EXISTING SETTING

PREVIOUS PLANNING EFFORTS

The CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area has an extensive history of previous planning efforts, as well as City approvals. These plans and approvals are described below.

Ontario International Centre

In 1980, a group of landowners requested that the City of Ontario amend the Ontario General Plan Land Use Element designation for approximately 1,450 acres of land in eastern Ontario to "Planned Development." This parcel of land, which included the former Ontario Motor Speedway and adjacent lands, encompassed the area between the San Bernardino Freeway (I-10) to the south and Fourth Street to the north, and Vineyard Avenue to the west and the Ontario Freeway (I-15) to the east. Originally, this area was called "Ontario International Centre", and in late 1980, FEIR No. 80-3 was certified for the Ontario International Centre General Plan Amendment.

Proposed land uses to be included in the Ontario International Centre were urban commercial, garden commercial, urban residential, garden industrial, and open space within a multi-use, master-planned center. This original planned development concept included what is now the CCCN Specific Plan area.

The Ontario Center

In late 1981, The Ontario Center Specific Plan was approved by the City of Ontario using FEIR No. 80-3 as its environmental document. This specific plan included nearly all of the land area east of Turner Avenue that was covered in EIR No. 80-3. This specific plan encompassed only those areas owned by Chevron Land and Development, who had recently acquired the Ontario Motor Speedway property, including what is now referred to as California Commerce Center North. Lands east of Milliken Avenue which were excluded from The Ontario Center Specific Plan (R.H. Wagner Properties, and Ontario Gateway Plaza) were later included the R. H. Wagner Properties Specific Plan.

Under Chevron's ownership, The Ontario Center was proposed to contain residential uses adjacent to Turner Avenue, urban and garden commercial uses between Haven and Milliken Avenues, and garden industrial uses between Milliken and Rochester Avenues.

Subsequent to its adoption, The Ontario Center Specific Plan was amended in September 1985 and July 1987. In 1990, The Ontario Center Specific Plan was amended once again, and a subsequent EIR was certified for The Ontario Center. Under the Specific Plan Amendment and Subsequent EIR No. 88-2, the type of urban commercial development to be developed along Fourth Street between Haven and Milliken Avenues was specified as a regional shopping mall.

R. H. Wagner Properties

Throughout the last decade, the R.H. Wagner Properties, as well as the Ontario Gateway Plaza area have remained separate from the bulk of The Ontario Center planning efforts. The R. H. Wagner Properties Specific Plan was submitted to the City of Ontario in late 1981, and was revised and adopted by the City in 1982. Using FEIR No. 80-3 as its environmental document, this specific plan covered several inholdings adjacent to The Ontario Center, including both the R.H. Wagner land at the southwest quadrant of Interstate 15 and Fourth Street and lands along old "G" Street (existing Inland Empire Boulevard) east of Milliken Avenue (now known as the Ontario Gateway Plaza) (see Figure II-1).

Ontario Mills Mall

A Memorandum of Understanding was entered into in mid-1991 between several entities to construct a regional mall called Ontario Mills between Milliken and Rochester. The signers of the Memorandum of Understanding included CCCN, the Mills Corporation, the City of Ontario, and the Ontario Redevelopment Agency. This Memorandum of Understanding proposed an Owner Participation Agreement for the construction of the Ontario Mills Mall on the CCCN site. The Program EIR 91-2 (SCH 91062100) evaluating the impacts of the Owner Participation Agreement was approved in late 1991.

Integration of Planning Efforts

During the review of the Owner Participation Agreement and its EIR, the close relationship between the CCCN site, the R. H. Wagner Properties, and the Ontario Gateway Plaza site was acknowledged, and an agreement between these property owners was reached to prepare a single specific plan and accompanying EIR for the entire area located between Milliken Avenue and Interstate 15, Fourth Street and Interstate 10. Once approved, this Specific Plan and EIR will supersede all other specific plans and EIR's prepared for this area. The Specific Plan will be the governing land use document for the project site.