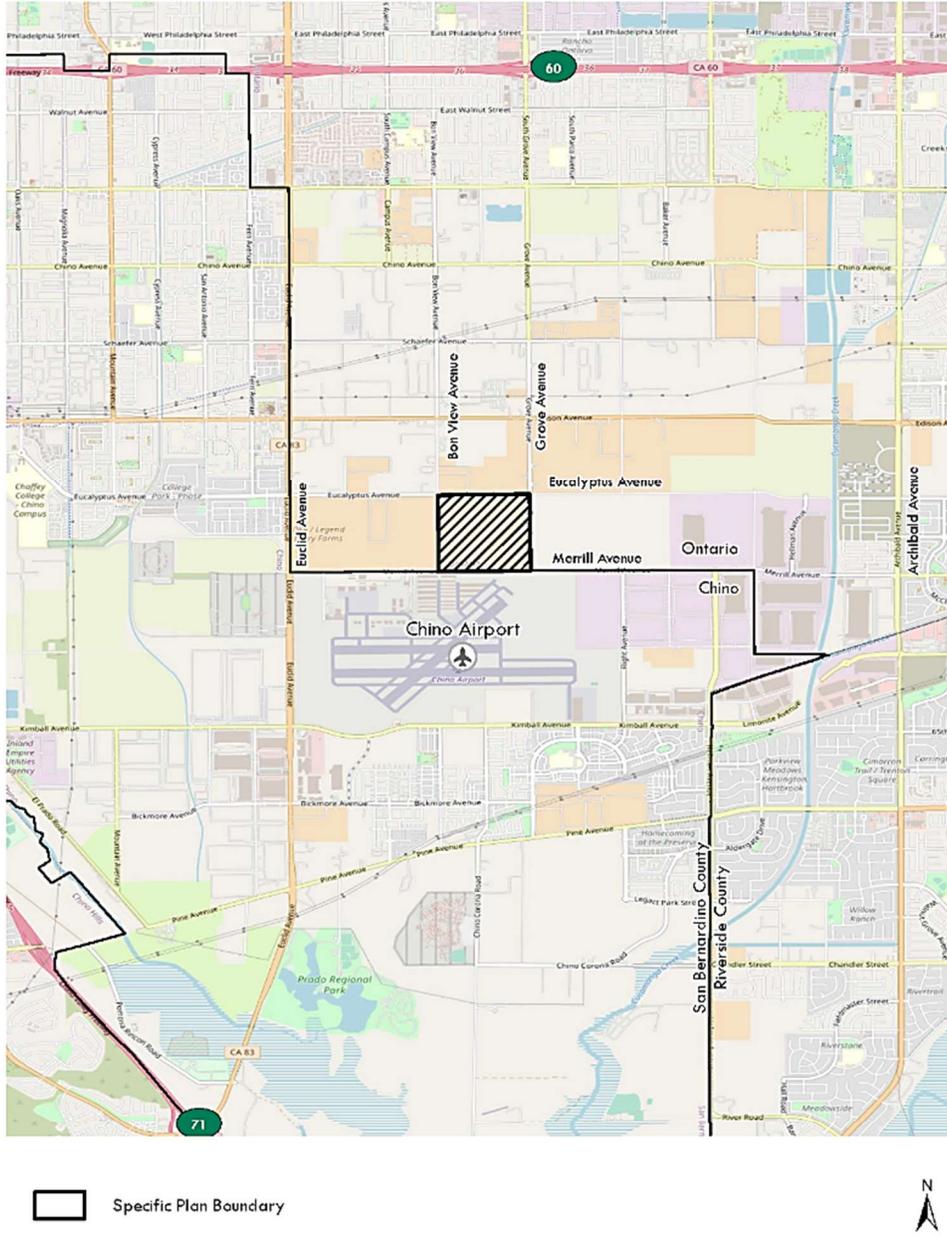
Regional Map



South Ontario Logistics Center Specific Plan

Figure 1.1

Vicinity Map



South Ontario Logistics Center Specific Plan

Figure 1.2

Specific Plan Boundary



South Ontario Logistics Center Specific Plan

Figure 1.3

Employment Generation

At build-out, the South Ontario Logistics Center is anticipated to create hundreds of jobs in warehousing, logistics, light manufacturing, and administration. Actual job creation depends on the type of land uses ultimately developed, as a wide range of office, business park, and industrial uses are permitted. For example, e-commerce uses such as internet merchant fulfillment would yield more jobs than a distribution warehouse since many e-commerce companies employ labor-intensive picking and packing operations. Employment opportunities will range from entry level to highly skilled labor, adding to Ontario's competitive advantage in the region. South Ontario Logistics Center will also provide expanded opportunities for start-up businesses.

Infrastructure Framework

In cooperation with adjacent property owners and developers, the Specific Plan will help establish the necessary framework to enable the continued growth and development of Ontario Ranch. The Specific Plan identifies master planned domestic water, recycled water, sewer, storm drain and fiber optic infrastructure.

Community Compatibility

The Specific Plan land use plan designates the northern frontage along Eucalyptus Avenue as Business Park, which provides for smaller scale buildings with less intense uses. The Industrial designation is applied to the remainder of the Specific Plan area, which is adjacent to the Chino Airport across Merrill Avenue.

1.3 Specific Plan Requirements

The range of topics addressed in a specific plan is left to the discretion of the decision-making body. However, all specific plans must, at a minimum, address the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above identified items.

1.4 Authority and Scope of the Specific Plan

The Ontario Plan requires approval of a specific plan for development within Ontario Ranch to guide development of the project site, ensure unified districts and neighborhoods, and implement the City's goals and policies. The City of Ontario has zoned the project site SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. This Specific Plan provides zoning regulations to govern development of

the site and shall take precedence over the City of Ontario Development Code. However, in instances where the Specific Plan is silent, the Development Code shall prevail.

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) grants the City the authority to adopt a specific plan by ordinance (a regulatory plan) or resolution (a policy driven plan). This Specific Plan is a regulatory document, providing land use and design guidance adopted by ordinance.

As a regulatory plan, this document serves as zoning law for the land within the Specific Plan area. Development plans, site plans, and tentative tract and parcel maps must be consistent with this Specific Plan and The Ontario Plan. The topics covered in this Specific Plan include land use, infrastructure, development standards, design guidelines, and implementation measures. The minimum requirements of a specific plan are established by California Government Code Sections 65450 through 65457 and City of Ontario Code Sections 9-1.2100 to 9-1.2125.

No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan (California Government Code Section 65455). The California Government Code also requires compatibility with local, regional and other planning measures. For example, the Specific Plan must be consistent with any applicable comprehensive airport land use plan (ALUP) (California Government Code Section 65302.3). After adoption, any identification of inconsistency must be followed by amendment of either the existing plans and regulations or the Specific Plan itself. Failure to correct inconsistencies can result in the inability to enforce specific plan regulations and policies.

1.5 Other Governing Documents

In addition to this Specific Plan, which includes a Land Use Plan, Infrastructure Plan, Development Regulations, Design Guidelines, and an Implementation Plan tailored to the South Ontario Logistics Center, the following documents also contain applicable information:

- The Ontario Policy Plan (which serves as the City's State mandated General Plan) that includes City-wide policies pertaining to land use, housing, mobility, safety, environmental resources, parks & recreation, community economics, community design, and social resources.
- The City of Ontario Development Code, which governs over topics on which this Specific Plan's development regulations are silent. (Where the requirements of this Specific Plan differ from the requirements of the Ontario Development Code, this Specific Plan takes precedence.)
- The South Ontario Logistics Center Development Agreement, which specifies methods for the financing, acquisition, and construction of infrastructure systems and provides assurance that development of the property may proceed subject to Ontario's rules and regulations in effect at the time of this Specific Plan's approval.
- The Airport Land Use Compatibility Plans for Ontario International Airport (ONT) and Chino Airport. Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans for Ontario International Airport and Chino Airport.

- The Mitigation Monitoring and Reporting Program (MMRP) that is part of the South Ontario Logistics Center’s Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act. The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the commerce center’s construction and operation.

1.6 California Environmental Quality Act Compliance

The Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, an Environmental Impact Report (EIR) addressing the impacts associated with the development of a project must be considered and certified by the City prior to approval of a specific plan.

To address potential environmental impacts, it is anticipated that an EIR will be prepared. The EIR will analyze the potential environmental impacts of the adoption and implementation of the Specific Plan and any concurrently processed permits. The EIR for the Specific Plan will be helpful in dealing with concurrently processed implementing projects (such as development within the Specific Plan and/or related infrastructure provision) and subsequent activities within the Specific Plan area. With a detailed analysis of the Specific Plan and associated development, many subsequent activities, such as grading permits or other development permits, could be found to be within the scope of the project described in the EIR, and no further environmental documents would be required.

1.7 Organization of this Specific Plan

The Specific Plan is organized by chapter as follows:

1. **Introduction.** This chapter states the purpose and intent of the Specific Plan, introduces the proposed project, summarizes specific plan requirements, and explains the scope and authority of the Specific Plan and its compliance with CEQA.
2. **Existing Conditions.** This chapter explains the baseline conditions for the project site including current and surrounding land uses, airport influence, circulation, utilities, and environmental conditions.
3. **Development Plan.** This chapter establishes the overall development concept for the Specific Plan including the land use plan, infrastructure plans for water, sewer, drainage, and circulation, and the provision of public services such as fire, police, and solid waste disposal.
4. **Land Use and Development Regulations.** This chapter establishes the land use designations and regulations for the Specific Plan. Upon adoption of this Specific Plan, the land use and development standards within this chapter serve as the legal zoning for the Specific Plan area.

5. **Design Guidelines.** This chapter provides direction for site planning, architecture, and landscape design in the Specific Plan area.

6. **Administration and Implementation.** This chapter provides requirements for development review and administration of the Specific Plan including amendment procedures and implementation priorities.

7. **The Ontario Plan Consistency.** This chapter describes the Specific Plan’s conformance with The Ontario Plan.