IV. LAND USE PLAN AND DEVELOPMENT REGULATIONS

The land uses permitted within the Pacific Gate-East Gate Specific Plan area include Light Industrial and Commercial/Food. The land use plan, Figure IV-1 includes 176.24 acres of Light Industrial and 12.56 acres of Commercial/Food.

TABLE IV-1

LAND USE SUMMARY

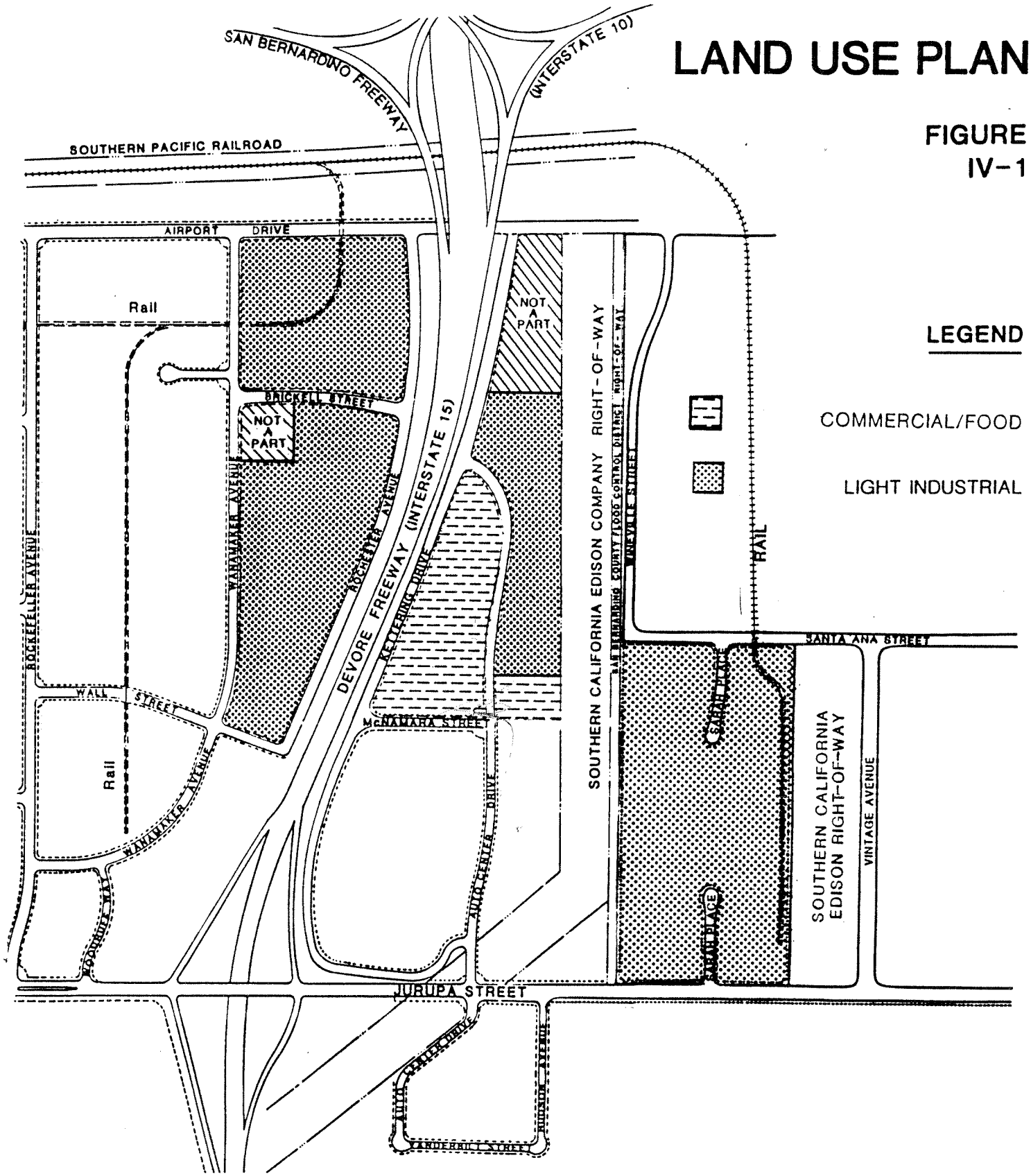
USE TYPE	ACREAGE	SQUARE FOOTAGE[1]
Light Industrial	176.24	7,677,000
Commercial/Food	12.56	547,000
TOTALS	188.80	8,224,000

Land Use	Acreage	Max. Bldg. Coverage[3]	Stories	Max. Bldg. Square Footage[1]
LI	176.24	45%	1	3,455,000
C/F	12.56	25%	1 - 6	137,000[2]
Totals	188.80			3,592,000

[1]Square footages are rounded to the nearest 1000
[2]Footnote shown reflects single story only
[3]Maximum bldg. coverage = Maximum Floor Area Ratio (FAR)

LAND USE PLAN

FIGURE IV-1



LEGEND

COMMERCIAL/FOOD

LIGHT INDUSTRIAL

PLANNING NETWORK
Land Planning and Design • Policy Analysis
Environmental Studies • Project Management
2940 East G Street, Suite 105
Ontario, CA 91764
Tel (714) 945-2738

PACIFIC GATE - EAST GATE SPECIFIC PLAN

SANTA FE PACIFIC REALTY CORPORATION

A. LIGHT INDUSTRIAL

1. Purpose

The purpose of the Light Industrial land use category is to provide for the development of one story light industrial buildings primarily incorporating such use types as corporate manufacturing, research and development, multi-tenant light industrial, and corporate terminals with air related facilities.

The Light Industrial category will also include various administrative business offices where determined as incidental to the primary industrial uses permitted.

2. Permitted Uses

The following uses shall be permitted uses within the Light Industrial land use category:

a. Administrative/professional/ general business offices, where incidental to the primary industrial uses permitted.

b. Airport related uses such as air cargo and airline food service facilities.

c. Distribution/storage/warehousing, within an enclosed structure.

d. Manufacturing/assembly/testing/ repair.

e. Research/ development/ laboratories.

f. Service industries including, but not limited to: public utilities, printing / lithography, auto rental agencies.

g. Wholesale/retail sales of products manufactured or warehoused on-site.

3. Limited Uses

The following uses shall be subject to review by the City Planner prior to site plan approval or issuance of a business license to ensure that parking, access, and/or any other factors associated with the proposed use or location are adequately addressed and that any potential proposals associated with same are adequately resolved.

- o Drive-thru takeouts and fast food establishments, sandwich shops, delicatessens, donut shops, etc.

4. Prohibited Uses

Uses other than those specifically listed above shall be prohibited, unless it is determined by the Planning Commission that the use is similar to and of no greater intensity than, the permitted and limited uses listed herein.

B. COMMERCIAL/FOOD

1. Purpose

The primary purpose of the Commercial/Food land use category is to provide for the development of retail-related services, such as food parks and retail facilities, which are located within the southeast portion of the project area and are intended primarily to serve freeway travelers and local employees and other users of the industrial uses and auto center to the west and southwest.

2. Permitted Uses

The following uses shall be permitted uses within the Commercial/Food land use category.

a. Administrative/ professional/ general business offices

b. Automobile rental agencies

c. Auto service

d. Interim agricultural production

e. Drive-thru and take-out fast food establishments, sandwich shops, delicatessens, donut shops, etc.

f. Retail sales (including auto and truck sales) and office services, e.g., print shops, courier services, etc.

3. Prohibited Uses

Uses other than those specifically listed above shall be prohibited, unless it is determined by the Planning Commission that the use is similar to and of no greater intensity than the permitted uses as listed herein.

C. GENERAL DEVELOPMENT STANDARDS

The regulations and criteria included as Sections C, D, and E establish minimum development standards for the land uses proposed within the Pacific Gate-East Gate Specific Plan. These regulations are intended to govern the development of all property within the Pacific Gate-East Gate Specific Plan area, and shall supersede applicable provisions of the City of Ontario Zoning Ordinance.

The following general provisions shall apply to all developments within the Pacific Gate-East Gate Specific Plan area.

1. General Plan Consistency

Implementation of the Pacific Gate-East Gate Specific Plan 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 the Pacific Gate-East Gate Specific Plan area shall therefore be consistent with the provisions of the Ontario General Plan.

2. 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 approved as part of this Specific Plan, all off-site 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.

3. Conformance to Uniform Building and Fire Codes

All construction within the Pacific Gate-East Gate Specific Plan area 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.

4. Minor Adjustments

Minor adjustments to the design guidelines and criteria contained herein may be approved administratively in order to achieve superior design solutions. Minor adjustments shall be defined as site specific modifications including, but not limited to: granting of reciprocal sideyards, location of parking and loading areas, and the substitution of building materials. Such adjustments will require approval by the City of Ontario Planning Director and Building Official.

5. Landscaping

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

a. Permanent automatic irrigation facilities shall be provided in all landscaped areas.

b. Prior to the issuance of building permits, a landscape and irrigation plan in conformance with the Pacific Gate-East Gate Specific Plan shall be submitted to the Public Facilities Development Department for review and approval.

6. Parking

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

a. 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.

b. 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."

c. Shared parking requests shall be analyzed as follows:

(1) 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 gathered 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.

(2) Adjustments for Peak Parking Factor include calculating the number of off-street parking spaces required for each 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.

(3) Analysis of hourly accumulation involves an estimation of hourly parking accumulations for each land use during a typical week day or weekend day.

(4) 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.

d. In granting parking reductions for shared use of parking facilities, the Planning Commission shall make one or more of the following findings:

(1) 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 different peak parking characteristics, will allow joint use of the same parking facilities.

(2) The traffic engineering report indicates that there are public transportation facilities and/or pedestrian circulation opportunities which justify the requested reduction of parking facilities.

(3) 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.

e. 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.

7. Safety Regulations

a. Fire Protection

Fire protection and paramedic services will be provided by the City of Ontario Fire Department. The project site is within an existing Mello-Roos Public Facilities District established for Fire Station No. 7, and will be assessed its fair share for fire protection services.

b. Police Protection Services

Police protection will be provided by the Ontario Police Department and will include air surveillance by City helicopter patrols.

In addition to the requirements of the Ontario Municipal Code and public safety-related guidelines contained elsewhere in this document, the following shall apply:

- All individual developments within Pacific Gate-East Gate Specific Plan area 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, on-site fire suppression systems, and lighting.

8. On-Site Grading

Individual parcels will be graded in such a way as to direct run off away from buildings and into drainage facilities located within each street as shown in Figure III-D-1.

9. Covenants, Conditions and Restrictions

A declaration of covenants, conditions and restrictions (CC&R's) has been established and previously recorded on June 10, 1987 for the Pacific Gate portion of the subject property (see Appendix). New CC&R's shall be drafted and recorded, or the existing CC&R's shall be expanded, to include all phases of the Specific Plan area.

In conjunction with preparation of the new CC&R's, a property owner's association shall be formed for the purpose of maintaining landscape improvements within common areas of the project in accordance with maintenance standards as approved by the City of Ontario and this Specific Plan. A more detailed explanation of maintenance responsibilities is provided in Section VII of this Specific Plan.

10. 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.

D. LIGHT INDUSTRIAL DEVELOPMENT STANDARDS

1.	Minimum Parcel Size	1.0 acres
2.	Maximum Building Height	Fifty-five (55) feet.
3.	Minimum Building Setbacks	Refer to Table IV-D-1, Building Setback Summary.
4.	Minimum Parking Setbacks	Refer to Table IV-D-2, Parking Setback Summary.
5.	Parking Requirement (Per City of Ontario Parking Standards).	Per City of Ontario Parking Standards. (See Appendix).

6. Landscape

Minimum Landscape Requirements

a.	Minimum landscape coverage	Not Applicable
b.	Building front and exterior side setbacks (Table IV-D-1).	100%
c.	Parking front and exterior side setbacks (Table IV-D-2).	100%
d.	Front and exterior side building elevations softened by landscaped area. Figures IV-D-1 & IV-D-2.	10%
e.	Interior side parking setback (infront of concrete screenwall).	10%
f.	All parking visible from any public street must be shielded by bermed mounding planted with trees, shrubs and groundcover per appropriate Streetscape Plan, or by a solid screenwall, or combination thereof as shown in Figure IV-D-3.	100%

TABLE IV-D-1
BUILDING SETBACK SUMMARY
LIGHT INDUSTRIAL

Street	Minimum Setback
Airport Drive (east of Wanamaker Avenue & west of Rochester Avenue)	
Front	23'
Exterior Side (Corner Parcels)	Front setback requirement per street classification.
Interior Side (One side only)	0
Interior Side (Other side)	10'
Rear	0
SARAH PLACE	
Front	
Parcel Map 11080, parcels 1 & 2	
Parcel Map 10392, parcel 3	50'
Parcel Map 11080, parcels 3,4 & 5	
Parcel Map 10392, parcels 1 & 2	35'
Exterior Side (Corner parcels)	Front setback requirement per street classification.
Interior Side (One side only)	0
Interior Side (Other side)	10'
Rear	0
All Other Streets	
Front	35'
Exterior Side (Corner parcels)	Front setback requirement per street classification.
Interior Side (One side only)	0
Interior Side (Other side)	10'
Rear	0
All Buildings Over 35' In Height	1' Front setback per 1' of Height above 35' to maximum 70'.
All Buildings Over 150' In Length	1' Front Setback per 10' of Length over 150' to maximum 50'.

GENERAL NOTES:

1. All setbacks are measured from the property line.
2. All rear setbacks for rail served parcels shall be subject to final approval by the designated Approving Agent based upon the final design standards and guidelines of the CC&R's.
3. Rear and Interior side building setbacks shall be subject to the following requirements pursuant to Section 506 (b) of the California Uniform Building Code:
   - a (i) Either maintain a minimum of 60 feet building setback when adjacent parcels are undeveloped; or
     (ii) Maintain an overall 60 feet building separation between the proposed building and existing buildings on adjacent parcels; or
     (iii) Maintain a minimum of 30 feet building setback when buildings on adjacent parcels are setback a minimum of 30 feet.
   - b Any other Rear and Interior side setbacks may be as indicated in the Specific Plan Standards so long as proposed buildings meet all other Uniform Building Code Standards.

PACIFIC GATE-EAST GATE SPECIFIC PLAN

TABLE IV-D-2

PARKING SETBACK SUMMARY
LIGHT INDUSTRIAL

Street	Minimum Setback
Airport Drive (east of Milliken Avenue & west of Rochester Avenue)	
Front	3'
Exterior Side (Corner Parcels)	Front Setback requirements per street classification
Interior Side	10'
Rear	0
All Other Streets	
Front	15'[1,2]
Exterior Side (Corner Parcels)	Front setback requirements per street classification.
Interior Sides	10'[3]
Rear	0

NOTE:

All setbacks are measured from the property line.

[1]Kettering only (front) 20'
[2]Sarah Place (front) 12'
[3]Sarah Place (interior side) 5'

g. Maximum 10 cars between finger type planters, minimum 5' wide for parking areas per Figures IV-D-1,2. (Excluding parking areas behind screen walls) 100%

h. All landscaped areas to be delineated with minimum 6" concrete curb.

7. Loading Areas

a. Loading areas shall be designed to provide adequate area for backing and maneuvering on-site and not onto or from a public street.

b. Loading areas shall not encroach into building setbacks.

c. All loading areas shall be screened from public rights-of-way.

d. Buildings shall be designed per the conceptual site plans shown in Figures IV-D-1 and IV-D-2 which show loading areas located to the side of the buildings.

e. Where loading doors front a public street, roll-up doors and openings in the screen wall shall be positioned such that the doors are not visible from the street.

f. All loading areas fronting a public street shall be screened by a combination of screen walls, ornamental landscaping, and/or portions of the building such that the roll-up doors are not visible from the public street.

g. Loading areas and doors not fronting a public street shall be screened from the view of the public street by concrete wing walls with redwood slatted gates.

h. Loading doors fronting a public street shall not be closer than 70' from the front property line.

i. All screen walls and wing walls shall be a maximum of 12' in height.

j. A sight-line analysis shall be required with all development applications, and shall show that all roll-up doors are screened from view from adjoining parcels and public streets. (See diagram in Figure IV-D-3).

8. Outdoor Storage

   a. No outdoor storage shall be permitted unless adequately screened by an opaque material, as approved by the Planning Director.

   b. All storage screening shall be a minimum of 8 feet in height. No materials stored higher than screening.

   c. All storage areas fronting a public street shall be screened by a concrete screen wall and ornamental landscaping.

   d. Location of outdoor storage areas shall be shown on the development site plan, and shall be subject to approval by the City of Ontario Development Advisory Board.

9. Exterior Building Materials

   a. All building improvements, with the exception of trim and minor architectural features, shall be constructed of masonry, concrete, glass, or other material approved by the City (no precision block).

   b. All exterior walls shall be painted or suitably treated.

10. Roofing and Rooftop Equipment

   a. Opaque screening shall be provided to conceal all rooftop equipment.

   b. Unless roofing materials are a part of the design element (shingles, tile, etc.) the ridgeline elevation shall not exceed the parapet elevation.

   c. All mechanical equipment on top of the roof shall be painted to blend with the building and roofing materials.

   d. Rooftop equipment shall not be visible from adjacent streets, properties from the Devore Freeway (I-15).

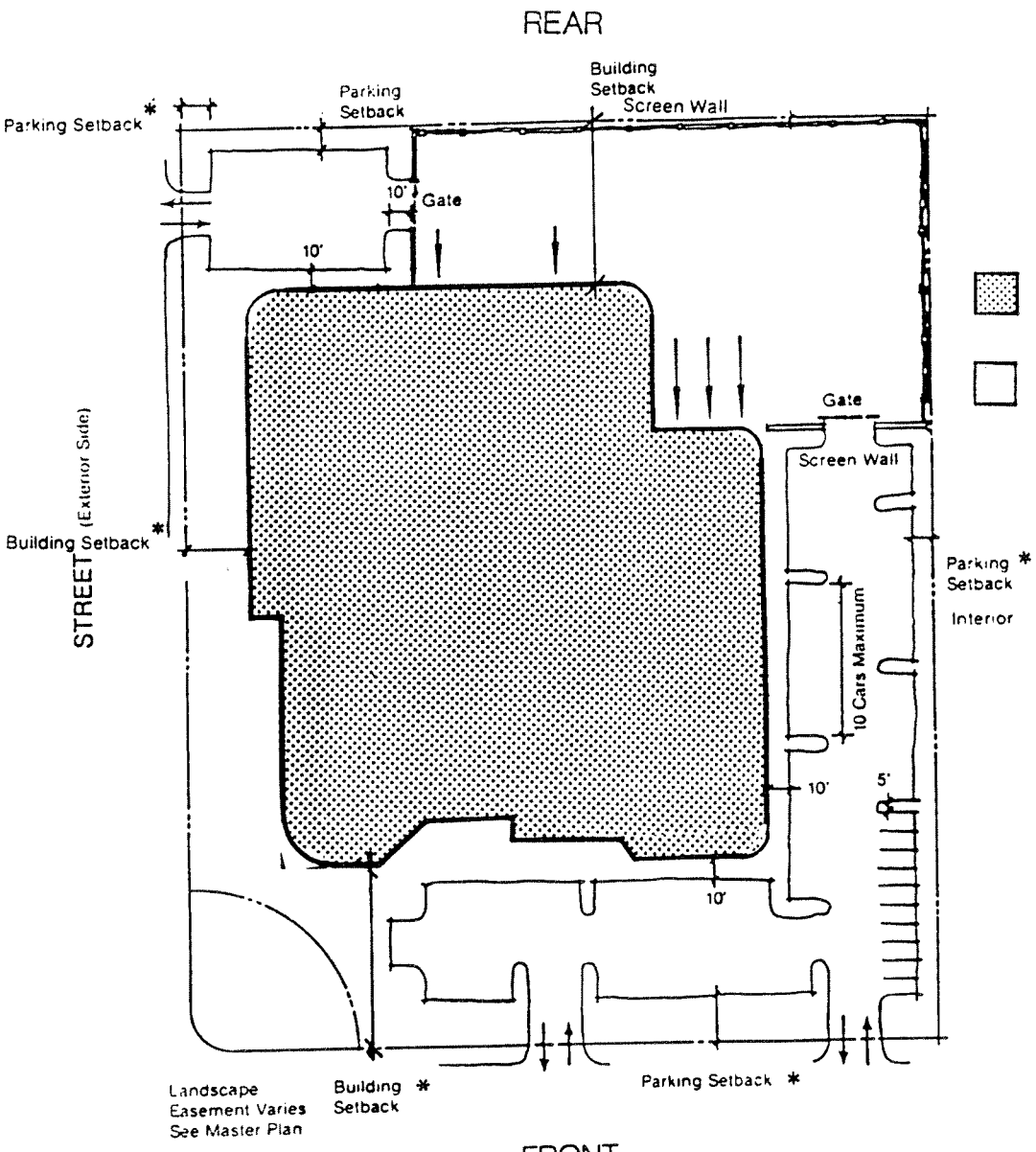
11. Signage

   All signs shall be subject to the provisions of the Master Signage Plan and will require the approval of the City of Ontario.

LIGHT INDUSTRIAL

(Corner Parcel)

FIGURE IV-D-1



LEGEND

Building

Building Envelope

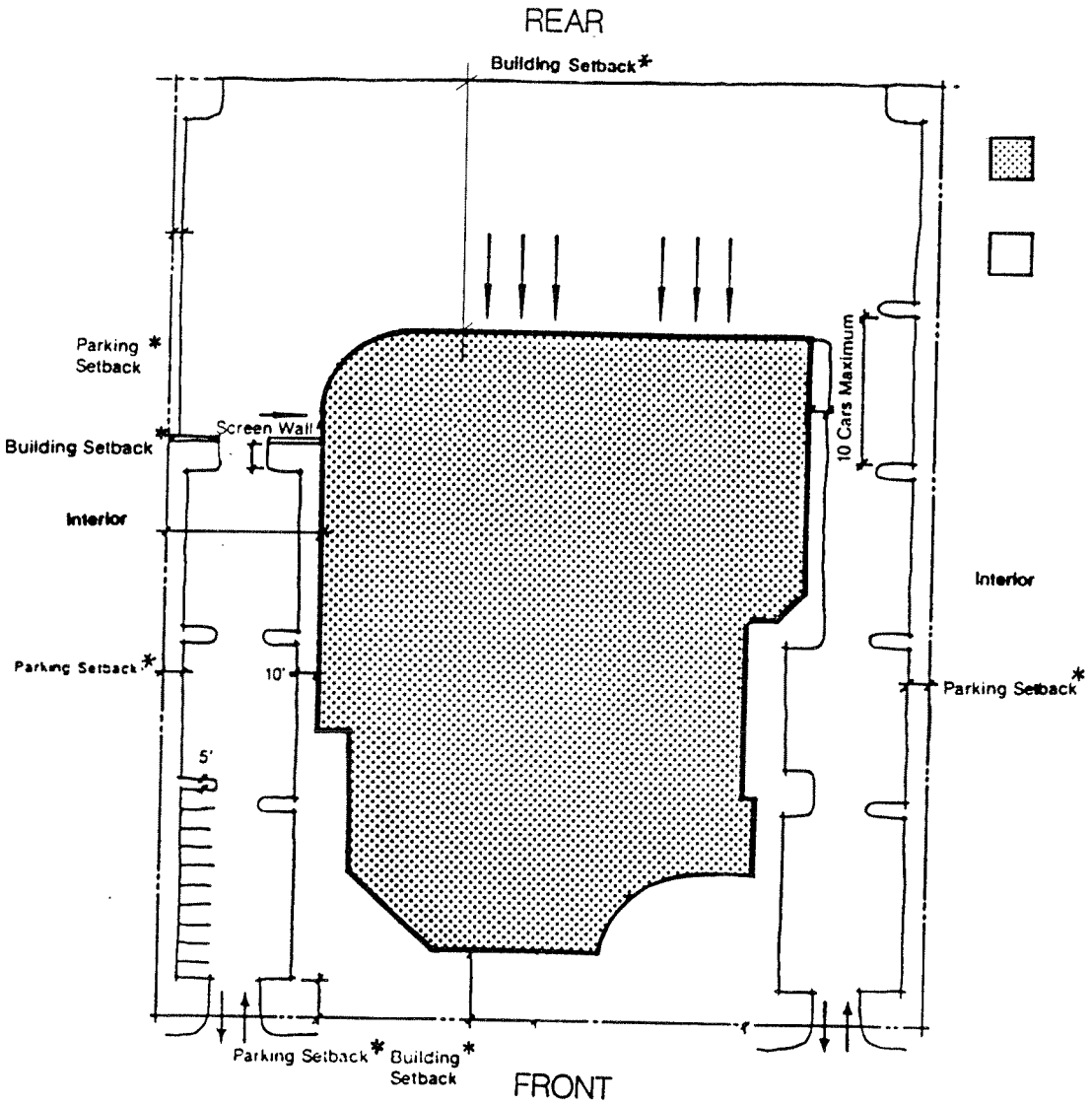
Refer to Tables IV-D-1 and IV-D-2 for required setbacks

Conceptual graphics for illustrative purposes only.

LIGHT INDUSTRIAL

(InteriorParcel)

FIGURE IV-D-2



LEGEND

Building

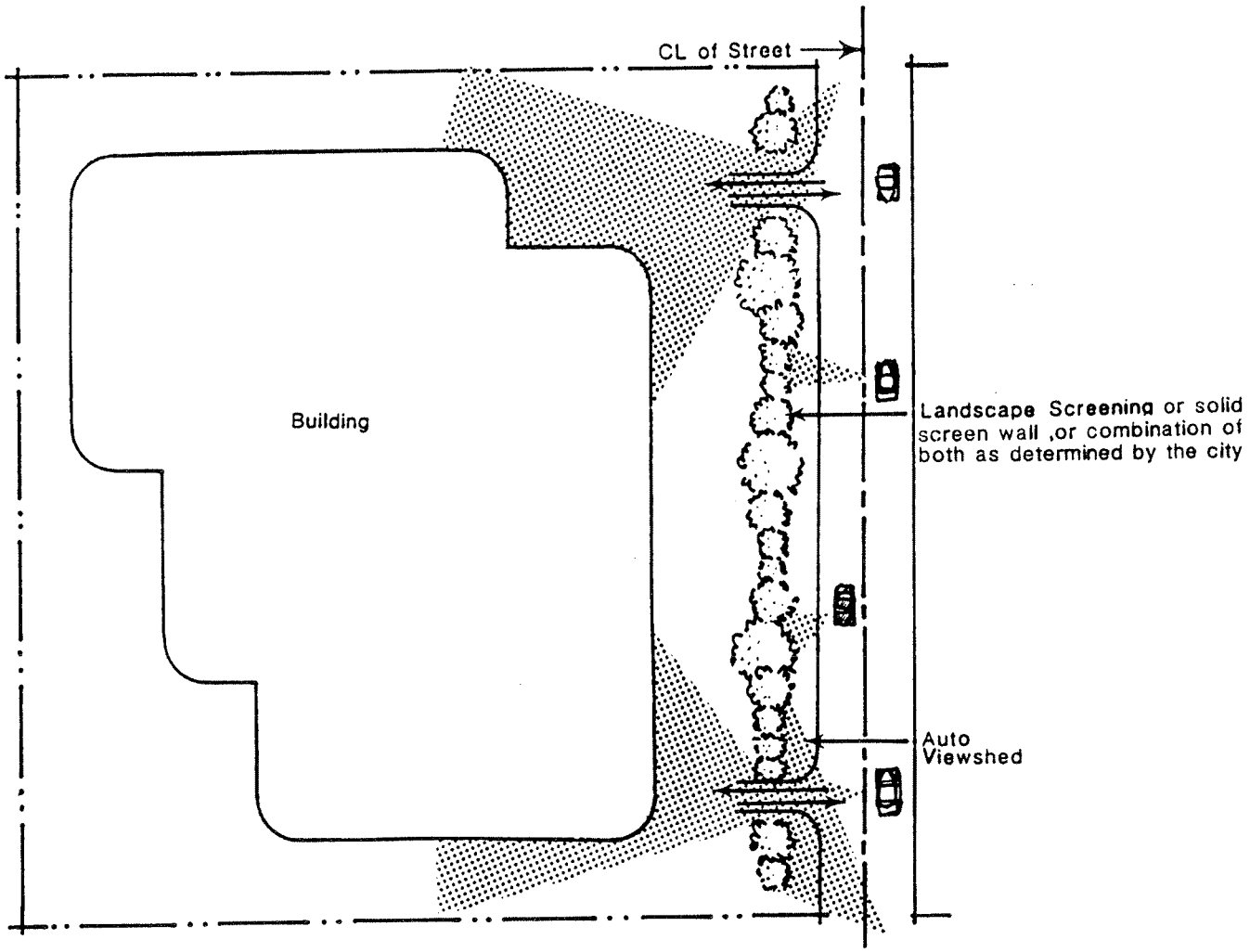
Building Envelope

Refer to Tables IV-D-1 and IV-D-2 for required setbacks

Conceptual graphics for illustrative purposes only.

SIGHT LINE ANALYSIS

FIGURE
IV-D-3



E. COMMERCIAL/FOOD DEVELOPMENT STANDARDS

1.	Minimum Parcel Size	Not Applicable
2.	Maximum Building Height	Fifty-five (55) feet.
3.	Minimum Building Setbacks	Refer to Building Setback Summary, Table IV-E-1.
4.	Minimum Parking Setbacks	Refer to Parking Setback Summary, Table IV-E-2.
5.	Parking Requirements	Per City of Ontario Parking Standards. (See Appendix).

6. Landscape

a.	Minimum landscape coverage:	15%
b.	Building front and exterior, interior and rear side setbacks (Table IV-E-1).	100%
c.	Parking front and exterior, interior and rear side setbacks (Table IV-E-2).	100%
d.	Elevations softened by minimum landscaped area as shown in Figures IV-E-1,2.	15'
e.	All parking visible from any public street must be shielded by bermed mounding planted with trees, shrubs and groundcover per Master Streetscape Plan or by solid screenwall, or combination thereof per Figure IV-D-3.	100%
f.	Maximum 10 cars between finger type planters, minimum 5' wide for parking areas per Figures IV-E-1,2.	100%
g.	All landscaped areas to be delineated with minimum 6" concrete curb.	

PACIFIC GATE-EAST GATE SPECIFIC PLAN

TABLE IV-E-1
BUILDING SETBACK SUMMARY
COMMERCIAL/FOOD

All Local Industrial Streets Only	Minimum Setback
Front	35'
Exterior Side (Corner Parcels)	Front Setback required for street classification.
Interior Side (One Side Only)	25'
Interior Sides (Other Side)	25'
Rear	25'
All Buildings Over 35' In Height	1' Front Setback per 1' of Height above 35' to Maximum 70'.
All Buildings Over 150' In Length	1' Front Setback per 10' of Length over 150' to Maximum 50'.

GENERAL NOTES:

1. All setbacks are measured from the property line.

2. All rear setbacks for rail served parcels shall be subject to final approval by the designated Approving Agent based upon the final design standards and guidelines of the CC&R's.

3. Rear and Interior side building setbacks shall be subject to the following requirements pursuant to Section 506 (b) of the California Uniform Building Code:

   a (i) Either maintain a minimum of 60 feet building setback when adjacent parcels are undeveloped, or

   (ii) Maintain an overall 60 feet building separation between the proposed building and existing buildings on adjacent parcels, or

   (iii) Maintain a minimum of 30 feet building setback when buildings on adjacent parcels are setback a minimum of 30 feet.

   b Any other Rear and Interior side setbacks may be as indicated in the Specific Plan Standards so long as proposed buildings meet all other Uniform Building Code Standards.

PACIFIC GATE-EAST GATE SPECIFIC PLAN

TABLE IV-E-2

PARKING SETBACK SUMMARY
COMMERCIAL/FOOD

All Local Industrial Streets	Minimum Setback
Front	15'[1]
Exterior Side (Corner Parcels)	Front Setback requirement per street classification.
Interior Side	10'
Rear	10'

NOTE:

All setbacks are measured from the property line.

[1] Kettering only (front) 20'

7. Loading Areas

   a. Loading areas shall be designed to provide adequate area for backing and maneuvering on-site and not onto or from a public street.

   b. Loading areas shall not be visible from street or on-site passenger circulation drives and shall be screened from adjacent parcels.

8. Outdoor Storage

   No outdoor storage shall be permitted.

9. Exterior Building Materials

   a. All building improvements, with the exception of trim and minor architectural features, shall be constructed of masonry, concrete, glass, or other material approved by the City of Ontario (no precision block).

   b. All exterior walls shall be painted or suitably treated.

10. Roofing and Rooftop Equipment

   a. Opaque screening approved by the City shall be provided to conceal all rooftop equipment.

   b. Unless roofing materials are a part of the design element (shingles, tile, etc.), the ridgeline elevation shall not exceed the parapet elevation.

   c. All mechanical equipment on top of the roof shall be painted to blend with the building and roofing materials.

11. Signage

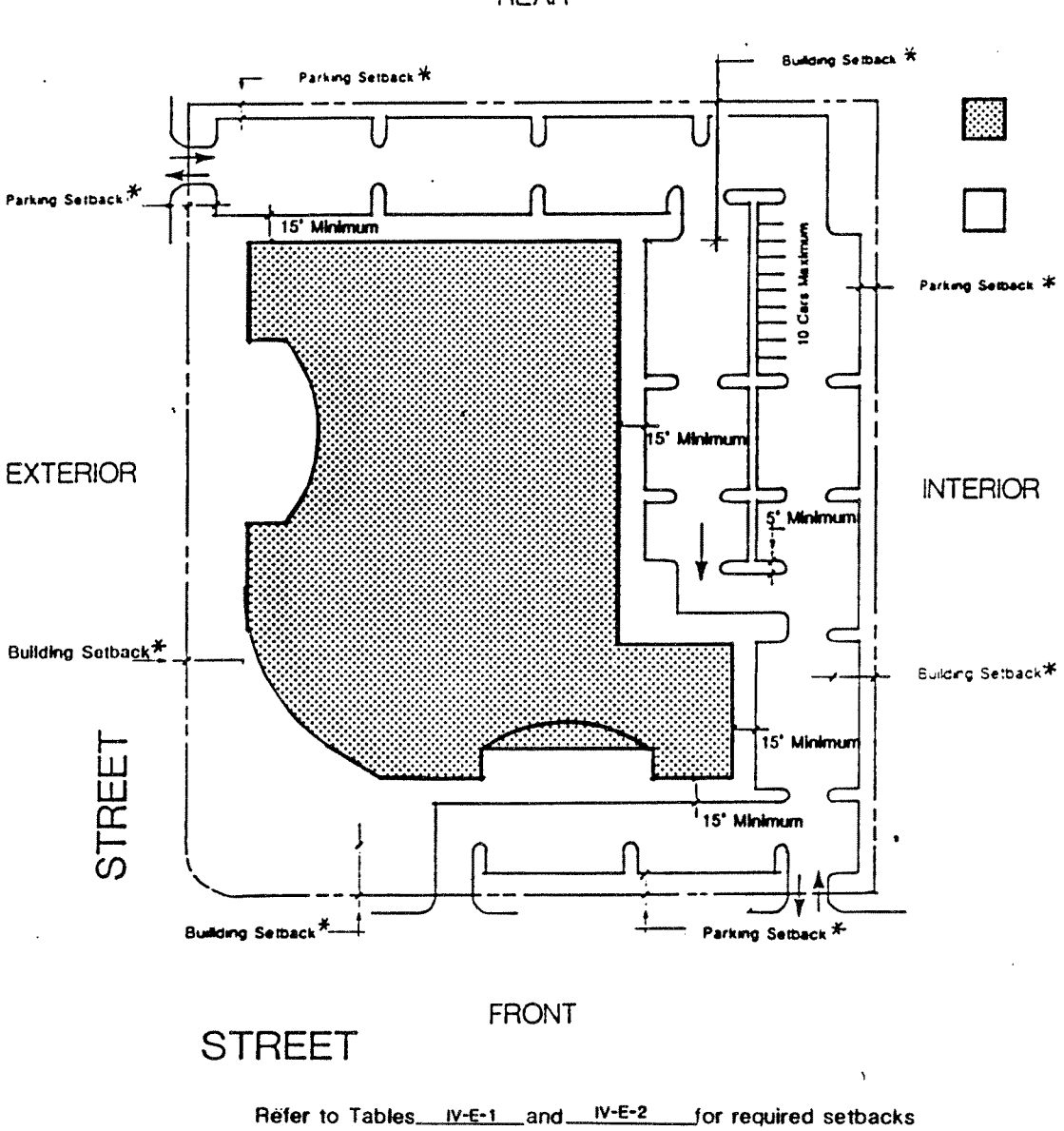
   a. All signs shall be subject to the provisions of the Master Signage Plan and will require the approval of the City of Ontario.

   b. Refer to Tables VI-A-1 and VI-A-2, Signage and Graphics Criteria.

COMMERCIAL/FOOD

(Corner Parcel)

FIGURE IV-E-1



LEGEND

Building

Building Envelope

*

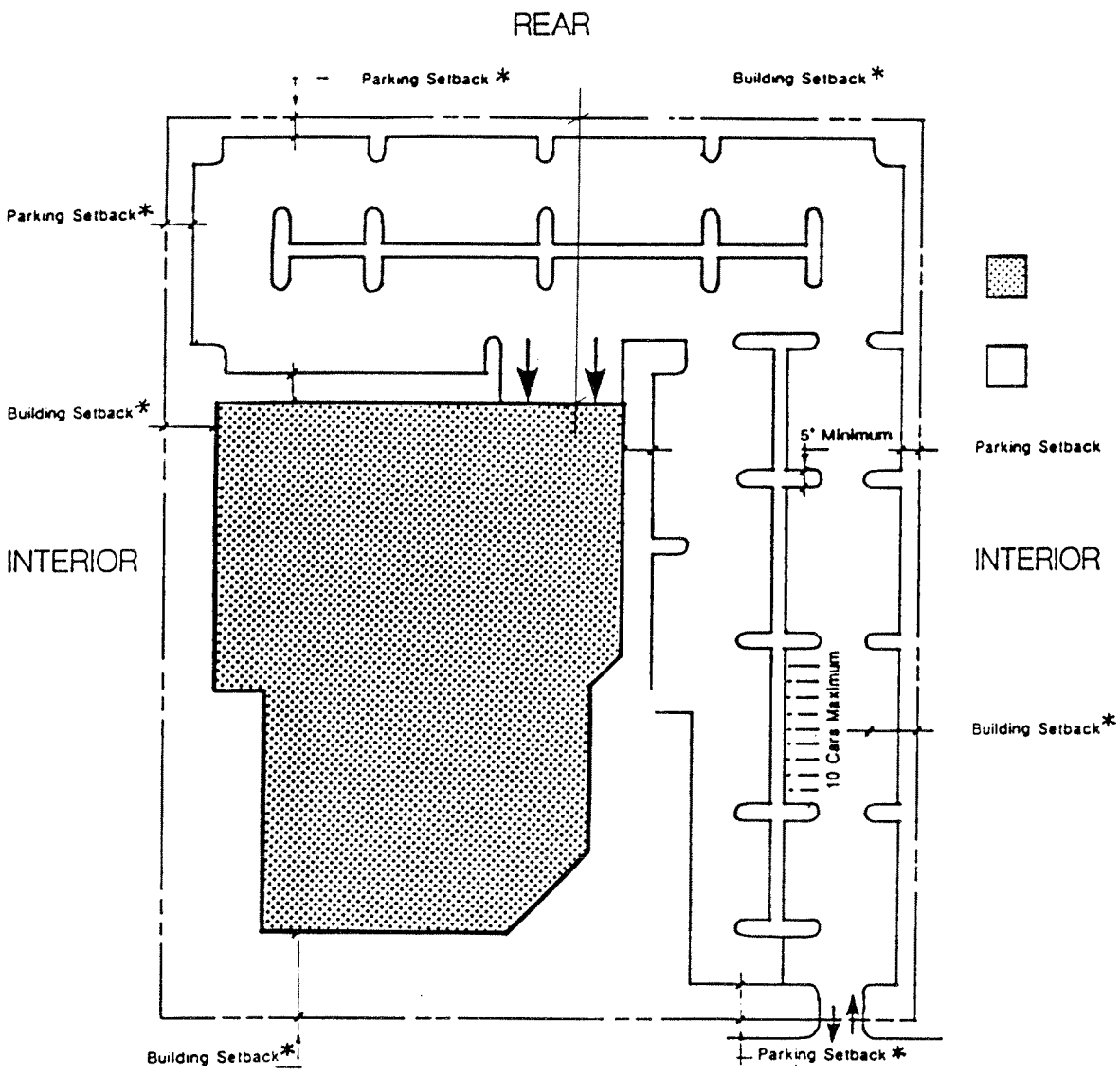
Refer to Tables IV-E-1 and IV-E-2 for required setbacks

Conceptual graphics for illustrative purposes only.

COMMERCIAL/FOOD

(Interior Parcel)

FIGURE IV-E-2



LEGEND

Building

Building Envelope

Refer to Tables IV-E-1 and IV-E-2 for required setbacks

Conceptual graphics for illustrative purposes only

PLANNING NETWORK
Land Planning and Design • Policy Analysis
Environmental Studies • Project Management
7940 East G Street, Suite 105
Ontario, CA 91764
tel (714) 945-2728

PACIFIC GATE - EAST GATE SPECIFIC PLAN
SANTA FE PACIFIC REALTY CORPORATION

F. SOUND ATTENUATION CRITERIA

The project site's proximity to the Ontario International Airport, and its location adjacent to the Devore Freeway and the Southern Pacific Railroad, require the implementation of sound attenuation measures for interior spaces.

Maximum interior sound level criteria have been established as shown in Table IV-F-1.

TABLE IV-F-1

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 industrial/ office/ commercial portions of the project are as follows:

Use	Sound Level, LEQ^{12}
Private Offices	40-50 dBA
General Offices, Reception, Typing, Clerical	45-55
Banks, Retail Stores	50-55
Other Uses and Areas for Manufacturing, Assembly Testing, etc.	55-65

(Where LEQ^{12} is the Energy Equivalent Sound Level during the hours 7 a.m. to 7 p.m.)

Of the three principal noise sources, aircraft noise has the greatest potential for creating significant adverse impacts on the project site relative to mitigation.