Ontario Ranch Business Park Specific Plan

Admin Draft #4

February 2020

Environment | Planning | Development
Solutions, Inc.

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1.0 INTRODUCTION

The Ontario Ranch Business Park 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 Ontario Ranch Business Park 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 that is compatible with nearby residential neighborhoods.
2. Provide the entitlements and framework for the development of at least 1.7 million square feet (sf) 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 investments that will be 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.

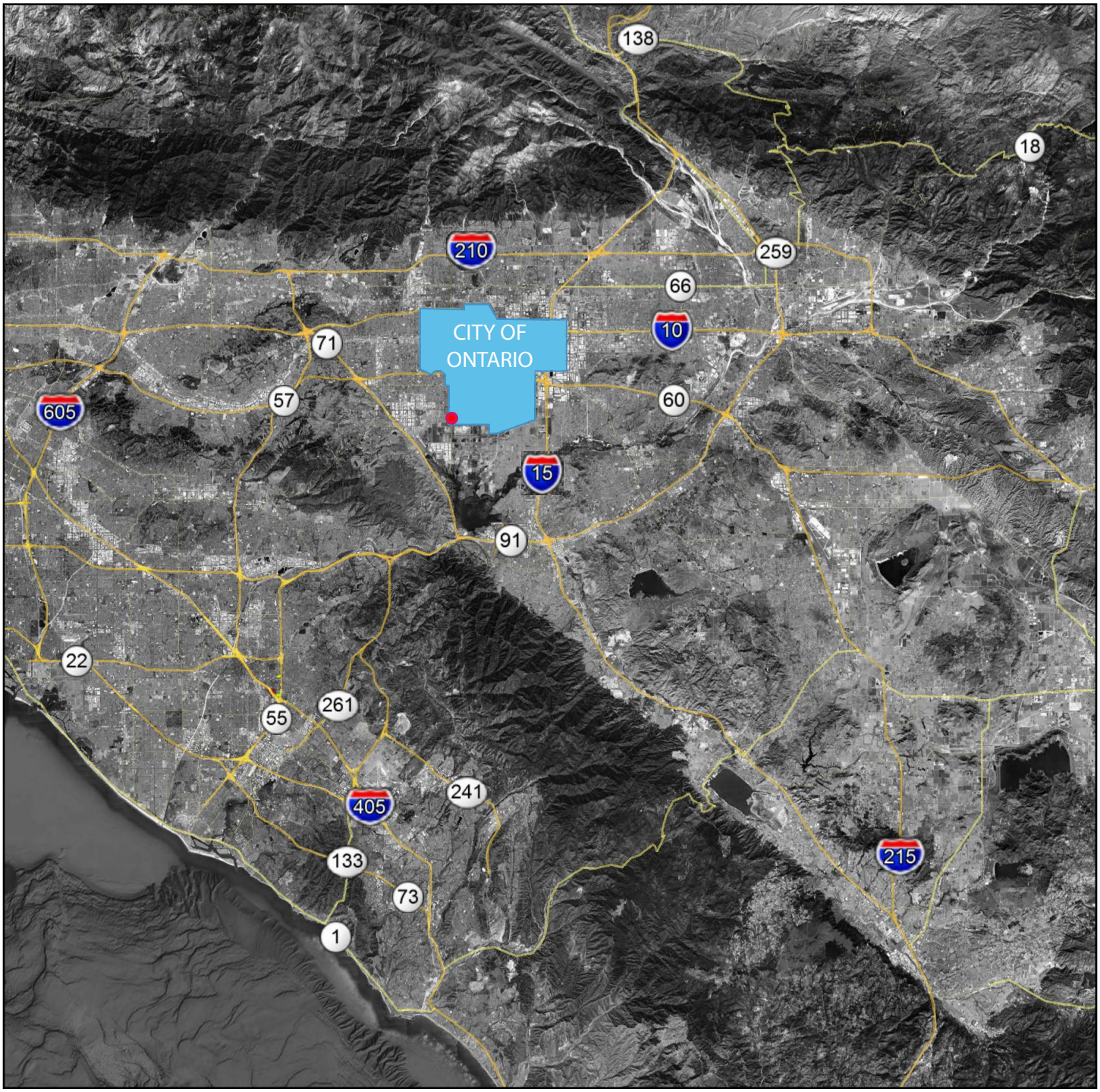
1.2 Project Description

This Specific Plan is the regulatory document for the Ontario Ranch Business Park, accommodating up to 1,905,027 square feet (sf) of business park and light industrial uses on approximately 85 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.

Location and Specific Plan Boundary

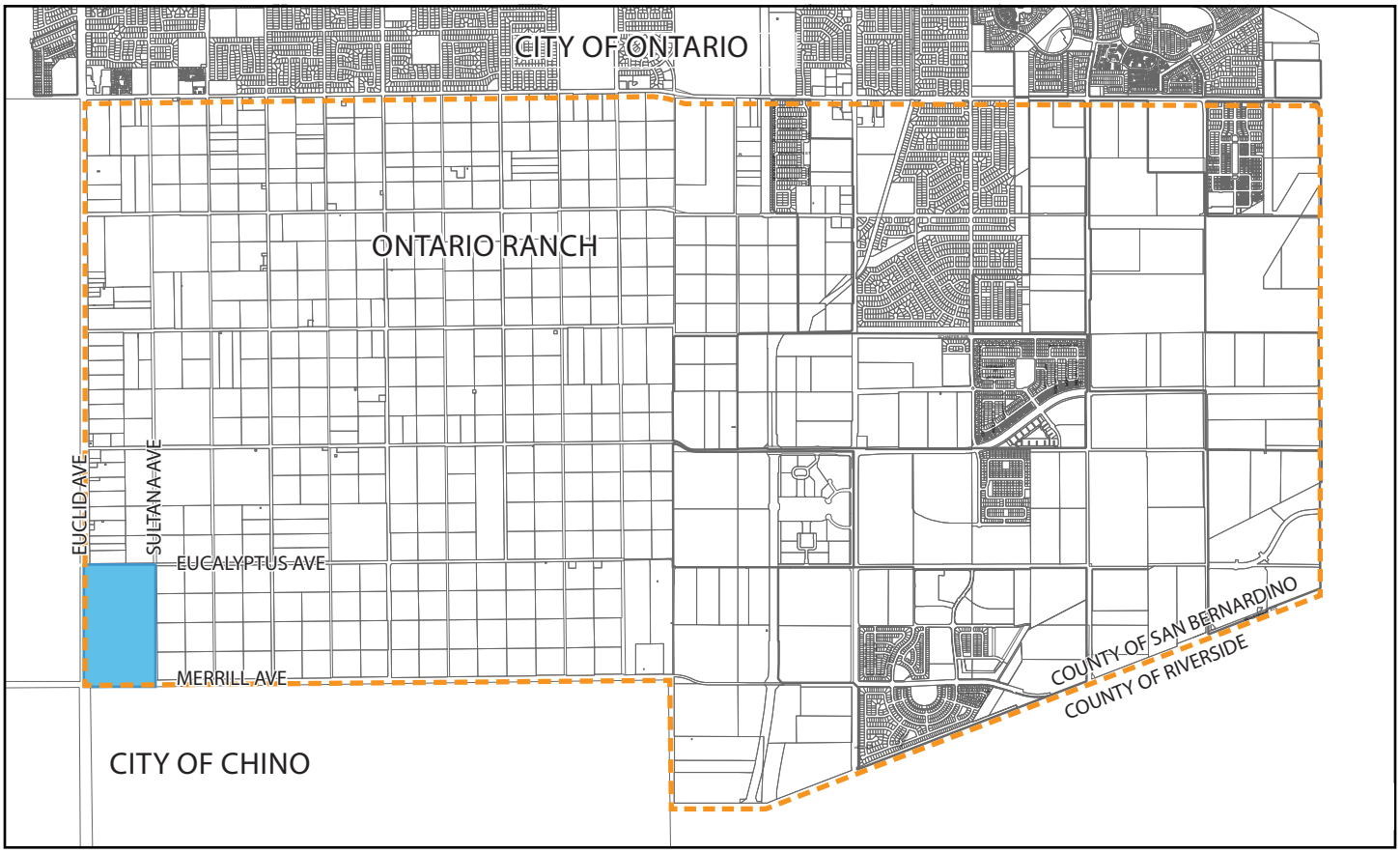
The Specific Plan area is located along the western and southern boundaries of the city of Ontario, adjacent to the City of Chino(Figure 1.1), within Ontario Ranch (Figure 1.2). The Specific Plan area is bounded by Eucalyptus Avenue on the north, Sultana Avenue on the east, Merrill Avenue on the south, and Euclid Avenue on the west. Figure 1.3, Specific Plan Boundary, illustrates the limits of the Specific Plan area and identifies the eleven parcels that it encompasses.

FIGURE 1.1:**REGIONAL LOCATION**



SPECIFIC PLAN AREA

FIGURE 1.2:**ONTARIO RANCH**

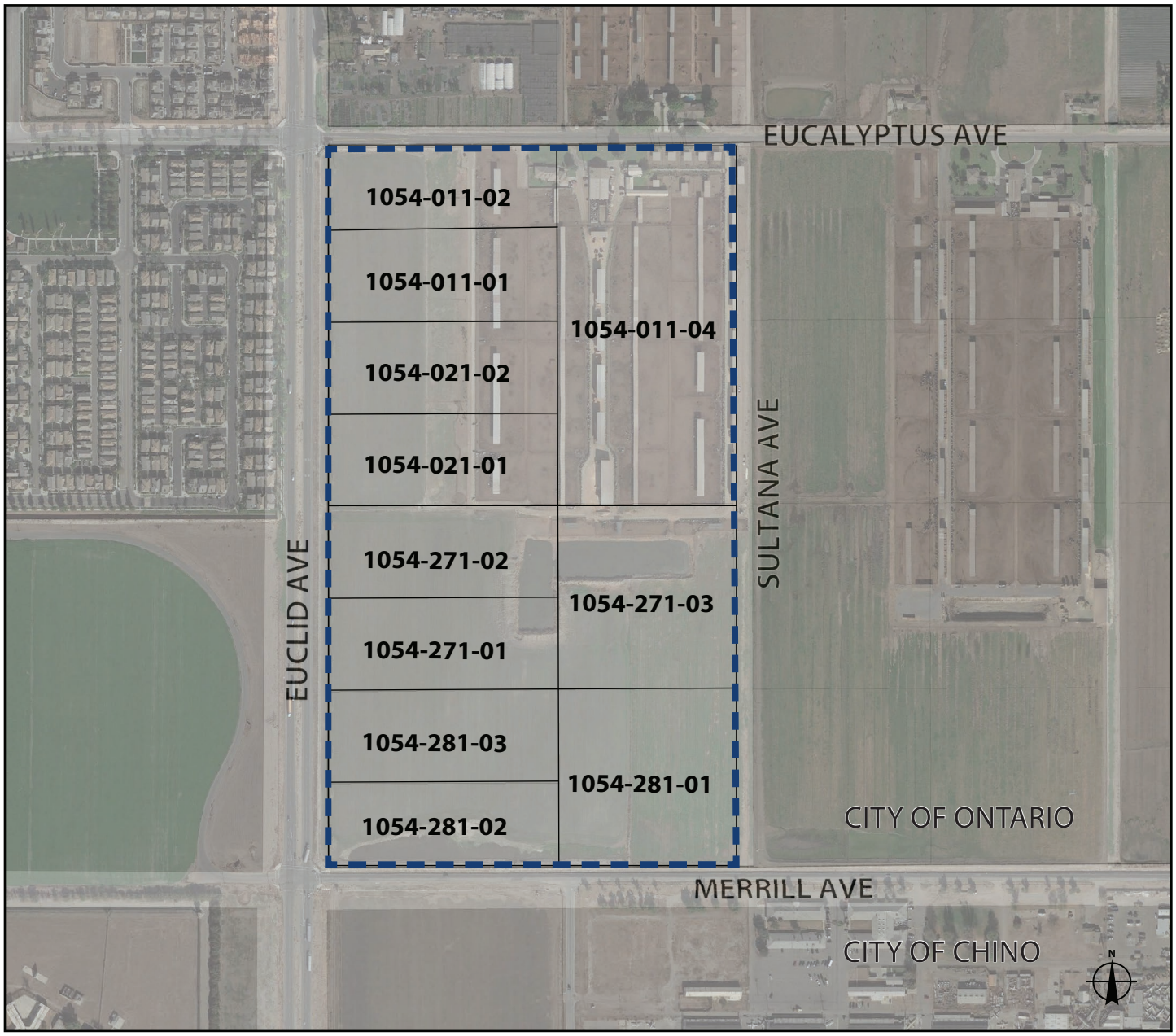


SPECIFIC PLAN AREA

ONTARIO RANCH

ASSESSOR PARCELS

FIGURE 1.3: **SPECIFIC PLAN BOUNDARY**



Map data ©2018 Google, INEGI 0.25 mi

Specific Plan Boundary

Assessor Parcels

Assessor Parcel Number (APN)

XXXX-XXX-XX

Employment Generation

At build-out, the Ontario Ranch Business Park 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. Ontario Ranch Business Park 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 water, sewer, and storm drain infrastructure. The extent of infrastructure to be provided by Ontario Ranch Business Park will be established as part of the development agreement.

Community Compatibility

The Specific Plan is sensitive to the existing residential use located across the street on the west side of Euclid Avenue. Its land use plan designates the northern frontage and the western frontage across from the residential use 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 where there are no existing sensitive uses.

1.3 Specific Plan Requirements

The range of issues contained 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

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 project 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 the amendment of either 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 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 addressing the impacts associated with the development of the project must be considered and certified by the City prior to approval of the Specific Plan.

To address potential environmental impacts, it is anticipated that an environmental impact report (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 most 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 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.

1.6 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, utilities, 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 identifies the conceptual themes for site planning, architecture, and landscape design in the Specific Plan area.

6. **Administration and Implementation.** This chapter provides requirements for the 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.

2.0 EXISTING CONDITIONS

The following sections document the conditions prior to the adoption of this Specific Plan, including land uses, airport influence areas, Williamson Act contracts, land use designations, circulation, and environmental conditions.

2.1 Existing and Surrounding Land Uses

The Specific Plan area is occupied by agricultural uses, including a dairy farm, row crops, and vacant land. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier.

Figure 2.1 shows the existing uses in the vicinity, which include:

- North across Eucalyptus Avenue: plant nursery, dairy farm
- South across Merrill Avenue (City of Chino): Chino Airport
- East: dairy farms, row crops, and vacant land
- West across Euclid Avenue (City of Chino): residential uses, vacant land, and the former Stark Youth Correctional Facility

The Ontario Plan designates the surrounding areas in Ontario Ranch for business park, industrial, and residential uses.

2.2 Airport Influence Areas

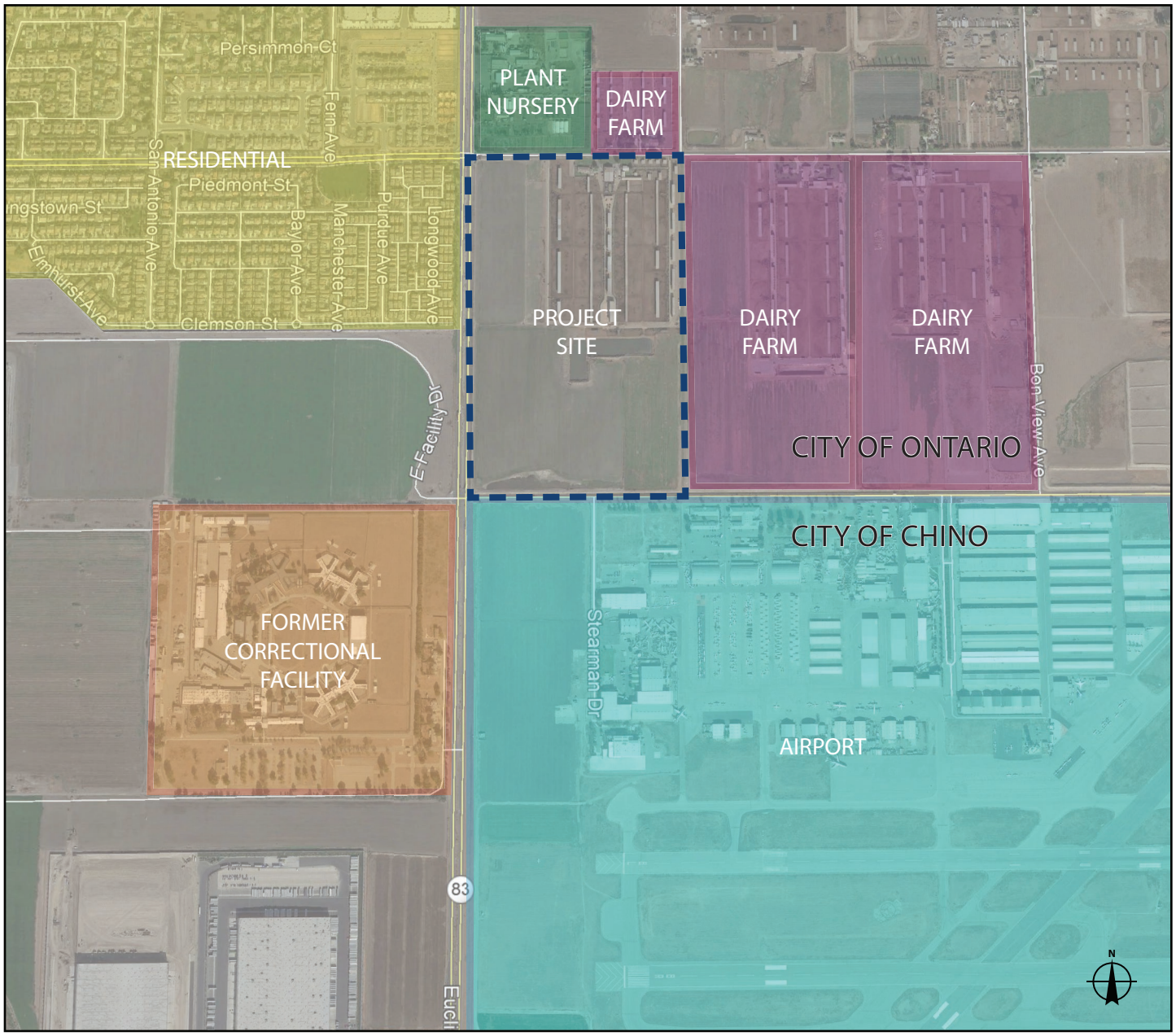
Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent of a compatibility plan is to avoid conflicts between airport operations and surrounding land uses. The Specific Plan area is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City of Ontario. While a Real Estate Transaction Disclosure policy is not required for non-residential land, developers or tenants may purchase a Natural Hazard Disclosure report that would indicate that the property is in an Airport Influence Area.

Chino Airport Overlay Zone

The Specific Plan area is within Safety Zone 6 of the Chino Airport Overlay (Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook). Zone 6 compatibility criteria prohibit people-intensive uses such as stadiums, large day care centers, hospitals, and nursing homes.

FIGURE 2.1: **SURROUNDING LAND USES**



Map data ©2018 Google, INEGI 1,000 Feet

Specific Plan Boundary

The Specific Plan's land uses are compatible with these guidelines. The Handbook guidelines suggest the provision of approximately 10 percent usable open land in projects within Safety Zone 6. The Handbook further indicates that ideal emergency landing sites are ones that are long, level, free of obstacles and with minimum dimensions of 300 feet long by 75 feet wide, much like a runway. In the Specific Plan area, surrounding roads (Euclid, Eucalyptus, Sultana and Merrill Avenues), drive aisles, and truck parking lots can be considered as acceptable open lands in urbanized settings.

2.3 Williamson Act Contracts

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation. There are no active Williamson Act contracts located within the Specific Plan area.

2.4 Existing Ontario Plan and Zoning Designations

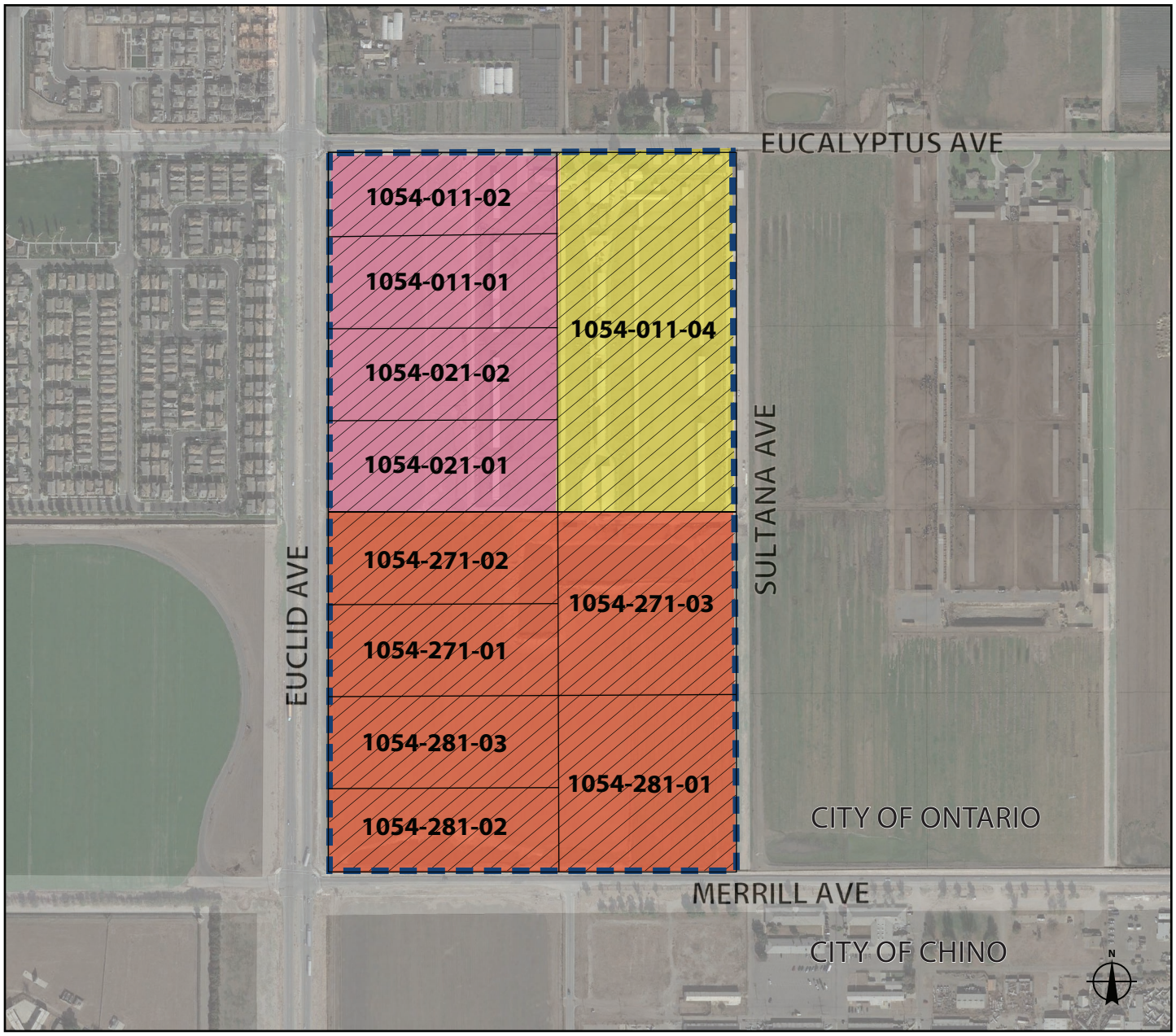
The Ontario Plan existing land use designations and existing zoning map designations for the Specific Plan area (prior to adoption of the Ontario Ranch Business Park Specific Plan) are shown in Figure 2.2.

The Ontario Plan existing land use designations are:

- General Commercial (0.4 Floor Area Ratio (FAR))
  Assessor Parcel Number (APN): 1054-271-01, 1054-271-02, 1054-271-03, 1054-281-01, 1054-281-02 and 1054-281-03
- Office Commercial (0.75 FAR)
  APN: 1054-011-01, 1054-011-02, 1054-021-01 and 1054-021-02
- Low-Medium Density Residential (5.1 – 11 dwelling units per acre)
  APN: 1054-011-04

The project includes an application for a General Plan Amendment to change the land use designations to Industrial and Business Park, as discussed in Chapter 3, Development Plan.

FIGURE 2.2: **EXISTING LAND USE AND ZONING**



Map data ©2018 Google, INEGI 0.25 mi

Specific Plan Boundary

Land Use Designation

- Low-Medium Density Residential
- Office Commercial
- General Commercial

Zoning Designation

- AG - Specific Plan

Assessor Parcel Number (APN)

XXXX-XXX-XX

The existing zoning designation is SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. The AG Overlay indicates that the land can continue to be used for agricultural uses, but the SP District designation requires approval of a specific plan by the City for urban development of the project site.

2.5 Existing Circulation

The Specific Plan area is located approximately three miles south of State Route 60 via State Route 83 (Euclid Avenue), which is located on the western boundary of the Specific Plan area, as shown in Figure 2.3.

Vehicular circulation in the Specific Plan area is provided by Eucalyptus Avenue on the north, Merrill Avenue on the south, and Euclid Avenue on the west.

Existing improvements for Euclid Avenue include interim pavement and an unimproved dirt center median. Euclid Avenue has a fully dedicated right-of-way as specified in The Ontario Plan.

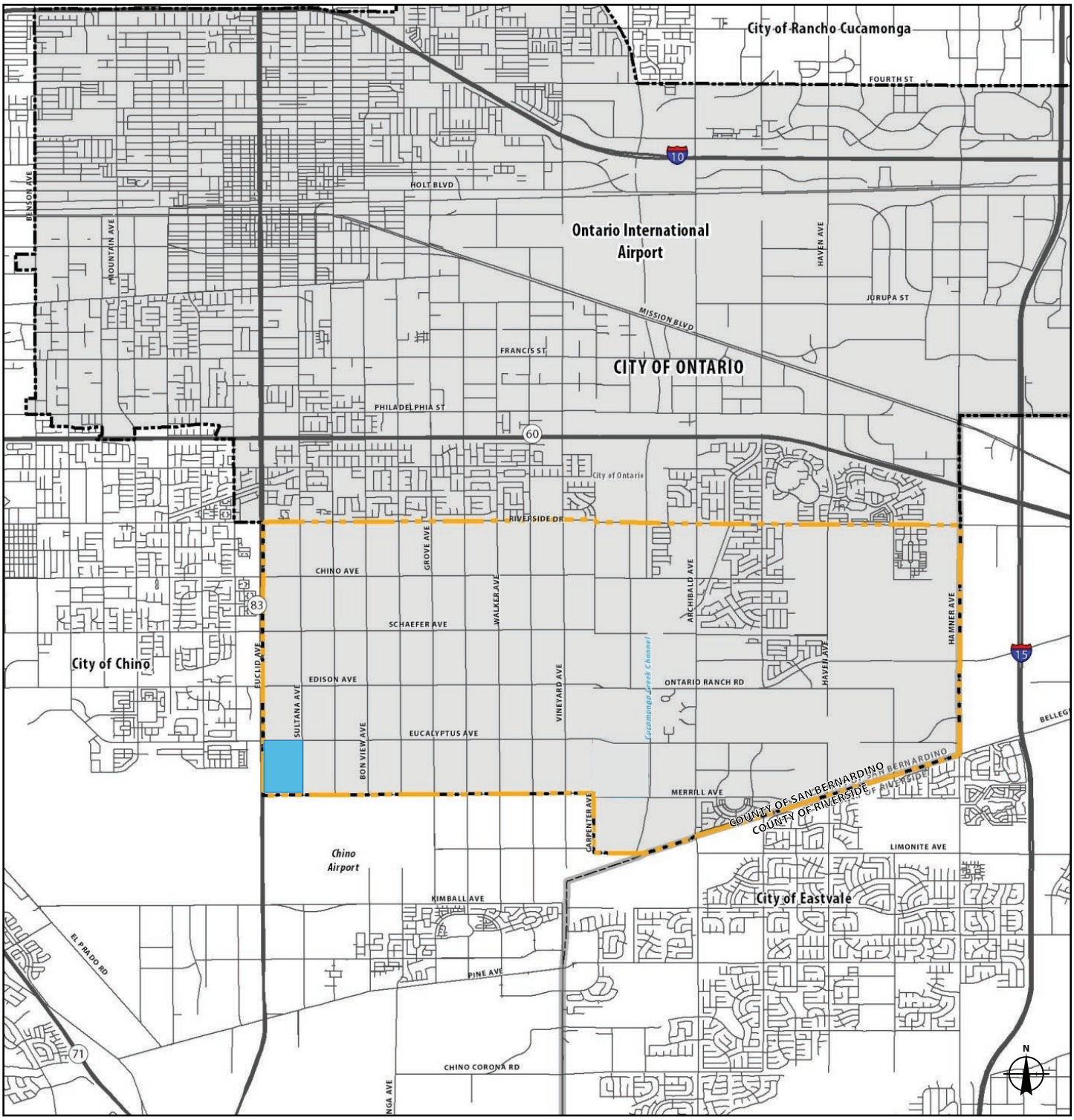
Eucalyptus and Merrill Avenues are both substandard, requiring right-of-way dedication and major street and parkway improvements.

On the eastern boundary of the Specific Plan area, Sultana Avenue is a fully dedicated yet unimproved street that exists only on paper, requiring major street and parkway improvements.

Along Euclid Avenue traffic signals are located at the Eucalyptus Avenue and Merrill Avenue intersections.

Access to the site is currently provided via five driveway entrances located on Eucalyptus Avenue.

FIGURE 2.3: **REGIONAL CIRCULATION**



Ontario Ranch

Specific Plan Area

City of Ontario

Freeways/Highways

Roads

2.6 Existing Environmental Conditions

Topography

The overall project site is moderately flat, sloping from north to south with approximately a 30-foot drop in elevation.

Geology, Soils, and Seismicity

The Phase I environmental site assessment (ESA) included boring to depths of 10 to 30± feet and trenching to depths of 4 to 12± feet. Soils encountered through boring and trenching consist of highly organic soils to depths of 1 to 1½± feet. The near-surface soils possess low to medium expansion potentials. Groundwater was not encountered in any of the soil borings conducted as part of the assessment

The near-surface soils are considered corrosive to ferrous metals, including ductile iron pipe. Additionally, the near surface soils encountered at a boring located in the cattle pen area possessed chloride concentrations that can be deleterious to steel in reinforced concrete. A methane gas survey determined on-site levels are below the threshold.

A geotechnical feasibility study on the Specific Plan site indicated that the proposed development is considered feasible from a geotechnical standpoint. The subject site is located in an area that is subject to strong ground motions due to earthquakes. Research of available maps indicates that the Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, a geotechnical feasibility study did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered low.

The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low. Research of the San Bernardino County Land Use Services website indicates that the subject site is not located within a zone of liquefaction susceptibility. Based on the mapping performed by San Bernardino County and the conditions encountered at the boring locations, liquefaction is not considered to be a design concern for development within the Specific Plan area.

Hydrology

Storm runoff from the project site generally drains from north to south. There are two detention areas onsite, one located in the center of the site and the other at the southerly portion of the site adjacent to Merrill Avenue.

The southeast portion of the Specific Plan area surface drains southerly to a dirt swale located adjacent to Merrill Avenue, then westerly to a set of four corrugated steel pipes, then southerly to an earthen channel adjacent to Euclid Avenue.

The remainder of the Specific Plan area surface drains southerly to an onsite detention basin, then southerly via a concrete spillway to the dirt swale adjacent to Merrill Avenue, the corrugated steel pipes, and finally the earthen channel adjacent to Euclid Avenue.

Areas north of the project site drain southerly towards Eucalyptus Avenue and then westerly towards Euclid Avenue. Eucalyptus Avenue is not fully improved, so it is possible that offsite flows from the north enter the project site.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the project site is not located within a flood hazard zone.

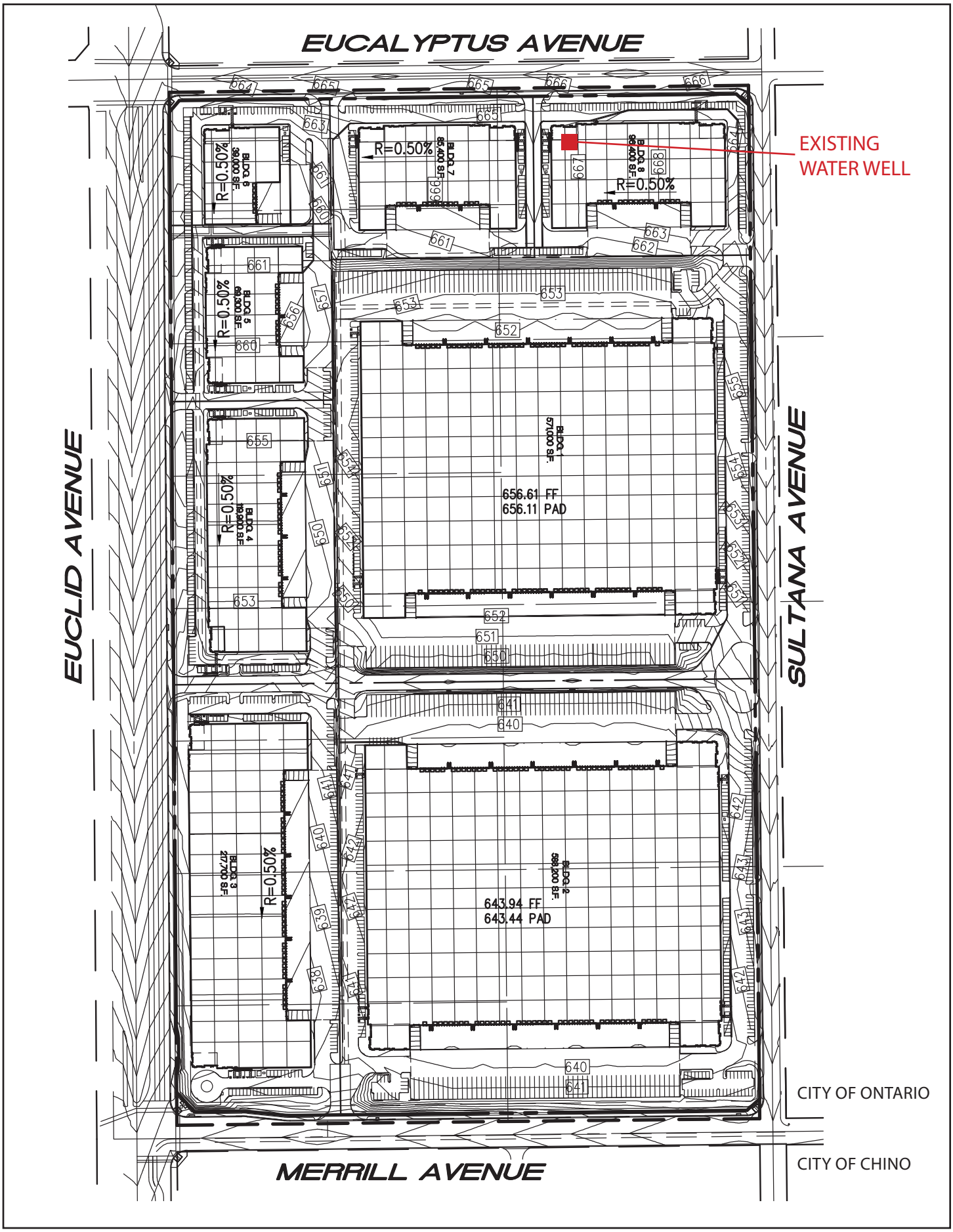
Biological Resources

The Specific Plan area generally represents low biological resource value due to highly disturbed site conditions and historic dairy/agricultural use, resulting in low biological diversity. There is limited vegetation on the majority of the site; the vegetation that exists is generally non-native grasses and weeds.

2.7 Existing Ground Water Wells

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from County Health Department. The location of existing wells are shown in Exhibit 2.4, "Existing Wells". A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

FIGURE 2.4:**EXISTING GROUND WATER WELL**



3.0 DEVELOPMENT PLAN

This chapter provides the framework to guide development of the Ontario Ranch Business Park Specific Plan. The chapter presents the proposed planning areas, infrastructure plans, and public services to support the project.

3.1 Land Use Plan

The Specific Plan consists of two Planning Areas accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 3 of the Chino Airport. The Land Use Plan implements the vision of the Ontario Plan by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. A list of allowable uses by Planning Area is presented in Chapter 4 (Land Use and Development Standards).

Figure 3.1 (Land Use Plan) identifies the location of the Planning Areas. The two Planning Areas are described below:

BP (Business Park) Zoning District: The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and certain light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.

IG (Industrial - General) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide-range of manufacturing and assembly uses are also permitted in this district.

Table 3.1 provides the maximum allowable gross building area for each Planning Area at its associated floor area ratio. Development standards (found in Chapter 4), such as setback requirements, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

Table 3.1 Maximum Specific Plan Build-Out

Planning Area	Maximum Floor Area Ratio[1,2]	Site Acreage	Maximum Building Square Footage
Planning Area 1: Business Park	0.44	23.8	457,904
Planning Area 2: Industrial - General	0.54	61.8	1,447,123
TOTAL		**85.6**	**1,905,027 SF**

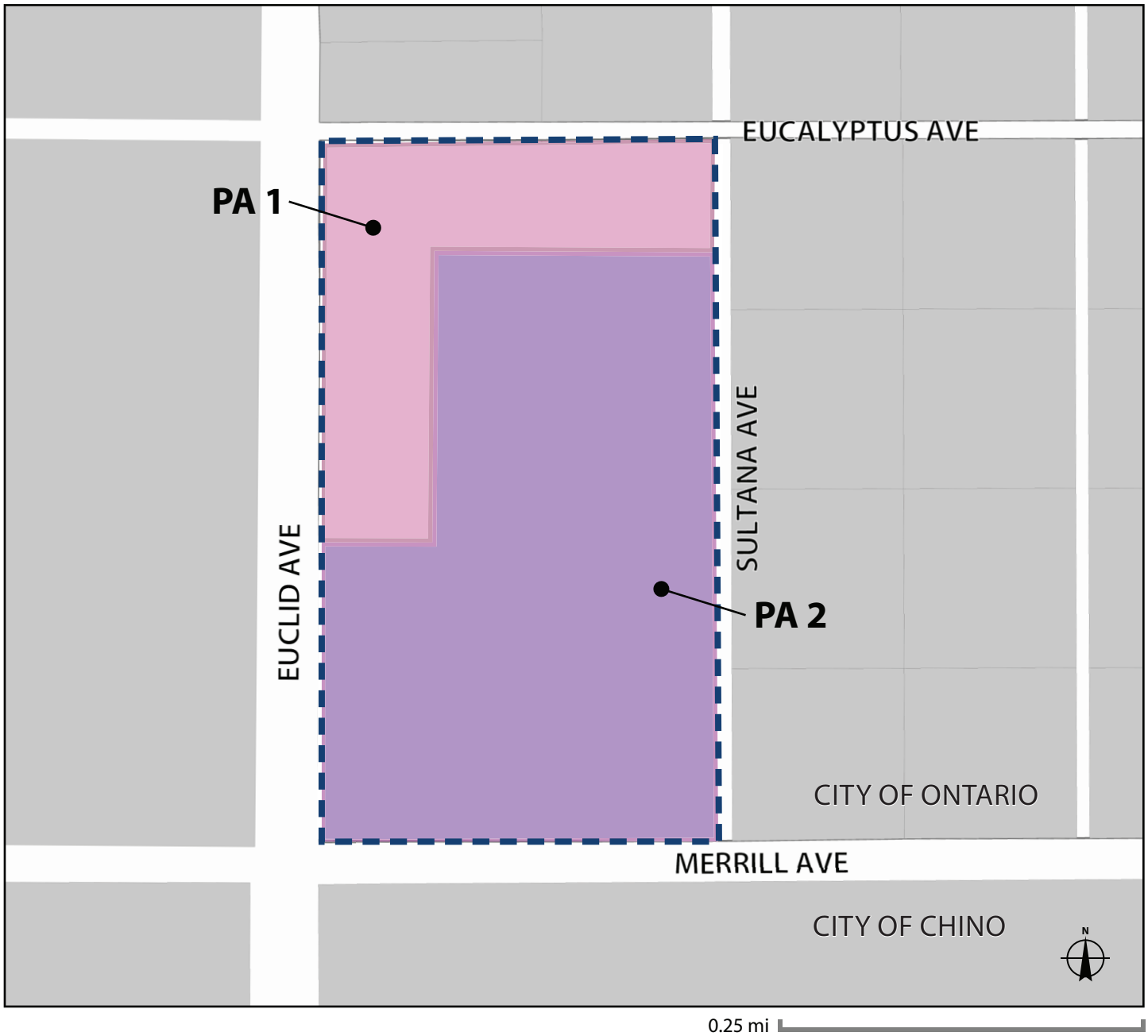
Note:
1. Provided the General Plan Amendment application submitted in conjunction with this Specific Plan to designate PA 1 as Business Park and PA 2 as Industrial - General is approved.

Table 3.1 Maximum Specific Plan Build-Out

Planning Area	Maximum Floor Area Ratio[1,2]	Site Acreage	Maximum Building Square Footage
2. The project EIR as proposed is reviewing square footages below the maximum TOP thresholds. The FAR may be increased to the TOP max levels of 0.60 and 0.55 for BP and IE respectively with a Specific Plan Amendment and appropriate CEQA analysis.			

Figure 3.1

FIGURE 3.1: **LAND USE PLAN**



Land Use Districts

Specific Plan Boundary

BP - Business Park

IG - Industrial General

3.2 Conceptual Site Plan

The conceptual site plan for the Ontario Ranch Business Park Specific Plan is presented in Figure 3.2. Under this conceptual plan, Planning Area 1 (Business Park Zoning District) is developed with five buildings totaling 457,904 square feet (SF) and Planning Area 2 (Industrial – General Zoning District) is developed with three buildings totaling 1,447,123 SF (Table 3.2). Cumulatively, the eight buildings depicted in the conceptual site plan provide **1,905,027 SF** of development.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. However, the conceptual site plan may be modified provided it does not exceed the maximum building area presented in Table 3.1 and complies with this Specific Plan and applicable provisions of the City of Ontario Development Code.

Table 3.2 Conceptual Site Plan

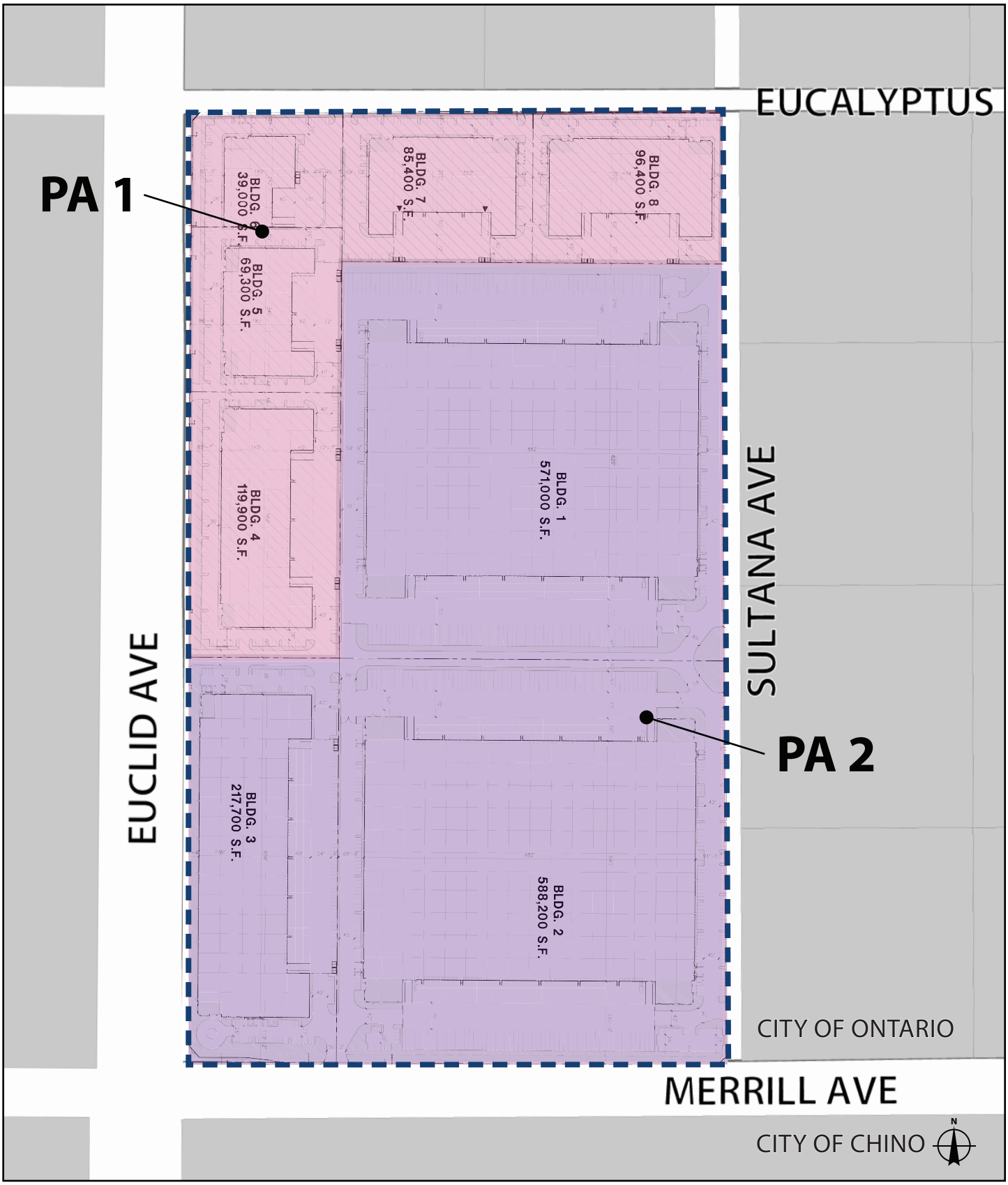
Planning Area	SP Zoning District	Site Acreage	Proposed Conceptual Building Square Footage
1	BP	23.8	457,904
2	IG	61.8	1,447,123
TOTAL		**85.6**	**1,905,027 SF**

3.3 Circulation Plan

The Circulation Plan (Figure 3.3) facilitates movement of vehicles, pedestrians and cyclists within the Specific Plan area, consistent with the City of Ontario's Roadway Classification System, shown in Figure 3.4.

Figure 3.5 presents typical street cross sections for Euclid, Eucalyptus, Sultana, and Merrill Avenues. Conceptual streetscape design is presented in Chapter 5 (Design Guidelines). Road surface, sidewalk, and trail improvements within the Specific Plan area must be approved by the City's Engineering Department.

FIGURE 3.2: **CONCEPTUAL SITE PLAN**



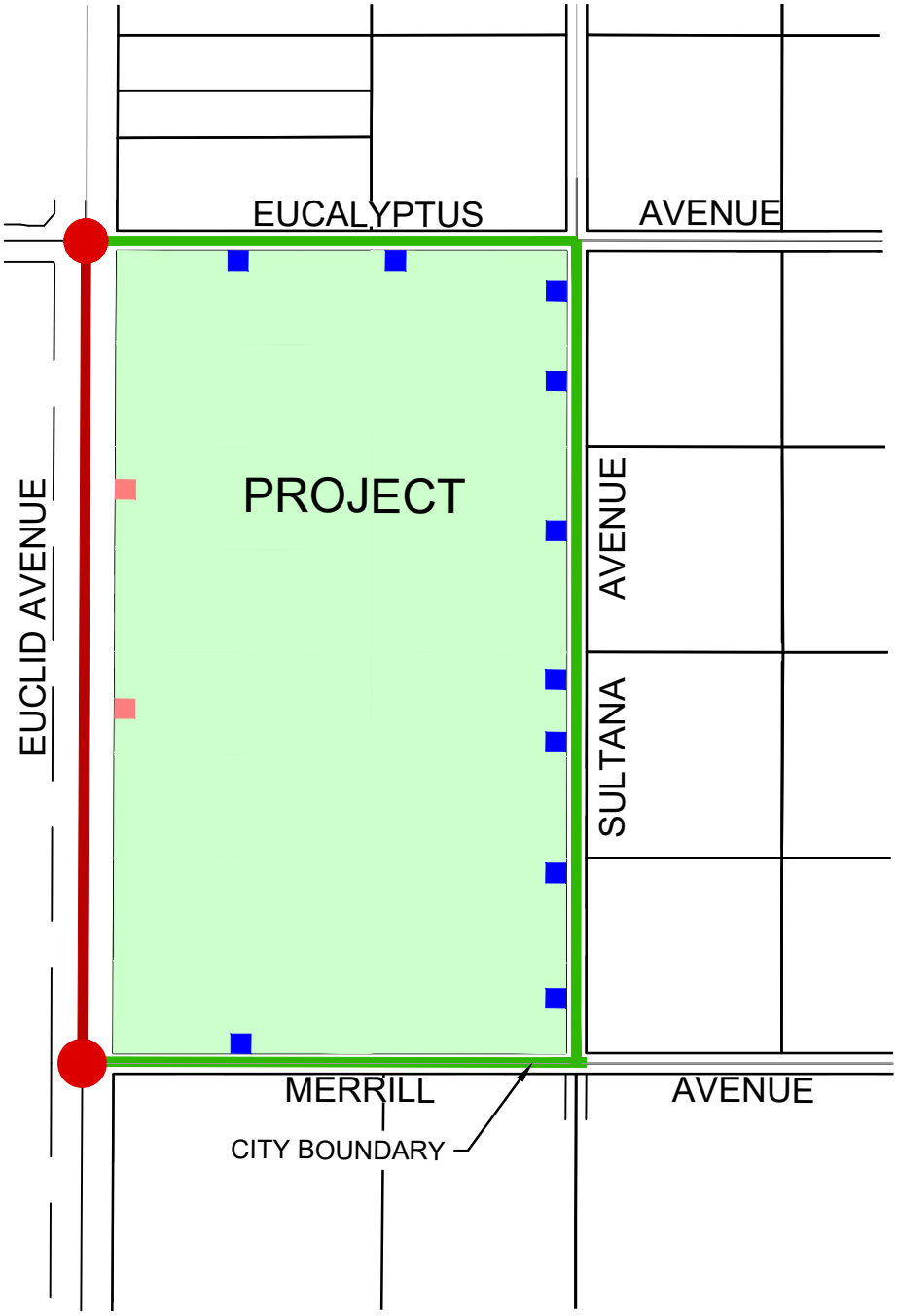
Land Use Districts

Specific Plan Boundary

BP - Business Park

IG - Industrial General

FIGURE 3.3 - STREET PLAN



NOTE:
-TRAFFIC SIGNALS WILL BE INTERCONNECTED
-ALL ACCESS POINTS SHALL CONFORM TO THE TRAFFIC & TRANSPORTATION GUIDELINES AND ARE SUBJECT TO CITY APPROVAL

N

1"= 600'

LEGEND:

- PRINCIPAL ARTERIAL
- COLLECTOR
- MODIFY EXISTING SIGNALIZED INTERSECTION
- FULL ACCESS DRIVEWAY
- RI/RO DRIVEWAY
- SPECIFIC PLAN AREA

FIGURE 3.4: **CITY OF ONTARIO ROAD CLASSIFICATION SYSTEM**

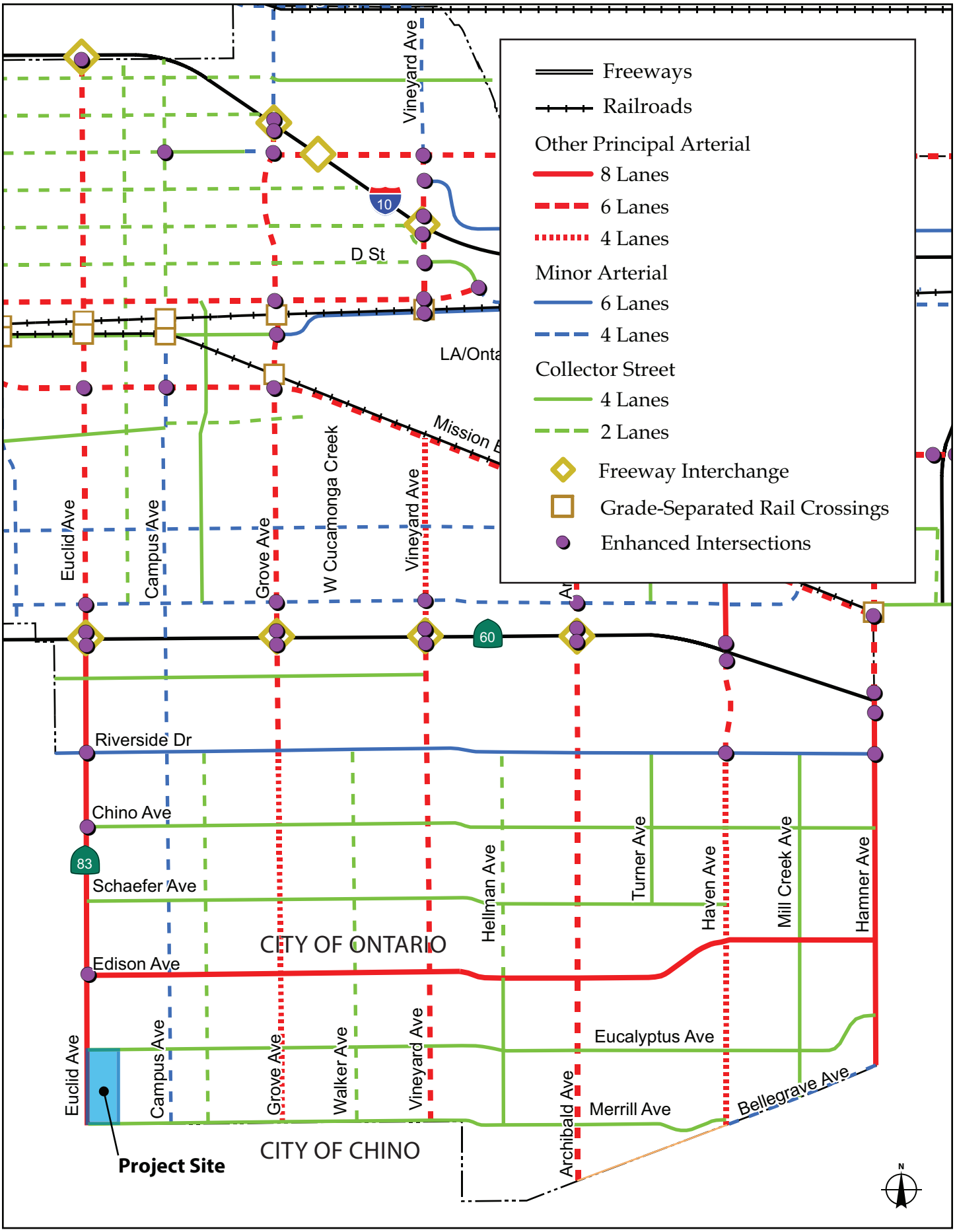
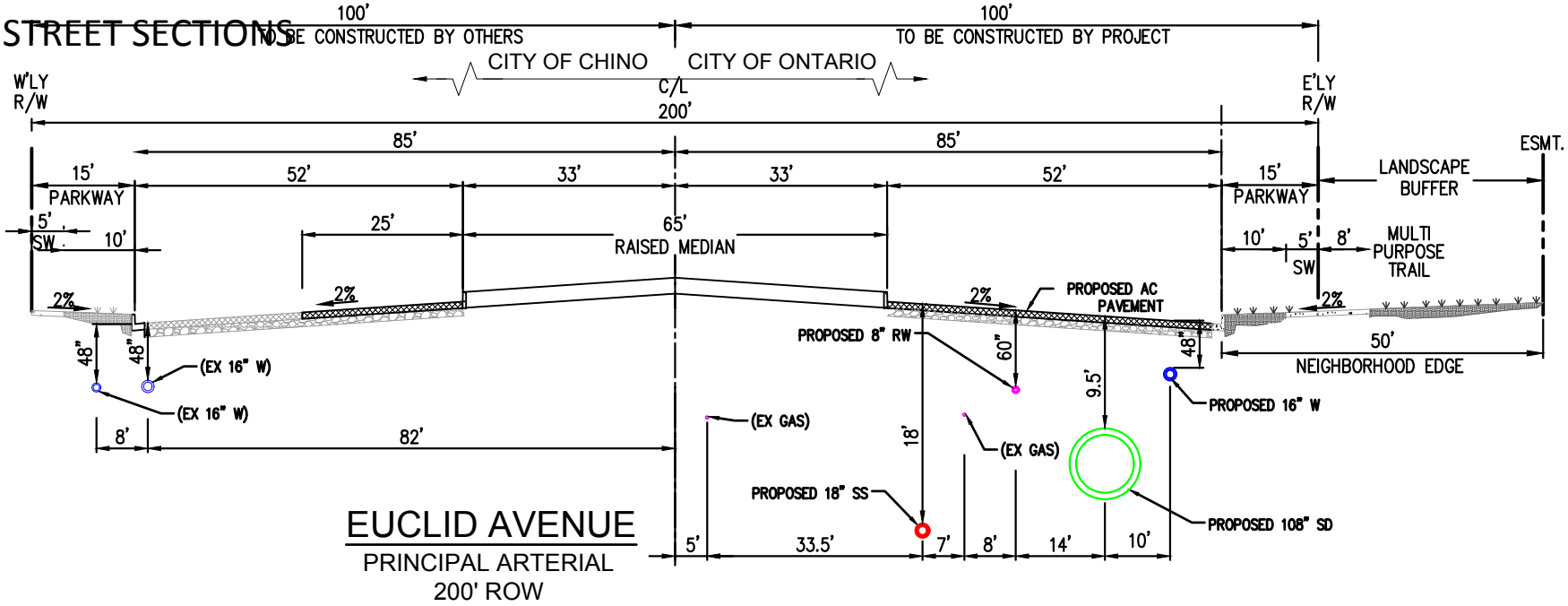
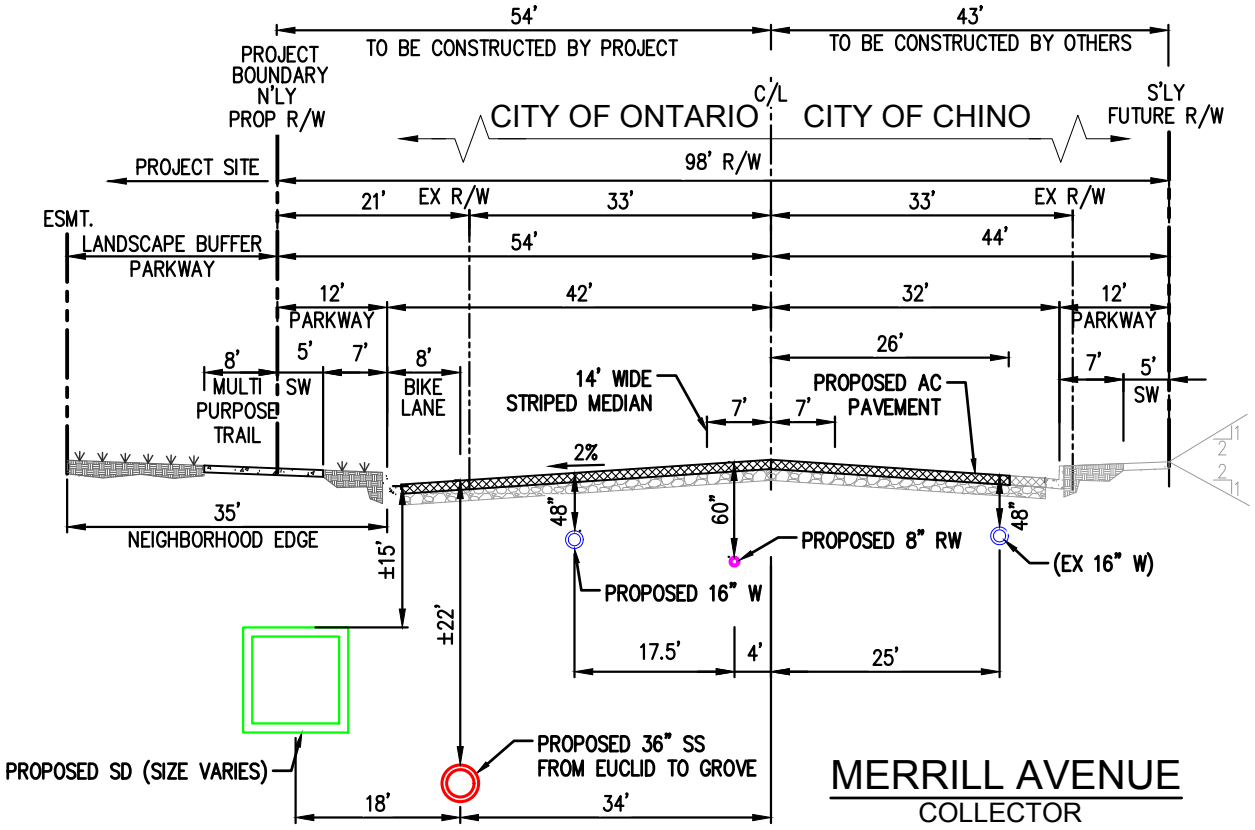


FIGURE 3.5 - STREET SECTIONS



EUCLID AVENUE

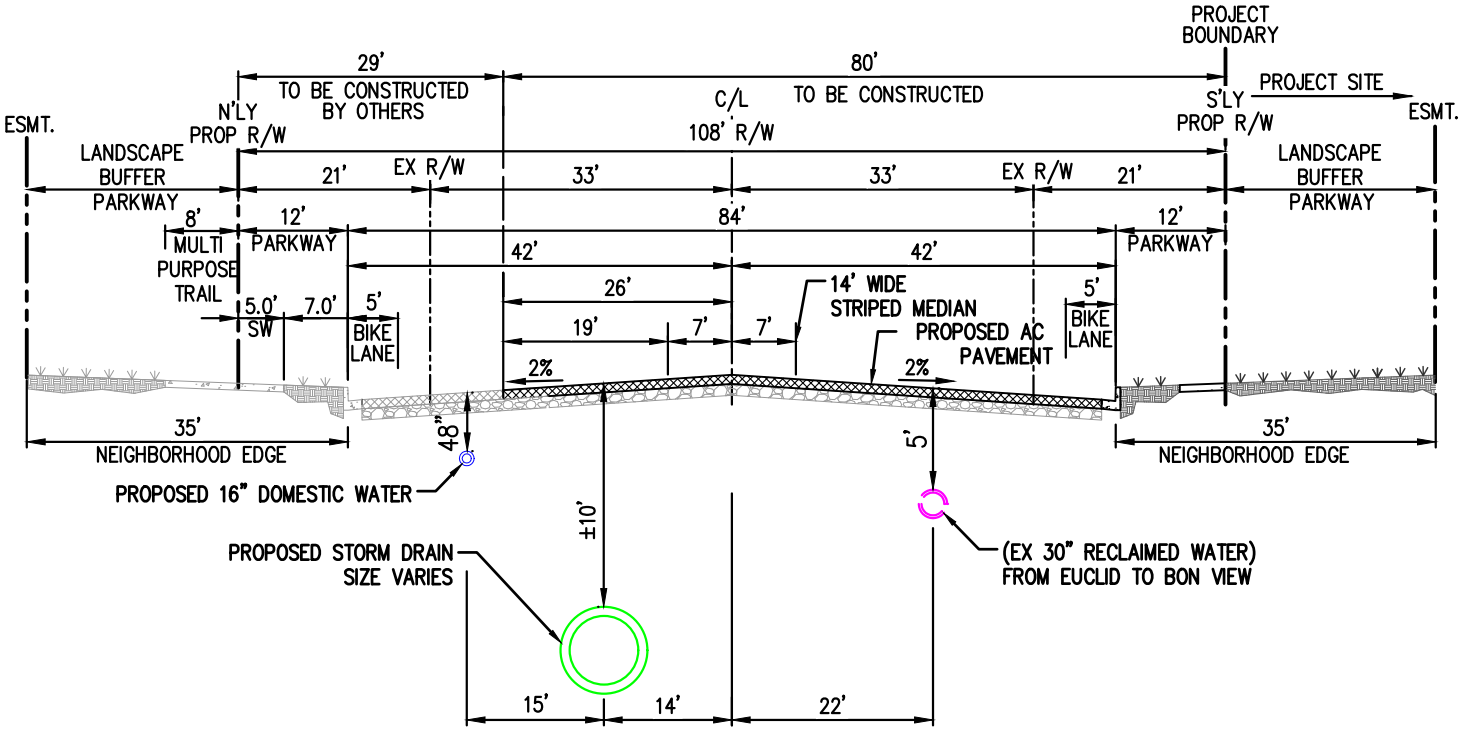
PRINCIPAL ARTERIAL
200' ROW



MERRILL AVENUE

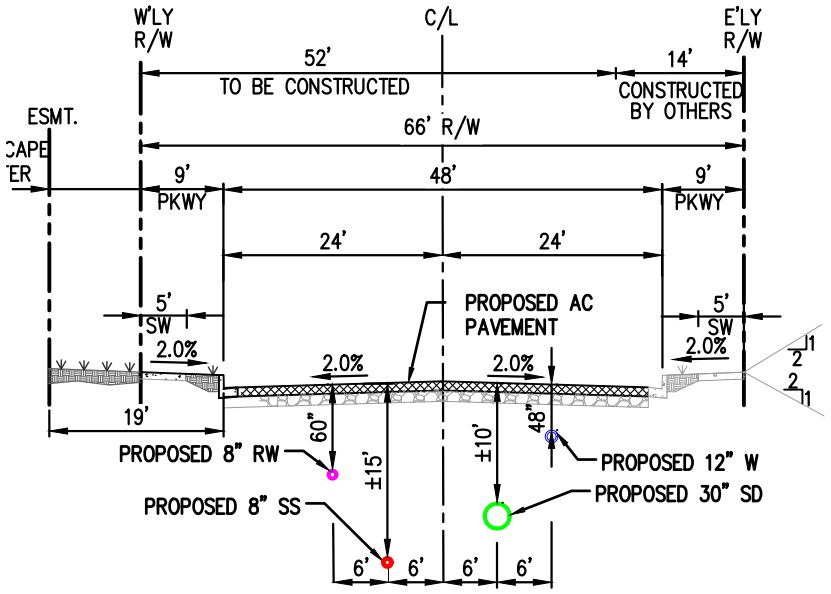
COLLECTOR
98' ROW (SOUTH SIDE CITY OF CHINO)

FIGURE 3.5 - STREET SECTIONS



EUCALYPTUS AVENUE

COLLECTOR
108' ROW



SULTANA AVENUE

COLLECTOR
66' ROW

3.3.1 Euclid Avenue (Route 83)

Euclid Avenue is an expressway under Caltrans' jurisdiction that is designated as an eight-lane Principal Arterial in The Ontario Plan's Functional Roadway Classification Plan. The centerline of this street forms the boundary between the City of Ontario to the east and the City of Chino to the west. Euclid Avenue is designed with a 200-foot wide right-of-way, a 66-foot wide center median, and 52-feet of pavement including curbs and gutter. The existing half-width street right-of-way is 100 feet; therefore, no dedication is required.

The Euclid Avenue streetscape design illustrated in Chapter 5, Design Guidelines, for the east side of the street adjacent to the project site specifies a 15-foot wide parkway including a five-foot wide sidewalk and an eight-foot wide on-site multipurpose trail within a 35-foot wide landscape buffer, creating a 50-foot wide neighborhood edge as specified in the *Ontario Ranch Colony Streetscape Master Plan*.

3.3.2 Eucalyptus Avenue

Eucalyptus Avenue is located along the northern boundary of the Specific Plan area, providing east/west access to the site. Eucalyptus Avenue is designated by the Functional Roadway Classification Plan as a four-lane Collector Street. The Specific Plan specifies an 108-foot wide right-of-way with 84 feet of pavement including curb/gutter.

The Eucalyptus Avenue streetscape design presented in Chapter 5, Design Guidelines, for the north side of the street adjacent to the project site specifies a 12-foot wide parkway including a seven-foot wide curb-adjacent landscaped area and a five-foot wide sidewalk. The north side also provides an eight-foot wide on-site multipurpose trail within a 23-foot wide landscape buffer setback. Together, the parkway and landscape buffer setback create a 35-foot wide neighborhood edge, as described in the *Ontario Ranch Colony Streetscape Master Plan*. A 21-foot dedication will be required for Eucalyptus Avenue.

3.3.3 Sultana Avenue

Sultana Avenue is designated as a Collector Street with a 66-foot wide right-of-way and 48 feet of pavement including curb and gutter. The Sultana Avenue streetscape presented in Chapter 5, Design Guidelines, specifies a 9 foot wide parkway including a 4 foot landscape and a five-foot wide sidewalk. The west side of the street adjacent to the project site provides a 10-foot wide landscape buffer setback. Sultana Avenue is not yet developed adjacent to the Specific Plan area. However, the right-of-way exists and no dedication is required.

3.3.4 Merrill Avenue

Merrill Avenue is designated as a four-lane Collector Street in the Functional Roadway Classification Plan and provides east-west access to the project's southern boundary. The centerline of this street forms the boundary between the City of Ontario to the north and

the City of Chino to the south. The Specific Plan specifies an 98-foot wide right-of-way and 74 feet of pavement including curb and gutter for Merrill Avenue.

The Merrill Avenue streetscape design presented in Chapter 5, Design Guidelines, for the north side of the street adjacent to the project site includes an eight-foot wide Class II on-street bike lane at the edge of the street, a seven-foot wide curb-adjacent landscaped area, and a five-foot wide sidewalk. An eight-foot wide multipurpose trail is located within a 23-foot wide landscape buffer setback. Together, these improvements establish a 35-foot wide neighborhood edge, as specified in the *Ontario Ranch Streetscape Master Plan*. A 21-foot street dedication will be required for Merrill Avenue.

3.3.5 Local Circulation

Final site planning and off-site design shall be subject to City approval. In addition to the typical street sections described and depicted, additional geometric enhancements, including but not limited to those at intersections, may be required to adequately mitigate impacts identified in the Traffic Impact Analysis/Specific Plan EIR. Local roadway circulation shall accommodate trucks with a double trailer combination wheelbase of 67 feet (known as the WB-67 design vehicle).

Driveways shall conform to access requirements of the Traffic and Transportation Design Guidelines. Driveway locations, specifically those that are in proximity to master-planned or future traffic signals, shall be located so as not to interfere with queues as projected in the Traffic Impact Analysis for the Specific Plan. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2: Airport Influence Areas).

Fair share responsibilities for street improvements will be addressed in a Development Agreement with the City.

3.3.6 Traffic Control Devices

All traffic signs regulating, warning, and/or guiding traffic on public roads will conform to the California Manual on Uniform Traffic Control Devices (MUTCD), latest edition. All traffic-control signs, whether on public or private property, shall conform to the California MUTCD.

3.3.7 Truck Routes

The City of Ontario designates and maintains a network of truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses (Figure 3.6). Euclid Avenue, located at the western perimeter of the Specific Plan area, is a designated truck route. Merrill Avenue, which runs along the southern boundary of the Specific Plan area, is a designated truck route from Euclid Avenue to Archibald Avenue.

3.3.8 Pedestrian Circulation

To improve safety and the pedestrian experience, connect the various parts of the Specific Plan area, and expand access to nearby land uses, sidewalks will be provided along all streets abutting the Specific Plan area. Sidewalks will be five-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

3.3.9 Trails and Bike Paths

Trails and bicycle paths will provide an additional mode of circulation in and around the Specific Plan area. Multipurpose trails will be provided on the east side of Euclid Avenue, and the north side of Merrill Avenue (Figure 3.7).

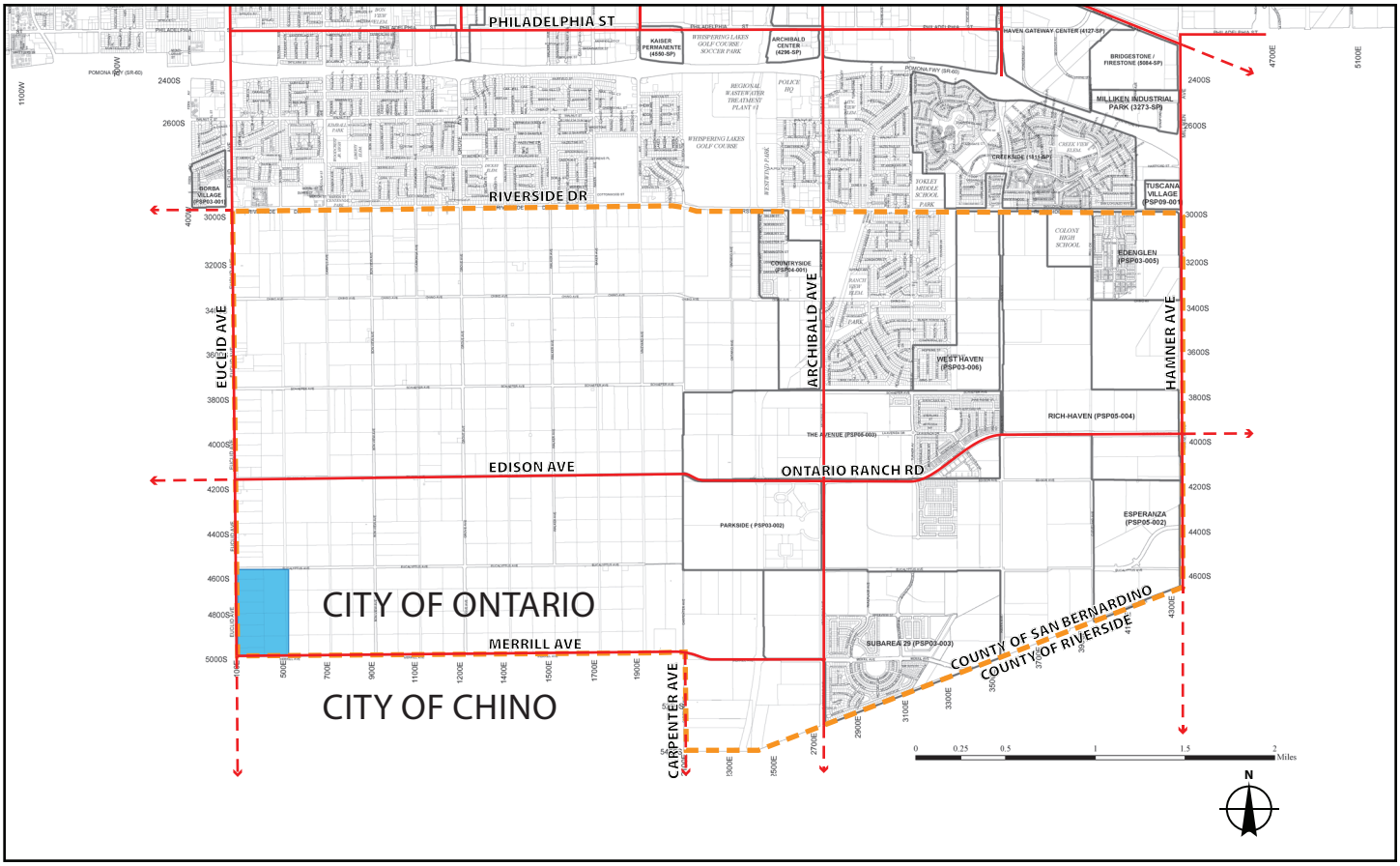
The Ontario Plan Mobility Element specifies a Class II bikeway on the north and south side of Merrill Avenue. Class II bikeways are defined as dedicated (striped) lanes along streets, with no parking allowed in the bike lane. This bike lane provides linkages to the City's bike path system (Figure 3.8).

The trail and bikeway improvements will be installed along the project frontages in conjunction with street improvements.

3.3.10 Transit

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue on the western boundary of the Specific Plan area.

FIGURE 3.6: **TRUCK ROUTES**



Truck Routes

Specific Plan Area

Ontario Ranch

City of Ontario Truck Routes

Adjacent Agency Truck Routes

FIGURE 3.7 - BICYCLE AND PEDESTRIAN PLAN

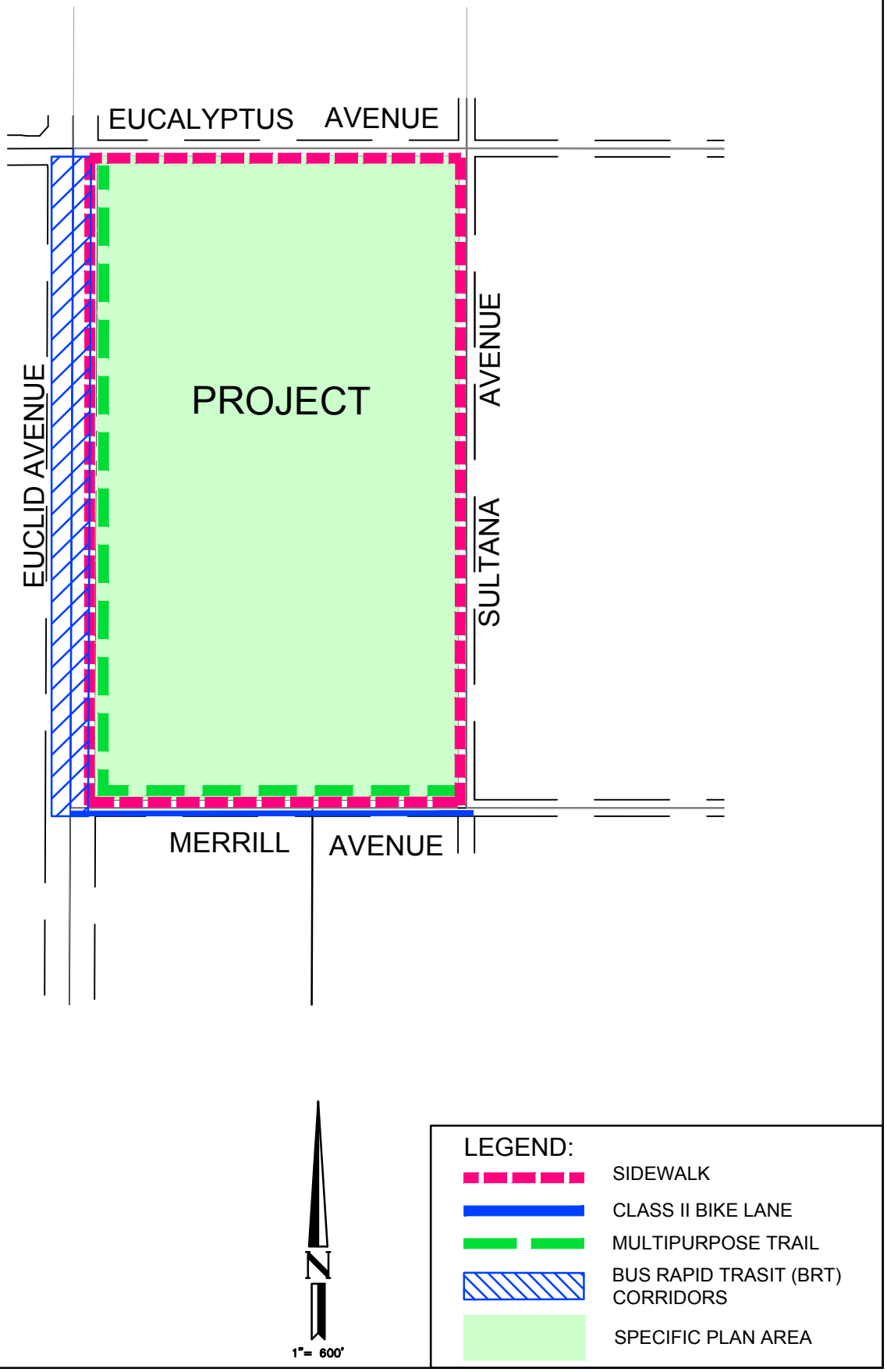
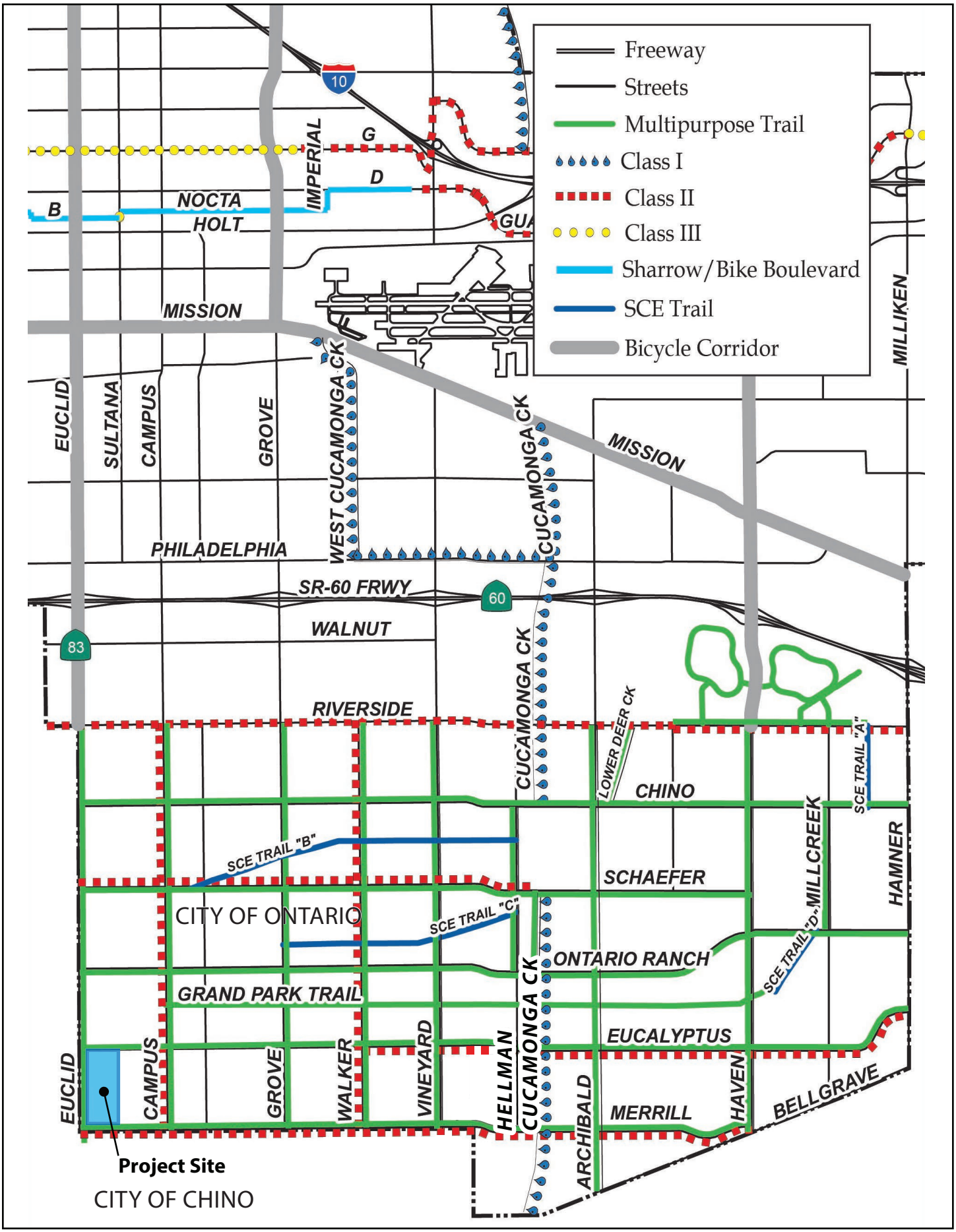


FIGURE 3.8: **CITY OF ONTARIO TRAIL AND BIKEWAYS PLAN**



3.4 Potable Water Plan

Water service to the Specific Plan area will be provided by the City of Ontario. Potable water is provided by imported water from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA) and groundwater from the Chino Basin, extracted via the City's wells. The WFA was formed in 1980 as a Joint Powers Authority by the Cities of Chino, Chino Hills, Ontario and Upland, and the Monte Vista Water District. It was formed to construct and operate water treatment facilities that provide a supplemental supply of potable water to its member agencies.

Currently there are no City potable water mains or City potable water infrastructure in the vicinity of the Specific Plan Area. Potable Water System Improvements for the Specific Plan area (Figure 3.9) require the planning, design, and construction of the 925 Pressure Zone (PZ) Phase 2 West Backbone, which includes: extending the 24-inch potable water main in Eucalyptus Avenue from Archibald Avenue to Grove Avenue; installing a 30-inch potable water main in Grove Avenue connecting from the 24-inch potable water main in Eucalyptus Avenue and extending to Chino Avenue; installing a 42-inch potable water main in Grove Avenue connecting from the 30-inch potable water main in Grove Avenue at Chino Ave and extending to Francis Avenue; installing a 42-inch potable water main in Francis Avenue connecting from the 42-inch potable water main in Grove Avenue and extending to Bon View Avenue; installing a 42-inch potable water main in Bon View Avenue connecting from the 42-inch potable water main in Francis Avenue and extending to Bon View Avenue Reservoir site and to the Reservoir; a 9 million gallon reservoir on the Bon View Reservoir site; and, two 2,500 gpm wells with any treatment necessary to meet water quality standards and the 16-inch and 24-inch collection main from the wells to the reservoirs.

In addition to the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Specific Plan area requires the planning, design, and construction of a Secondary Loop between the 925 Pressure Zone (PZ) Phase 2 West Backbone and the Specific Plan area which includes: installing a 16-inch potable water main in Eucalyptus Avenue connecting to the 30-inch 925 Pressure Zone (PZ) Phase 2 West Backbone main in Grove Avenue and extending to Euclid Avenue; installing a 16-inch potable water main in Euclid Avenue connecting from the 16-inch potable water main in Eucalyptus Avenue and extending to Merrill Avenue; installing a 16-inch potable water main in Merrill Avenue connecting from the 16-inch potable water main in Euclid Avenue and extending to Vineyard Avenue; and installing a 16-inch potable water main in Vineyard Avenue connecting from the 16-inch potable water main in Merrill Avenue and extending to connect to the 24-inch potable water main in Eucalyptus Avenue.

The Specific Plan area also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Sultana Avenue connecting to the 16- inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue.

Water mains required to serve the project will need to be constructed prior to or concurrent with on-site water improvements. Within the project site, a private network of 2- to 4-inch water lines for domestic water service and 10- to 12-inch water lines for

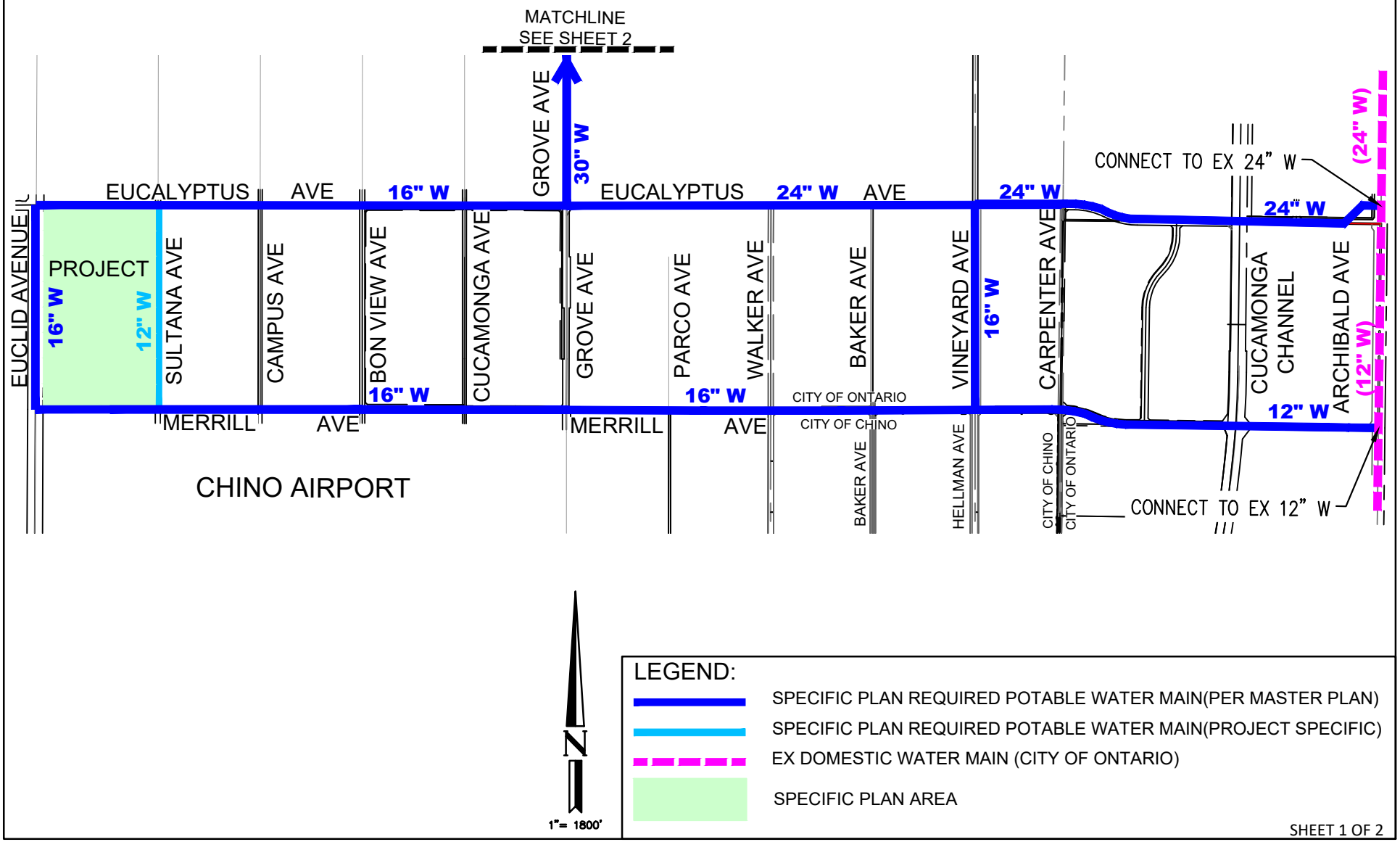
fire service water will be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue and Euclid Avenue to serve PA-1 and to the main in Merrill Avenue and Sultana Avenue to serve PA-2.

Until the ultimate pipeline network for Ontario Ranch has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands. Therefore, projects within the Specific Plan area may be required to construct additional pipelines not indicated in the Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. The developer will submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to Potable Water Master Plan criteria.

The overall water infrastructure plan to serve the City of Ontario is shown on Figure 3.10. The City's ultimate domestic water system will consist of five pressure zones. Most of Ontario Ranch (including the Specific Plan area) is located in the 925 Pressure Zone. The sizing and alignment of potable water lines will follow the most current approved City of Ontario water system plan. "Required Potable Water Infrastructure is subject to change based upon findings of approved hydraulic study and master plan updates; and, Potable Water main locations are also subject to change based upon the developer conducted and City approved Conceptual Design Report.

FIGURE 3.9 - POTABLE WATER PLAN

925 PRESSURE ZONE



SHEET 1 OF 2

FIGURE 3.9 - WATER PLAN CONTINUED

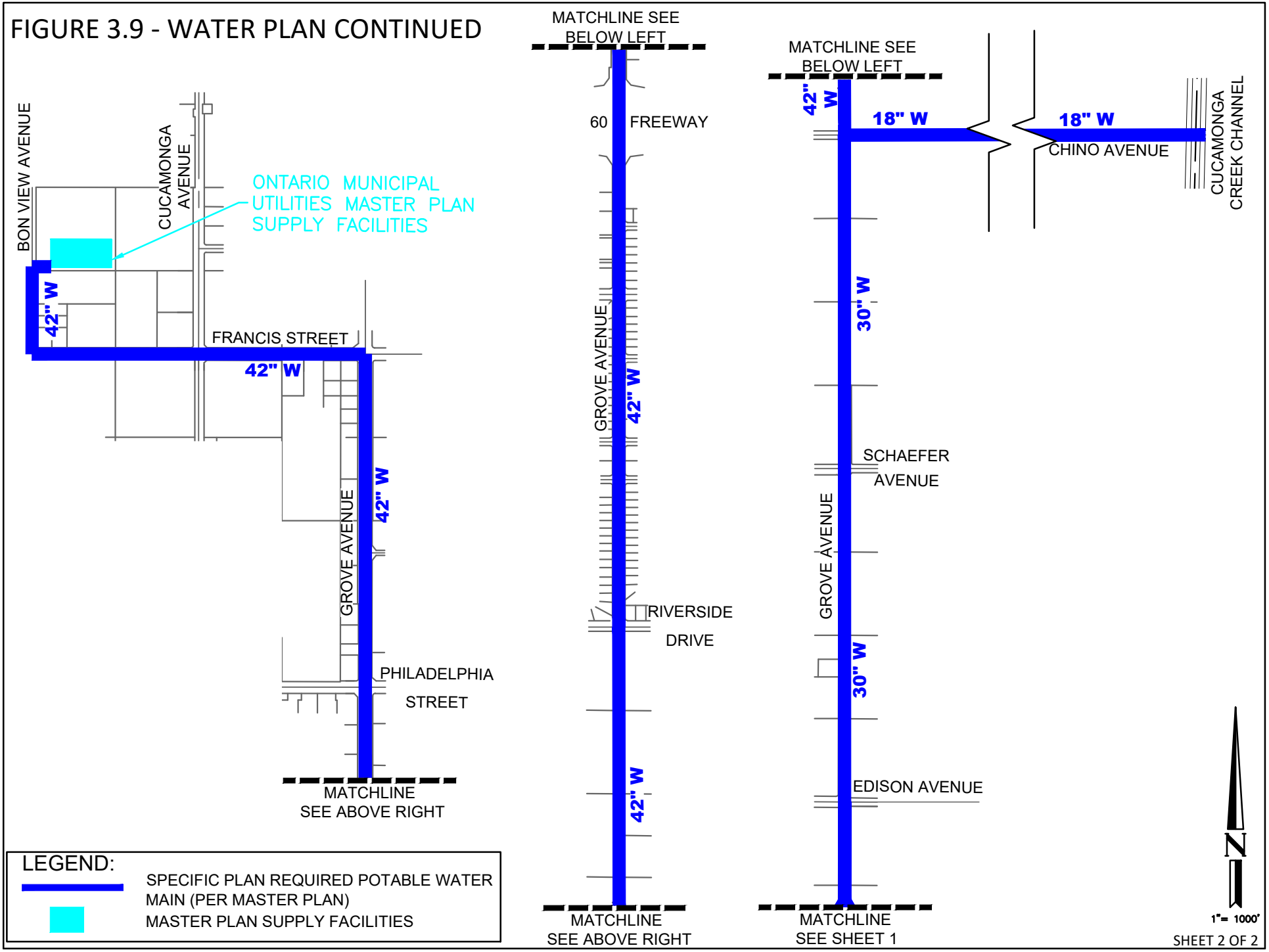
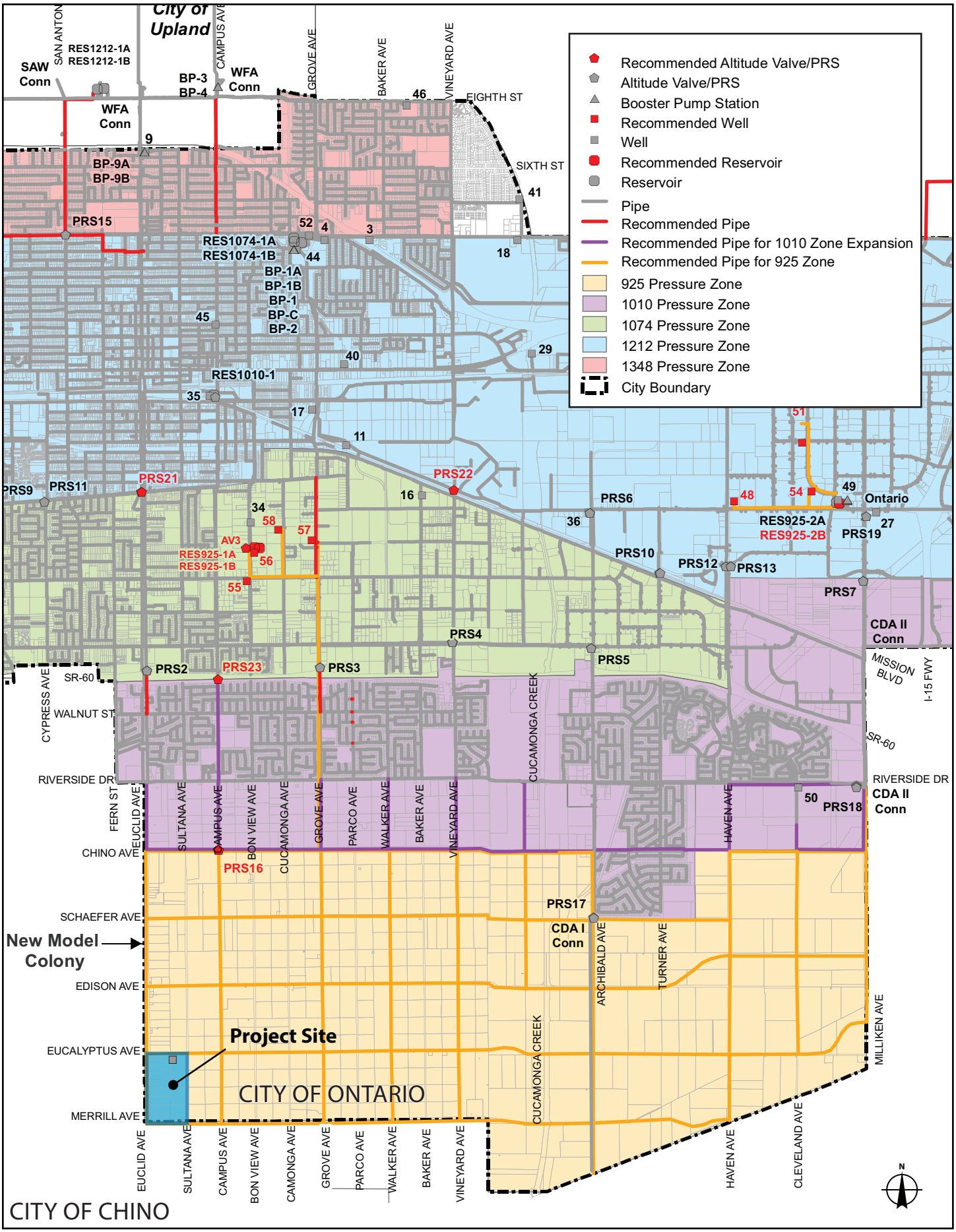


FIGURE 3.10: CITY OF ONTARIO ULTIMATE WATER SYSTEM



3.5 Recycled Water Plan

The City of Ontario Ordinance 2689 requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Prior to use of recycled water, approval from the City of Ontario and State Water Resources Control Board (SWRCB) is required. Interim connection to potable water is not allowed.

Currently there are no City recycled water mains or City recycled water infrastructure in the vicinity of the Specific Plan Area. Recycled Water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA) from its four wastewater reclamation plants. The entire Specific Plan area is within the City's master planned 930 Pressure Zone. Recycled Water Infrastructure Improvements for the Specific Plan area (Figure 3.11) require the planning, design, and construction of 930 Pressure Zone (PZ) Recycled Water Master Plan mains, which includes: installing a 12-inch recycled water main in Merrill Avenue connecting to the existing City 12-inch 930 Pressure Zone Recycled Water main in Merrill Avenue at the intersection of Merrill Avenue and Archibald Avenue and extending it west to Walker Avenue; and, installing an 8-inch recycled water main in Merrill Avenue connecting to the 12-inch recycled water main in Merrill Avenue at Walker Avenue and extending west to Sultana Avenue; and, installing an 8-inch recycled water main in Sultana Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue.

The Specific Plan area also requires the planning, design, and construction of the Adjacent Recycled Water System, which includes: installing 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in Merrill Avenue at Sultana Avenue and extending west to Euclid Avenue; and, installing an 8-inch recycled water main in Euclid Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the existing IEUA 30-inch main in Eucalyptus Avenue at Euclid Avenue. Sizing and alignment of the recycled water lines will be consistent with the City of Ontario recycled water system plan and/or a City approved hydraulic analysis.

FIGURE 3.11 - RECYCLED WATER PLAN

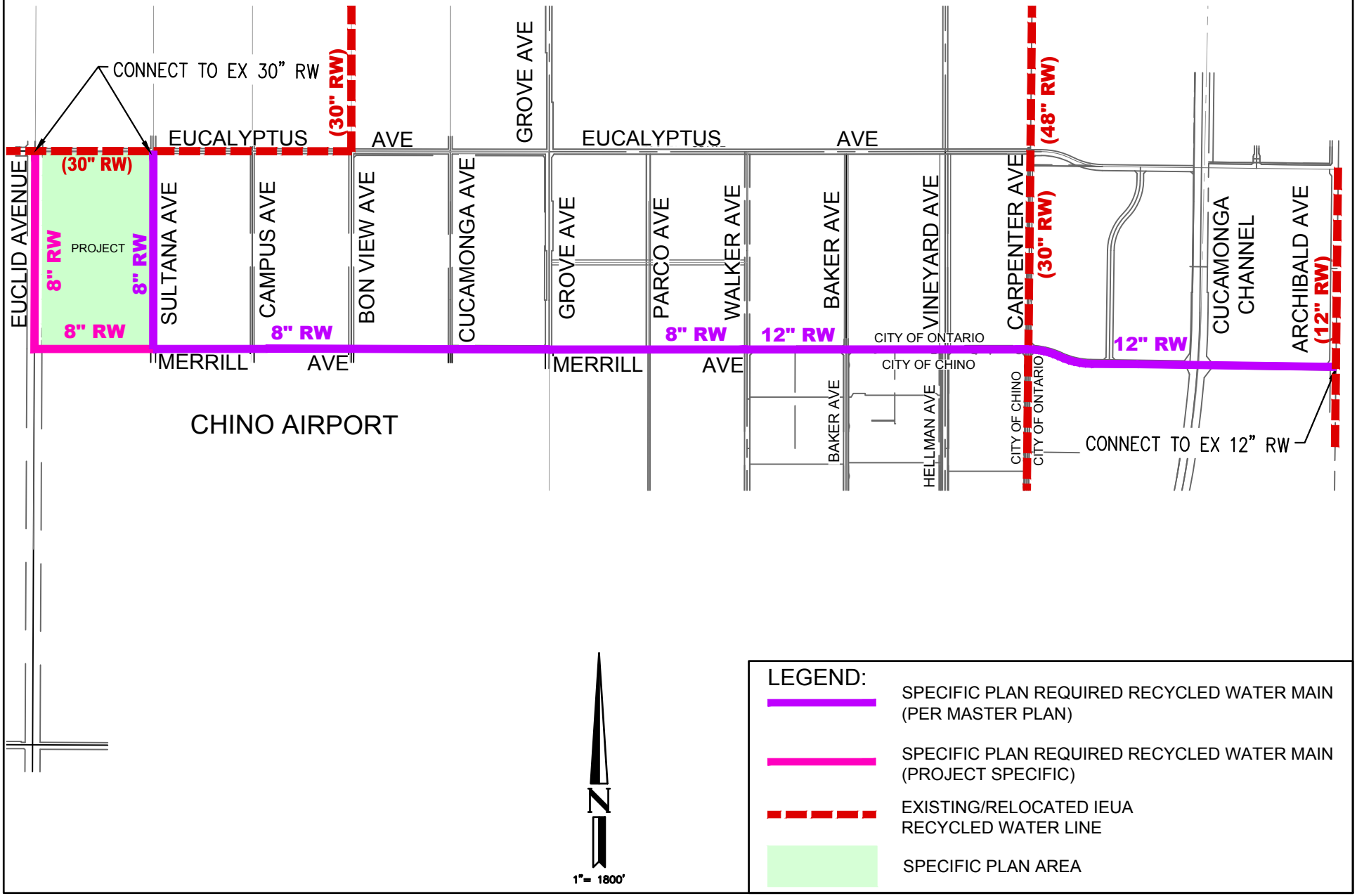
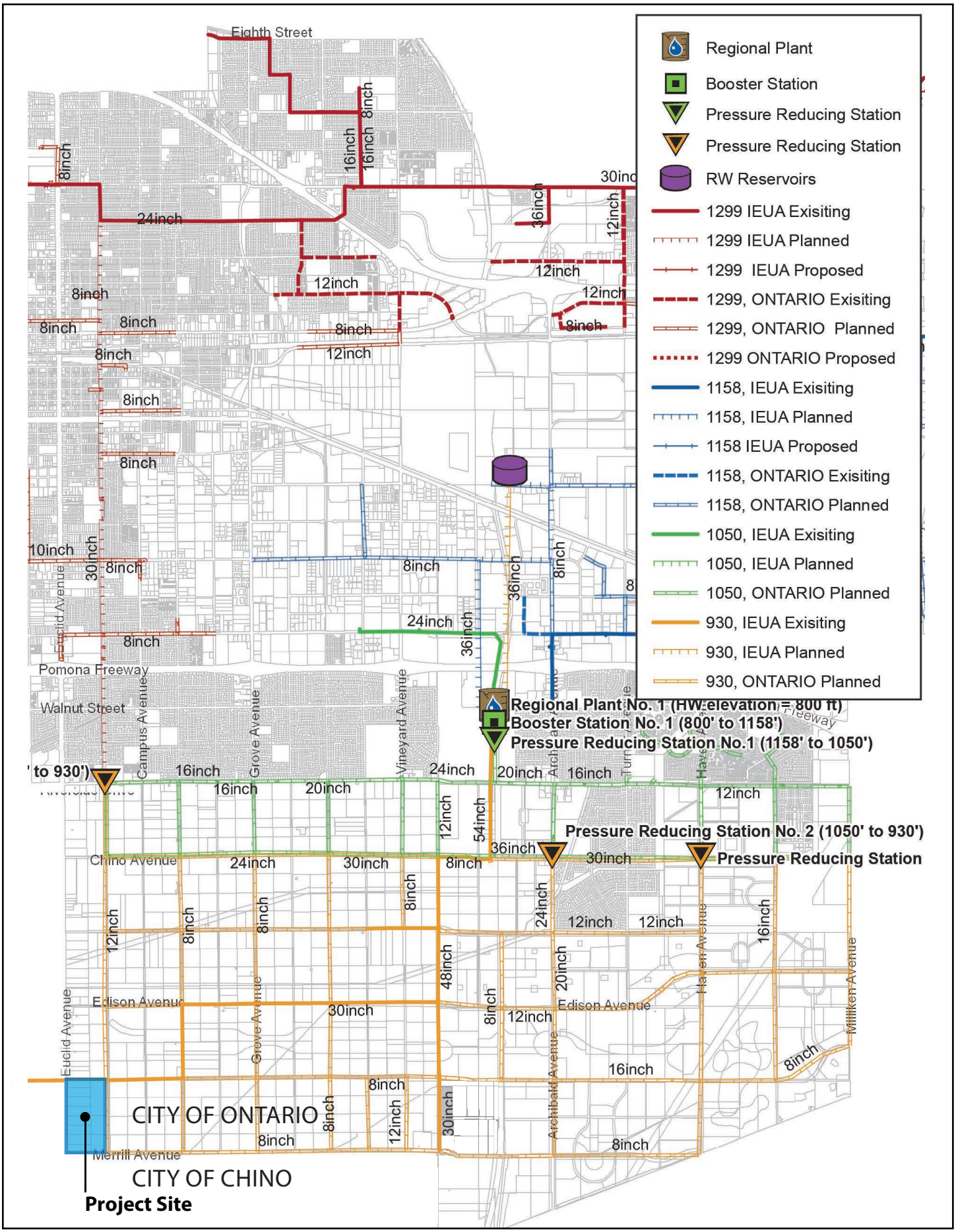


FIGURE 3.12: **CITY OF ONTARIO FUTURE RECYCLED WATER SYSTEM**



3.6 Sewer Plan

Regional wastewater treatment services are provided to the City of Ontario and its neighboring agencies by the Inland Empire Utilities Agency (IEUA). Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's Regional Plant No.1 and Regional Plant No.5 for treatment. The City of Ontario's sewer service area is divided into eight sewersheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewershed 8.

There are no sewer mains located within the broader vicinity of the Specific Plan area; therefore, the Specific Plan includes a network of new public sewer mains (Figure 3.13), consistent with the City of Ontario's ultimate sewer system plan (Figure 3.14). A 36-inch sewer main will connect to an existing 60-inch IEUA interceptor trunk main sewer located in Kimball Avenue to the south, run north in Euclid Avenue to Merrill Avenue, then east to Sultana Avenue. An 18-inch sewer main will run from Merrill Avenue north within Euclid Avenue to Eucalyptus Avenue. An eight-inch public sewer main will be located along Sultana Avenue. An eight-inch private main will also be installed in an on-site easement to provide for connections at the northeast portion of the site. Six-inch sewer laterals will connect buildings to sewer mains.

The ultimate sizing and alignment of the sewer shall be consistent with the City of Ontario ultimate sewer system plan and/or a City conducted and approved hydraulic analysis.

A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each Tract Map and Development within the Specific Plan

FIGURE 3.13 - SEWER PLAN

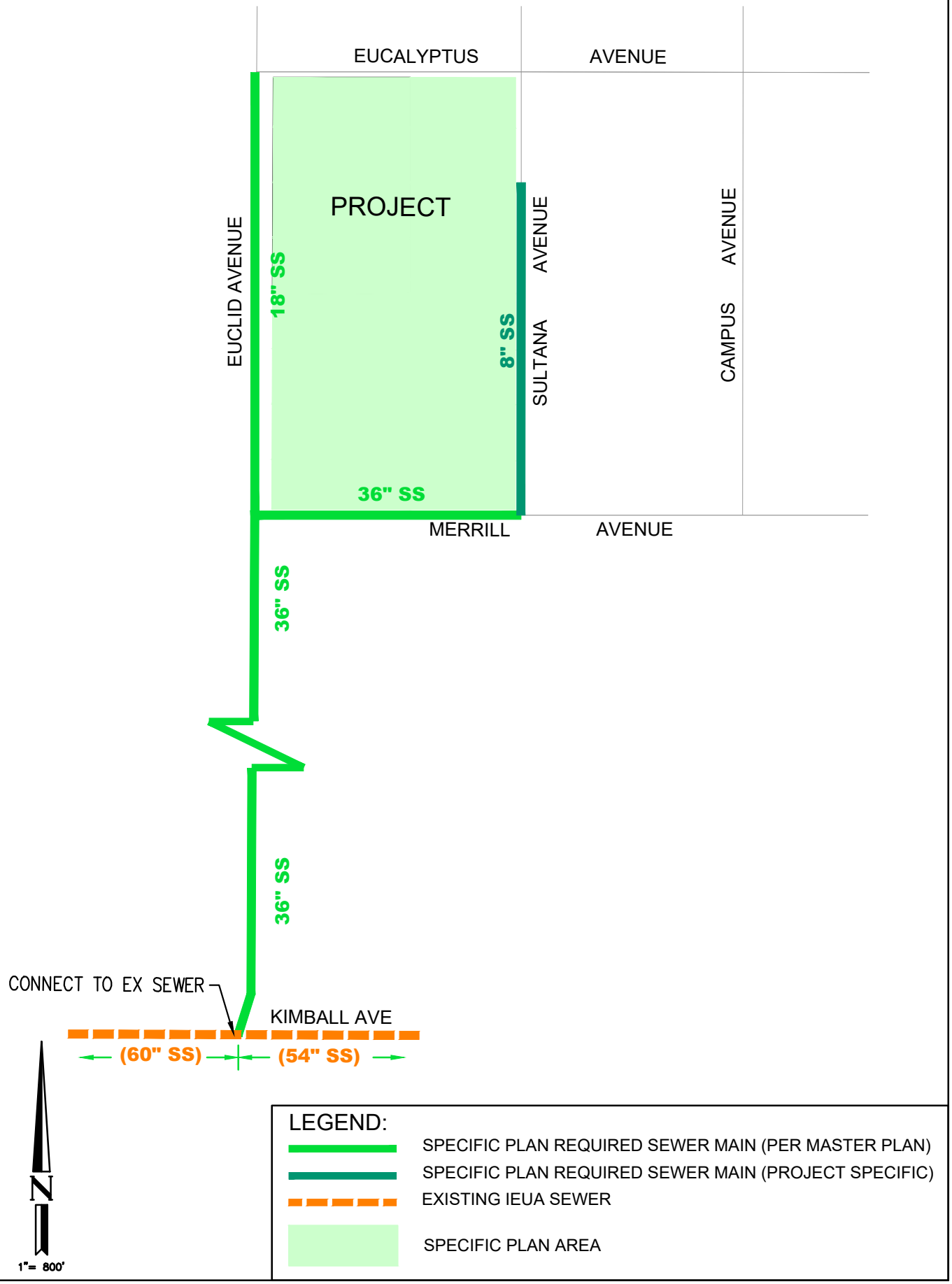
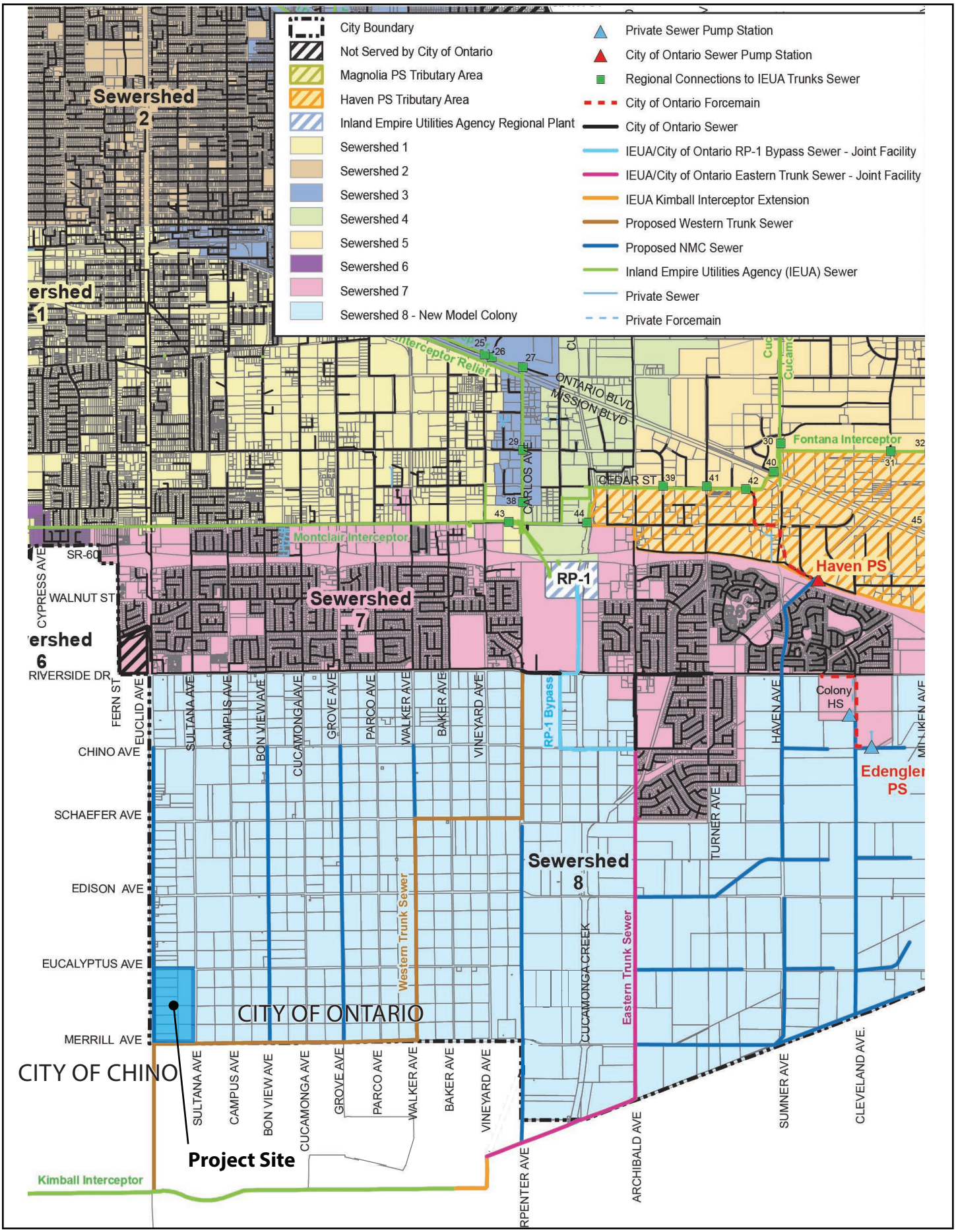


FIGURE 3.14: **CITY OF ONTARIO ULTIMATE SEWER SYSTEM**



3.7 Conceptual Grading Plan

Site topography is moderately flat, sloping from the north to the south. There is an approximately 30-foot change in elevation across the Specific Plan area.

The grading activities for the Specific Plan area will generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways and streets.

The Conceptual Grading Plan (Figure 3.15) provides a balance of cut and fill for the Specific Plan area. Grading and earthwork analysis indicate the project can balance without the use of retaining walls. Earthwork will include approximately 242,079 cubic yards (CY) of cut and 242,079 CY of fill with 292,457 CY of over-excavation. Geotechnical and/or environmental conditions encountered during grading operations may impact final earthwork calculations. Grading plans for each development project within the Specific Plan area will be reviewed and approved by the City of Ontario prior to the issuance of grading permits. Grading plans and activities will conform to the City's grading ordinance and dust and erosion control requirements.

All landscaped areas within the Specific Plan area shall be graded as shallow swales and designed to accept runoff water from impervious surfaces. Water quality retention basins, trenches, etc., (the exact location of which will be determined at the time of Water Quality Management Plan (WQMP) approval for individual implementing projects) will have a maximum side slope of 3:1.

3.8 Dry Utilities Plan

Utility services provided to the site will be installed underground in accordance with City of Ontario guidelines.

3.8.1 Communication System

Developments in Ontario Ranch are required to install and provide fiber conduit to all improved lots. Proposed on-site facilities will be placed underground within a duct and structure system that will be installed by the developer. Pursuant to the City of Ontario 2013 Fiber Optic Master Plan, the fiber optic network will be owned and operated by the City of Ontario and as such maintenance of the installed system will be the responsibility of the City and/or Special District fiber optic entity and not the developer. According to the City's Fiber Optic Master Plan, the proposed fiber optic infrastructure, including approximately 23 miles of backbone fiber south of Riverside Drive, is an investment into a long term capital asset using newly constructed and existing conduit to provide high speed communication links to key locations throughout the City. The Specific Plan area will be connected to the City's system as shown on Figure 3.16.

3.8.2 Natural Gas

The Gas Company will provide natural gas to the Specific Plan area. Gas mains will be installed to the individual development projects by the Gas Company, as necessary.

FIGURE 3.15: **CONCEPTUAL GRADING PLAN**

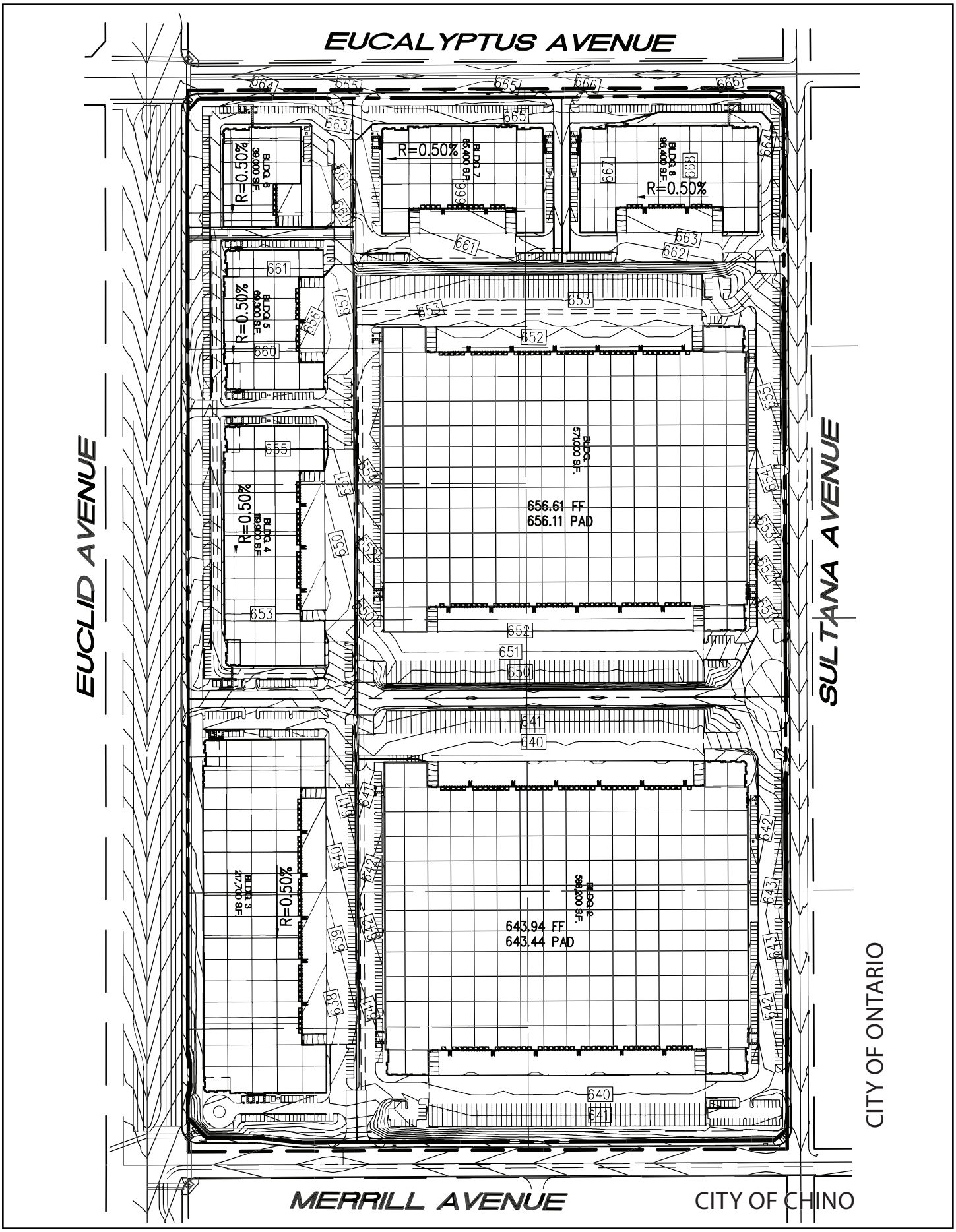
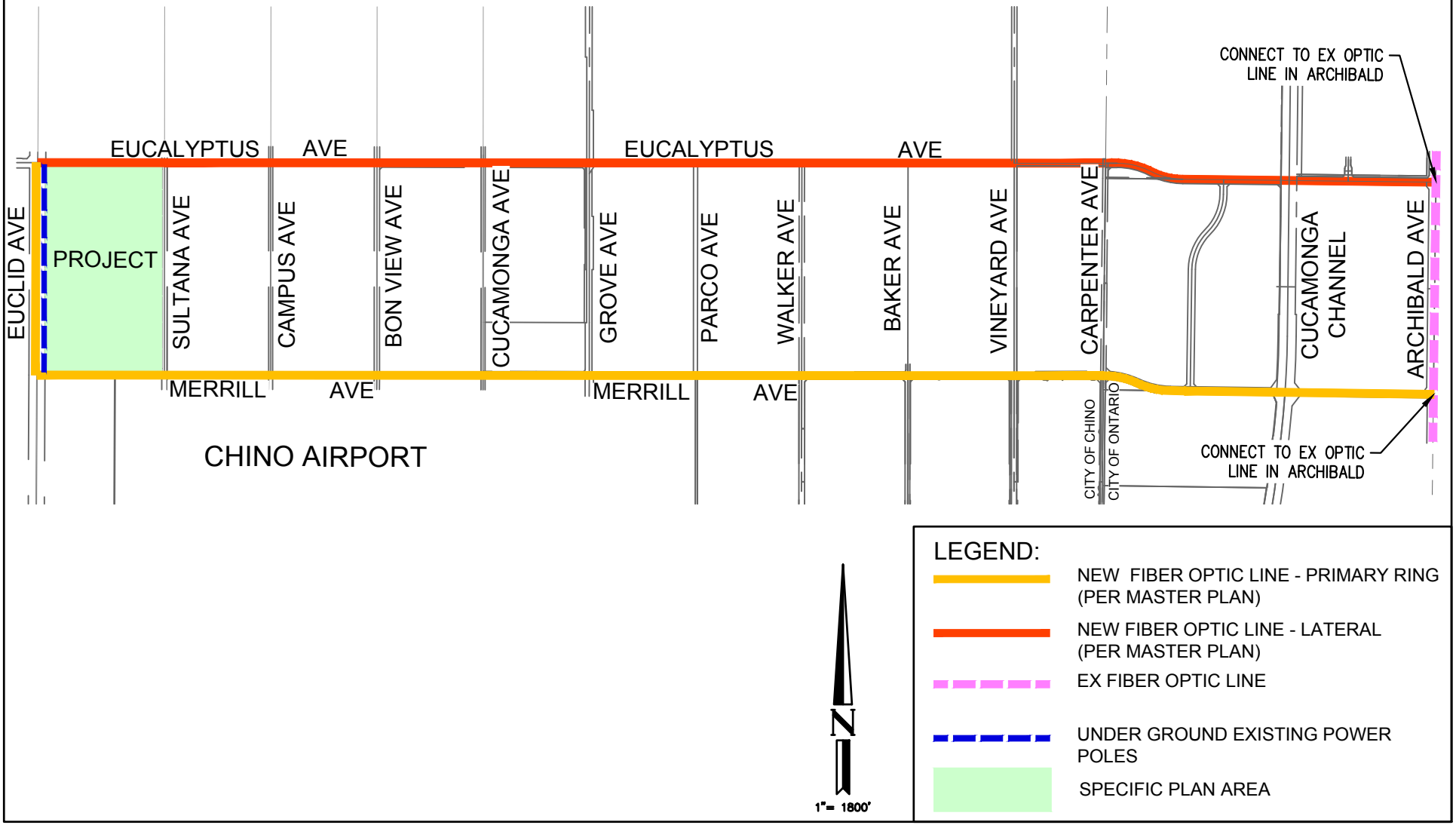


FIGURE 3.16 - FIBER OPTIC PLAN



3.8.3 Electricity

Southern California Edison will provide electricity to the Specific Plan area from existing facilities in the vicinity. All new lines within the Specific Plan area shall be installed according to City of Ontario requirements.

3.9 Storm Drainage Plan

The Specific Plan area storm drain improvements (Figure 3.17) are consistent with the facilities specified in Drainage Area XIV of the City of Ontario Storm Drain Master Plan (Figure 3.18).

Catch basins located throughout the site will collect runoff. On-site storm drain systems will convey runoff southerly to a reinforced concrete box facility in Merrill Avenue. Landscaped areas adjacent to Euclid Avenue will continue to drain to the street. The Specific Plan will also construct storm drains in Eucalyptus Avenue and Euclid Avenue north of Merrill Avenue. The reinforced concrete box facility in Merrill Avenue will end just north of the existing earthen channel, located between the paved portions of Euclid Avenue and the existing easterly right-of-way. The storm water will then bubble up in the structure and spill out into the existing channel where it will continue to flow south to eventually discharge south of Pine Avenue.

Though the Specific Plan will construct several storm drains consistent with the Storm Drain Master Plan, the ultimate discharge location downstream, between Pine Avenue and Merrill Avenue, is not fully improved at this time. Until this occurs, the project will utilize on-site storm water detention so that discharge from Specific Plan development remains less than peak flow rates prior to development.

3.9.1 NPDES Compliance

The grading and drainage of the Specific Plan area will be designed to retain/infilter, harvest, and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (WQMP) for significant new development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, employing Source Control Best Management Practices (BMP's), or using on-site structural Treatment Control BMP's where the infeasibility of installing Low Impact Development BMP's is demonstrated.

New development within the Specific Plan area will utilize a variety of Low Impact Development site drainage designs to manage stormwater, including but not limited to retention/infiltration basins, trenches and swales, and above ground bio-treatment systems. Development projects within the Specific Plan area will comply with the latest Low Impact Development guidelines and incorporate features including but not limited to:

- Landscape designs that promote water retention and incorporation of water conservation elements such as use of native plants and drip irrigation systems;
- Permeable surface designs in parking lots and areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or bio-treatment where infiltration is infeasible;
- Limit soil compaction during grading operations within landscaped storm water infiltration areas to no more than 80 percent compaction.

Prior to the issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP), Erosion & Sediment Control Plan sheets, and a WQMP will be prepared and approved. The SWPPP and Erosion & Sediment Control Plan Sheets will identify and detail all appropriate BMP's to be implemented or installed during construction of the project, and the WQMP will describe all post-construction BMP's designed to address water quality and quantity of runoff for the life of the project.

3.10 Public Services

This sub-section addresses public services within the Specific Plan area, including police, fire and solid waste disposal services.

3.10.1 Police

The City of Ontario will provide police services to the Specific Plan area. The closest police station is located approximately five miles north of the Specific Plan area at 2500 S. Archibald Avenue, just south of SR-60. This station is also the City of Ontario Police Department headquarters.

3.10.2 Fire

The City of Ontario will provide fire protection services to the Specific Plan area. The Ontario Fire Department currently has eight stations, which are staffed with eight four-man paramedic engine companies and two four-man truck companies. The closest operational fire station, Station 2, is located at 544 W Francis Street, approximately four miles north of the Specific Plan area.

3.10.3 Solid Waste Disposal

The City of Ontario will provide solid waste services to the Specific Plan area. The City offers a full array of commercial and industrial services designed to meet the business community's needs. Solid waste facilities will follow the "Solid Waste Department Refuse and Recycling Planning Manual." The Manual establishes the City of Ontario's requirements for refuse and recycling storage and access for service, as well as addresses the City's recycling goals. The Mid-Valley Landfill is the nearest County of San Bernardino landfill located at 2390 N. Alder Avenue in the City of Rialto, approximately 20 miles northeast of the Specific Plan area.

FIGURE 3.17 - STORM DRAIN PLAN

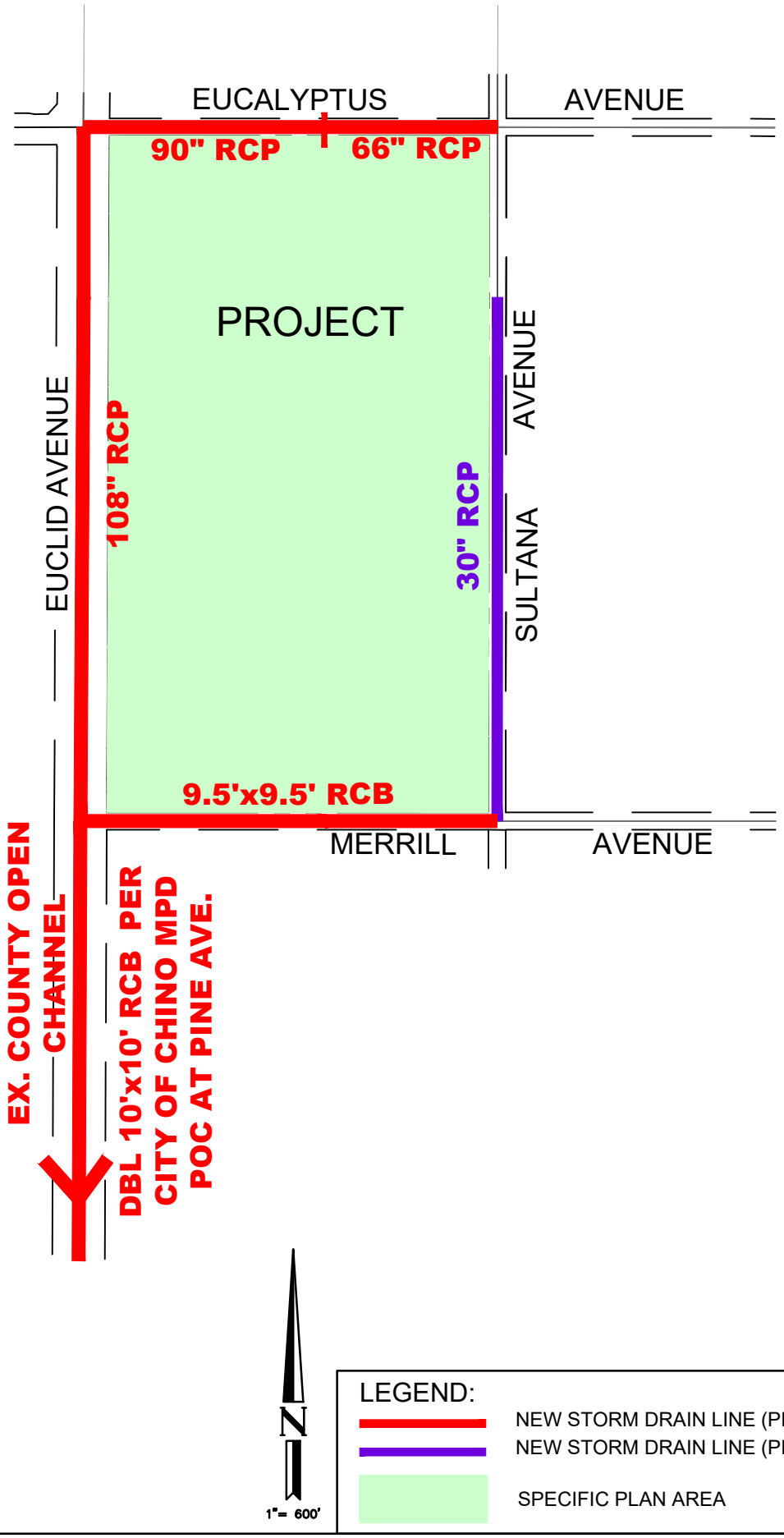
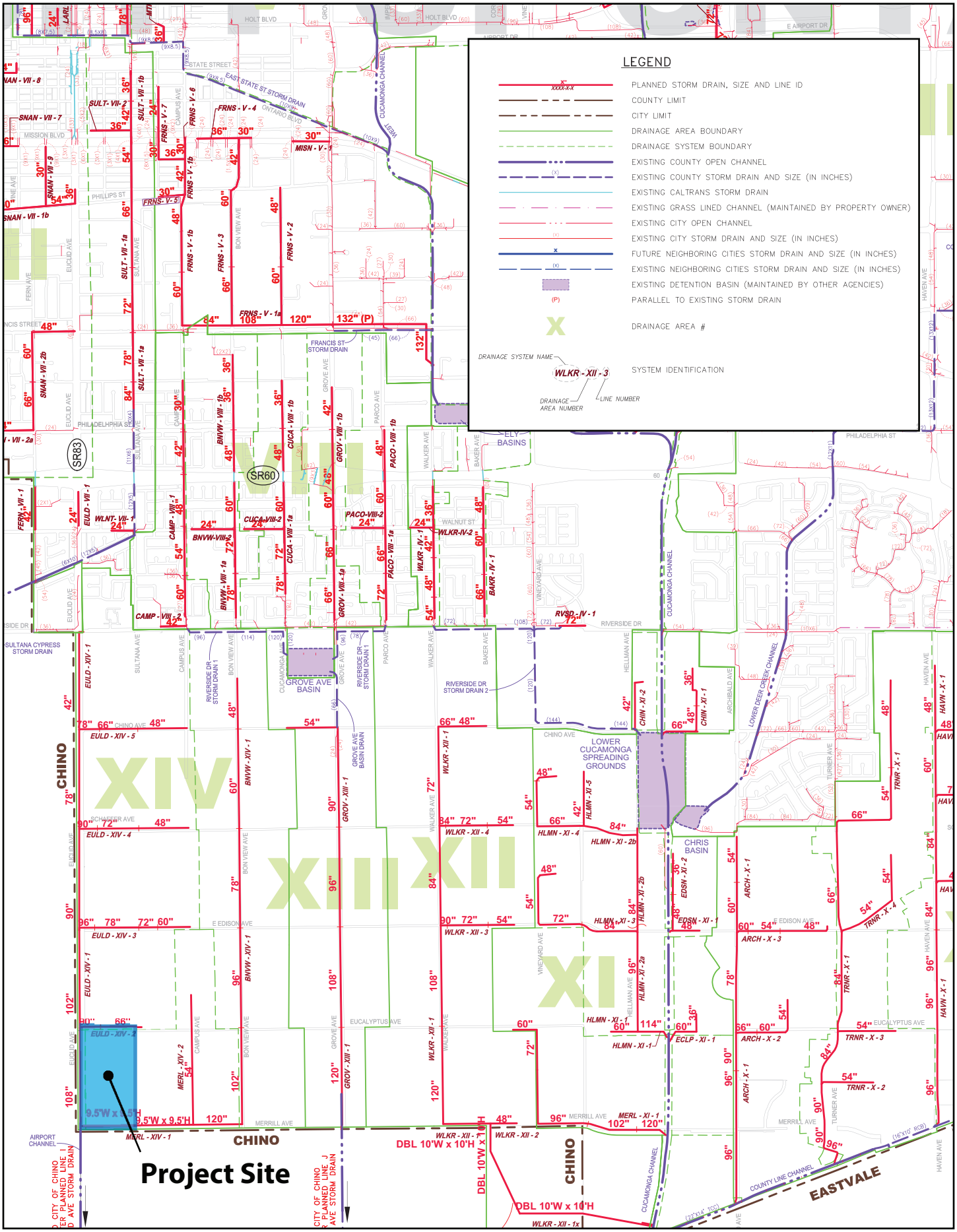


FIGURE 3.18: CITY OF ONTARIO PLANNED DRAINAGE FACILITIES



3.11 Phasing Plan

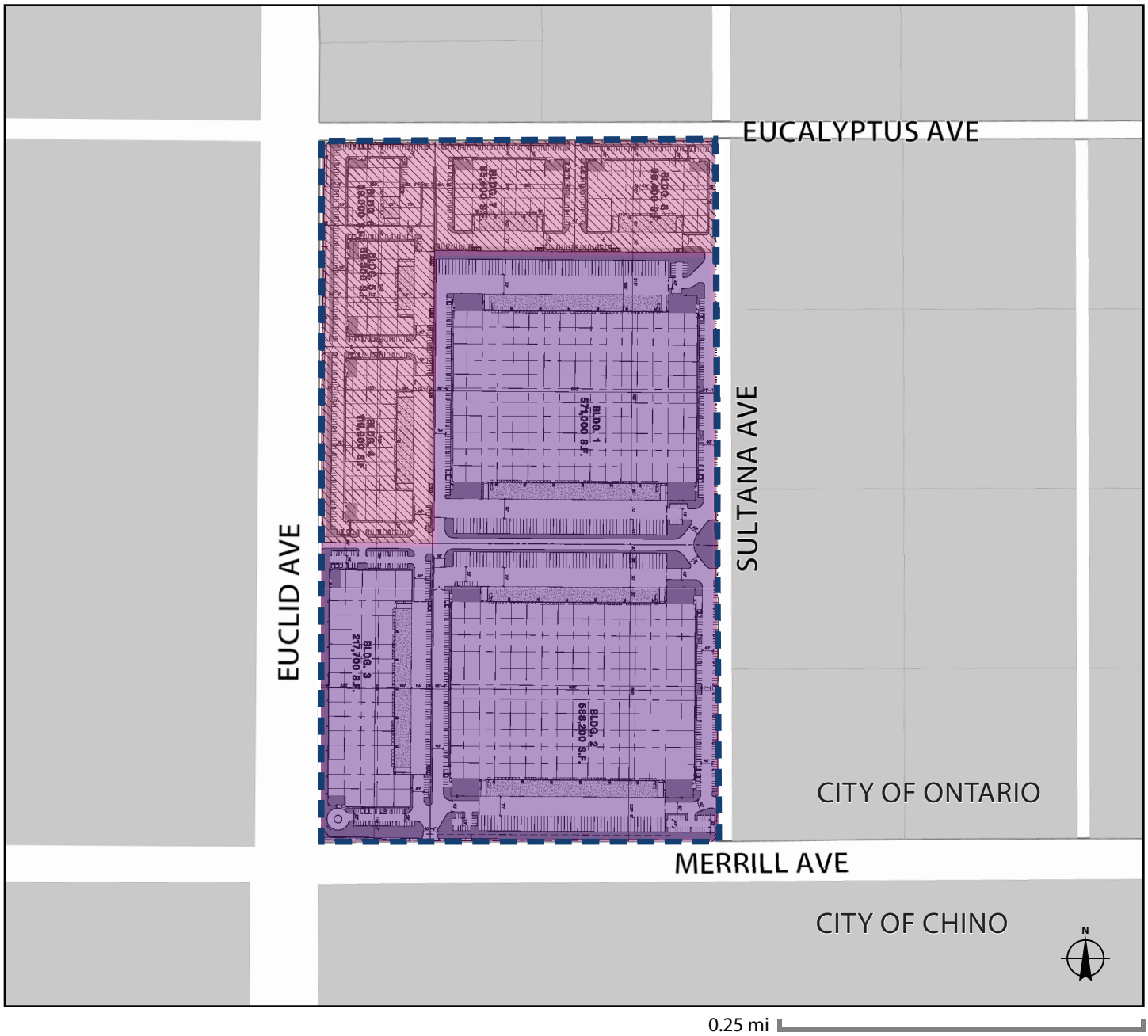
Development phasing of the project site will be determined by the landowner and/or developer based upon real estate market conditions. Phasing will occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, will be installed by the developer. Figure 3.19, Conceptual Phasing Plan, describes two general phases of development for Ontario Ranch Commerce Center West.

Specific Plan backbone infrastructure will be installed by the project developer, in accordance with the applicable City-adopted infrastructure plan for the area, as well as the provisions of this Specific Plan and an approved Development Agreement. Fair share responsibilities for improvements will be addressed in a Development Agreement with the City of Ontario. The timing for installation of infrastructure and utilities within the Specific Plan area will be determined as part of the City's approval of parcel maps. Infrastructure will be constructed and made available in a timely manner as development progresses. All of the Specific Plan required infrastructure in Section 3.4 (Figure 3.9) for Potable Water, Section 3.5 (Figure 3.11) for Recycled Water, and Section 3.6 (Figure 3.13) for Sewer phasing will be determined per separate Development Agreement.

Phase 1: Phase 1 consists of the construction of the storage, warehousing, and industrial development in Planning Area 2. This phase may be developed in two or more sub-phases, based on development plans.

Phase 2: Phase 2 consists of the construction of the business park development in Planning Area 1. This phase may be developed in several sub-phases in response to market demands and according to the logical and orderly completion of infrastructure improvements. Final grading and infrastructure improvements will be completed in accordance with the approved Development Agreement and City Engineer approval.

FIGURE 3.19: **CONCEPTUAL PHASING PLAN**



0.25 mi

Conceptual Phasing Plam

Specific Plan Boundary

Phase 1

Phase 2

4.0 LAND USE AND DEVELOPMENT STANDARDS

This chapter identifies the allowable uses and the standards for building heights, setbacks, parking, coverage, landscape, signage, and all other development standards within the Specific Plan area. The application of these regulations is intended to create a harmonious relationship within the Specific Plan area and with the surrounding land uses as well as to protect the health, safety, and general welfare of the community.

4.1 General Provisions

Upon adoption of the Specific Plan, the development standards and procedures established within the Specific Plan become the governing zoning standards for any new construction, addition, or remodel within the Specific Plan area. However, in reviewing individual projects requiring discretionary approval, additional conditions may be applied by the approving body to accomplish the goals and objectives of this Specific Plan.

4.2 Allowable Uses

Table 4.1 (Land Use Matrix) shows the allowable land use, activity, or facility permitted within the Specific Plan's BP (Business Park) and IG (Industrial - General) Zoning Districts, as discussed in Chapter 3. These uses include a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 3 of the Chino Airport. The letters/symbols used in Table 4.1 shall have the following meanings:

"P" - Permitted Land Uses

A Permitted Use (P) is permitted by right and may be established as the primary use of a building without the need for discretionary approval. Permitted Uses are subject to the development standards and guidelines applicable to the zoning district in which the use is located.

"C" - Conditionally Permitted Land Uses

A Conditionally Permitted Use (C) is permitted upon issuance of a Conditional Use Permit (CUP) pursuant to Section 4.02.015 of the Ontario Development Code and City processing procedures.

"A" - Administratively Permitted Uses

An Administratively Permitted Use (A) is permitted upon issuance of an Administrative Use Permit (AUP) pursuant to Section 4.03.015 of the Ontario Development Code and City processing procedures.

"--" - Prohibited Land Uses

A land use indicated with a " --" symbol is prohibited within the zoning district.

Land Uses Not Listed

A land use not listed in Table 4.1 shall be considered a prohibited land use. For land uses similar to those listed in Table 4.1, but not expressly stated in this Specific Plan, the Planning Director or his/her designee has the authority to make a determination of the applicability of similar land uses.

Table 4.1: Allowable Uses

Land Use	BP District	IG District
AGRICULTURAL USES		
Commercial Crop Production and Farming (excluding marijuana)	C	P
Community Gardens, Urban Farms, and Related Uses	A	A
Kennels and Catteries	--	P
RESIDENTIAL USES		
Caretaker's Unit (not to exceed 1,000 square feet)	A	A
CONSTRUCTION		
Contractors (e.g., building construction, site preparation, capital improvement projects)		
• Completely within a building	P	P
• With outdoor storage	--	P
MANUFACTURING		
Apparel Manufacturing	P	P
Artisan Crafts (made by hand) such as glassworks, jewelry, and pottery	P	P
Beverage Manufacturing	--	P
Chemical Manufacturing (excludes pesticides and fertilizers)	--	C
Computer and Electronic Product Manufacturing	P	P
Electrical Equipment, Appliance and Component Manufacturing	P	P
Fabricated Metal Product Manufacturing	--	P
• Ammunition and Arms	C	C
Food Manufacturing, General (but excluding animal slaughtering and processing and seafood product preparation and packaging)	--	P
Food Manufacturing, Limited (bread, tortilla, snack foods, roasted nuts and peanut butter, coffee, tea, flavoring syrup, seasoning and dressing, spice extract)	P	P
Furniture and Related Product Manufacturing	P	P
Glass and Glass Product Manufacturing	--	C
Leather and Allied Product Manufacturing (excluding leather and hide tanning and finishing)	P	P
Machinery Manufacturing	--	P
Miscellaneous Manufacturing (medical equipment and supplies, jewelry, sporting goods, toys, office supplies, signs, etc.)	P	P
Paper Manufacturing	--	P
Pharmaceutical and Medicine Manufacturing (excludes biological product manufacturing)	C	C
Printing and Related Support Activities	P	P

Table 4.1: Allowable Uses

Land Use	BP District	IG District
Primary Metal Manufacturing	--	C
Petroleum and Coal Products Manufacturing	--	C
Plastics Product Manufacturing	--	P
Rubber Product Manufacturing	--	C
Textile Mills	--	P
Textile Product Mills	--	P
Transportation Equipment Manufacturing	--	P
Wood Product Manufacturing	--	P
WHOLESALE TRADE		
Merchant Wholesalers, Durable Goods - General (includes motor vehicles and parts, lumber and construction materials, metals and minerals other than petroleum, and machinery equipment and supplies)	--	P
Merchant Wholesalers, Durable Goods - Limited (includes furniture and home furnishings, professional and commercial equipment and supplies, hardware, plumbing, and heating equipment and supplies)	P	P
Merchant Wholesalers, Nondurable Goods (excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives merchant wholesalers)	--	P
Wholesale Electronic Markets, Agents and Brokers (excludes automobile auctions)	P	--
HEALTH CARE AND SOCIAL ASSISTANCE		
Ambulatory Health Care Services	P	--
Child Day Care Services (Commercial Facilities)	--	--
Child Day Care Services (Employer Provided Services)	--	--
Medical Office	P	--
Vocational Rehabilitation Services	C	--
COMMERCIAL USES		
Information		
Broadcasting	P	P
Data Processing, Health, and Related Services	P	P
Publishing Industries	P	P
Motion Picture and Sound Recording Facilities (excludes movie theaters)	P	P
Recording and sound studios	P	--
Telecommunication Facilities	P	P
Eating and Drinking Places, and Food Services		
Alcoholic beverage sales for consumption on the premises (includes all retailer's on-sale licenses issued by the State of California Department of Alcoholic Beverage Control)	C	--
Food Bank or Meal Delivery Services	C	C
Restaurant		
• Without drive-thru	P	--
• With drive-thru	C	--
Motor Vehicle Mechanical and Electrical Repair and Maintenance		
Servicing Facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail	P	--

Table 4.1: Allowable Uses

Land Use	BP District	IG District
activities that involves the limited use of pneumatic tools or equipment that create noise impacts)		
General Repair Facilities (includes general motor vehicle mechanical and electrical repair and maintenance of air conditioning, brake, cooling, electric, exhaust, fuel, suspension system, engine, transmission, and drive train)		
• General Repair Facilities - Automobile, Light Truck and Van Repair and Maintenance	C	P
• General Repair Facilities- Large Truck, Bus and Similarly Large Motor Vehicle Repair and Maintenance	--	P
Automotive Body, Paint, Interior and Glass Repair		
• Automobile, Light Truck and Van Body, Paint, and Interior Repair and Customization	C	P
• Minor Customization Work (limited to the "bolt-on" replacement or addition of parts only -- no body or paint work is allowed)	C	P
• Large Truck and Bus Body, Paint, and Interior Repair and Maintenance	--	P
Personal Services		
Couriers and Messengers	P	P
Commercial and Industrial Machinery and Equipment Repair and Maintenance (except automotive and electronic)	--	P
Electronic and Precision Equipment Repair and Maintenance	P	P
Fitness and Recreational Sports Center		
• Gross Floor Area less than 10,000 square feet	P	--
• Gross Floor Area 10,000 square feet or more	C	--
Industrial Laundry and Linen Supply	P	P
Personal and Household Goods Repair and Maintenance	P	P
Pet Boarding and Kennels		
• Day only (e.g. Doggie Daycare)	C	--
• Overnight Stays	C	--
Postal Services	P	P
Passenger Car Rental and Leasing	C	--
Truck, Utility Trailer, and Recreational Vehicle Rental and Leasing	C	P
Offices		
Administrative and Support Services	P	--
Finance and Insurance Offices	P	--
Management of Companies and Enterprises	P	--
Office Ancillary to a Primary Industrial Use (less than 10% of GFA)	P	P
Professional, Scientific, and Technical Services (e.g. accounting, tax preparation, architecture, bookkeeping, legal, engineering, consulting)	P	--
Real Estate Offices	P	--

Table 4.1: Allowable Uses

Land Use	BP District	IG District
Retail		
Alcoholic beverage sales for consumption off the premises (includes all retailer's off-sale licenses issued by the State of California Department of Alcoholic Beverage Control)	C	--
Auction Houses	C	--
Automotive Parts and Accessories (including tires)	P	--
Convenience stores (without alcoholic beverage sales)	P	--
Gasoline Fueling Station with or without Convenience Store (without alcoholic beverage sales)	C	--
Internet Fulfillment/Warehousing/Distribution (E-Commerce)	P	P
Industrial Retail Sales (retail sales of goods and/or products either manufactured, warehoused or wholesaled on-site)		
• Maximum 15% of building floor area or 8,000 square feet, whichever is less	A	A
• Over 15% of building floor area or 8,000 square feet	C	C
Non-Store Retailers (includes electronic shopping and mail-order houses, vending machine operators, and other direct selling establishments (excluding fuel/petroleum dealers)	P	P
WAREHOUSING		
Warehousing and Storage (General and Other)		
• Completely within a building	P	P
• Outdoor Storage Accessory to an Allowed Use	A	A
• Outdoor Storage as the Primary Use	--	C
Refrigerated Warehousing and Storage	P	P
OTHER		
Religious Assembly	C	--
Parking Facilities	P	--
Vocational/Trade Schools	C	C

Notes:
1. P=Permitted, C= Conditionally Permitted, A=Administratively Permitted, -- = Prohibited
2. Refer to the Specific Plan EIR and Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) for additional development criteria and policies that may affect allowable land uses.

4.3 Development Standards

Table 4.2 (Development Standards) provides a summary of the development standards applicable to the land uses, structures, and related improvements located within the Specific Plan area. Refer to the Ontario Development Code for any standard not addressed in Table 4.2.

Table 4.2 Development Standards

Development Standard	Zoning District	
	BP	IG
Minimum Lot Area	10,000 sq ft	20,000 sq ft
Minimum Lot Dimensions		
1. Lot Width	100 ft	100 ft
2. Lot Depth	100 ft	100 ft
Maximum Floor Area Ratio	0.60	0.55
Maximum Building Area[1]	125,000 sq ft	N/A
Minimum Landscape Setback		
1. Euclid Avenue	35 ft	35 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
4. Sultana Avenue	10 ft	10 ft
5. Interior Side	N/A	N/A
6. Interior Rear	N/A	N/A
Minimum Building Setback [3]		
1. Euclid Avenue	35 ft	35 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
4. Sultana Avenue	10 ft	10 ft
5. Interior Side	10 ft	10 ft
6. Interior Rear	10 ft	10 ft
Minimum Parking Space and Drive Aisle Separations[3,4,7]		
1. Parking Space or Drive Aisle to Street Property Line	20 ft	10 ft
2. Parking Space or Drive Aisle to Interior Property Line	5 ft	5 ft
3. Parking Space to Buildings, Walls, and Fences	Areas adjacent to public entries and office areas: 10 ft Areas adjacent to other building areas: 5 ft Within screened loading and storage yard areas: 0 ft	
4. Drive Aisles to Buildings, Walls, and Fences	5 ft	5ft
5. Drive Aisles within Screened Loading and Storage Yard Areas	0 ft	0 ft
Maximum Building Height [5,6]	45 ft	55 ft
Minimum Landscape Coverage	15%	10%

Table 4.2 Development Standards

Development Standard	Zoning District	
	BP	IG
Walls, Fences, and Hedges: Per Ontario Development Code Division 6.02 (Walls, Fences, and Obstructions) and Section 5.5 (Buffering and Screening) in the Design Guidelines.		
Notes: 1. The maximum building area limit is applicable only to buildings that front onto a public right-of-way.All setback areas shall be measured from the property line and shall be landscaped. 2. Within yard areas fully screened by a decorative wall, there shall be no minimum drive aisle or parking space setback required, unless adjacent to residentially zoned properties. 3. The minimum separation area between a building, wall, or fence, and a parking space or drive aisle shall be fully landscaped. The separation area may include pedestrian walkways, as necessary; however, a minimum 5-foot wide planter area shall be maintained between a building wall and a pedestrian walkway. The minimum separation dimension does not include any area devoted to vehicle overhang. 4. Architectural projections, mechanical equipment, and focal elements may be allowed to exceed maximum height up to 25 percent above the prescribed height limit. 5. The maximum building height and floor area ratio may be restricted pursuant to the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP). Refer to the ALUCP for properties affected by airport safety zones for additional development criteria and policies that may affect allowable land uses. 6. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2: Airport Influence Areas).		

Table 4.3 (Off-Street Parking and Loading Design Standards) establishes the design standards for off-street parking in the Specific Plan area. Refer to the Ontario Development Code for any standard not addressed in Table 4.3.

Table 4.3: Off-Street Parking and Loading Design Standards

Development Standard	Requirement
Parking space dimensions	
1. Standard parking	9 feet wide by 18 feet long
2. Tractor trailer parking	12 feet wide by 45 feet long
3. At grade loading space	12 feet wide by 18 feet long
Minimum aisle width with 90-degree parking angle	24 feet
Maximum gradient at parking space	5 percent measured in any direction
Dock-high loading facilities	
1. Dock high loading door loading space	12 feet wide by 45 feet long with 14-foot minimum vertical clearance measured from finished surface of loading dock.
2. Truck maneuvering area	Designed to accommodate the minimum practical turning radius of a 53-foot semi-trailer and tractor combination.

Table 4.4 (Required Number of Parking and Loading Spaces) specifies the number of parking spaces that must be provided according to land use. For a use not specified in the table, refer to the Ontario Development Code, Table 6.03-1: Off-Street Parking Requirements.

Table 4.4: Required Number of Parking and Loading Spaces

Land Use	Number of Required Spaces
Multi-tenant business park	3 spaces per 1,000 square feet plus required parking for "general business offices" when exceeding 10 percent of gross floor area; plus one tractor trailer parking space per 4 dock-high loading doors
General office when office use exceeds 10 percent of building gross floor area	4 spaces per 1,000 square feet of gross floor area
Industrial speculative buildings	Per 1,000 square feet of gross floor area: • Up to 50,000 sq ft: 1.85 spaces • 50,001 – 100,000 sq ft: 1 space • 100,001 sq ft and over: 0.5 space • One tractor trailer parking space per 4 dock-high loading doors. Plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building gross floor area.
Manufacturing	1.85 spaces per 1,000 square feet of gross floor area, plus one tractor trailer parking space per 4 dock-high loading doors, plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building gross floor area.
Restaurants (includes outdoor seating area up to 25 percent of gross floor area)	• Under 2,000 square feet: 5 spaces per 1,000 square feet of gross floor area • More than 2,000 square feet:10 spaces per 1,000 square feet of gross floor area
Warehousing and distribution (includes office uses if less than 10 percent of building gross floor area)	1 space per 1,000 square feet of gross floor area for first 20,000 square feet; 0.5 space per 1,000 square feet of additional gross floor area, plus one tractor trailer parking space per 4 dock-high loading doors plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building gross floor area.

Sufficient off-street loading and unloading spaces shall be provided on each development site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling freight. Loading activity, including turnaround and maneuvering, shall be made on site. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.

5.0 DESIGN GUIDELINES

This chapter identifies conceptual themes for site planning, architecture, and landscape design within the Specific Plan area. The guidelines are intended to ensure a cohesive and attractive development that meets the following objectives:

1. Demonstrates high quality development that complements and integrates into the community and adds value to the City.
2. Creates a functional and sustainable place that ensures Ontario Ranch Business Park is competitive regionally and appropriate in the Ontario Ranch community.
3. Illustrates the distinctive characteristics of the two land use plan zoning districts: Business Park District (Planning Area 1) and Industrial - General District (Planning Area 2).
4. Establishes criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
5. Provides guidance to City staff and the Planning Commission in the review and evaluation of future development projects in the Ontario Ranch Business Park Specific Plan area.
6. Incorporates construction and landscape design standards that promote energy and water conservation strategies.
7. Implements the goals and policies of The Ontario Plan and the intent of the Ontario Development Code.

5.1 Site Design

As discussed in Chapter 3, Planning Area 1 is sited along the northern portion of the site to buffer the existing residential uses located on the west side of Euclid Avenue within the City of Chino from the industrial and/or warehouse and distribution uses of Planning Area 2. Site design within Planning Area 1 (Business Park District) and Planning Area 2 (Industrial - General District) shall incorporate the following design features.

Key provisions include:

1. Provide a well-organized site plan that emphasizes pedestrian connectivity and attractive landscape areas for the public through the location and arrangement of buildings, circulation, and parking areas.
2. Orient buildings towards street frontages to create an inviting public perimeter. Enhanced elevations shall be provided for buildings that front Euclid Ave.
3. Provide visible pedestrian access to buildings from the street, parking areas, and perimeter sidewalks through signage, prominent architectural features, and landscape design.

4. Employ enhanced paving, accent trees, and other landscape features that highlight major building entries.
5. Design drive aisles to minimize impact to pedestrians, provide adequate stacking space, and prevent queuing of vehicles onto public streets.
6. Locate visitor and short-term parking areas at the front and sides of buildings near primary building entrances.
7. Organize landscaped areas, drive entrances, and/or buildings to create separate parking areas to prevent the parking lot from being the dominant visual element.
8. Locate loading and storage areas away from streets when feasible, ensure adequate space for vehicle backing and maneuvering on-site, and provide adequate parking for loading vehicles so normal traffic flow is not impeded.
9. Screen parking areas and loading docks facing the street using landscape buffers planted with screen trees and drought tolerant vegetation.
10. Orient and screen elements such as trash enclosures, loading bay doors, and service docks to minimize their visibility.
11. Locate service entrance to prevent conflict with front entry.
12. Place electrical rooms and transformers away from front entries and street views.

5.2 Architectural Design

The building design, materials, colors, and textures establish its theme and character. Architecture shall be compatible and complementary with other buildings within the Specific Plan area; however, design diversity is encouraged to provide visual interest. Although development within Planning Area 1 and Planning Area 2 differ in building height and scale, similar design concepts apply as follows.

Key provisions include:

1. Ensure scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area.
2. Avoid blank walls by providing articulation on building elevations visible from a public right-of-way through elements such as cornices, parapets, expression lines, and changes in materials and/or colors.
3. Provide the greatest level of articulation on the front facades that are visible from the public rights-of-way and at the main entrances.
4. Design entry features as a significant aspect of a building's overall composition through massing, detailing, architectural treatments, and/or special materials and colors.
5. Employ recessed or covered building entrances to provide shade and visual relief.
6. Design office buildings, business parks, and office areas of industrial or warehouse buildings with an emphasis on the use of windows, architectural details, and building articulation.
7. Integrate the design of industrial/warehouse office areas into the overall building composition so they create powerful architectural statements and not visually disjointed "add-ons".
8. Employ a minimum of four different colors, materials, and/or textures on each building.
9. Avoid terminating a change in material or color at a building edge; instead, select a logical termination point in relation to the architectural features or massing.
10. Paint exposed downspouts, service doors, and mechanical screens the same color as the adjacent wall. Exposed downspouts are not permitted on elevations that front onto a street.

Planning Area 1 Architectural Design Examples

Planning Area 2 Architectural Design Examples

5.3 Landscape Design

Conceptual landscape plans encourage durable landscape materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits. The following guidelines ensure that intersection sight lines and pedestrian safety are preserved. Landscaping plans within the Specific Plan area to comply with City of Ontario Landscape Development Guidelines and the Standard Drawings and Traffic and Transportation Guidelines for sight-distance.

Key provisions include:

1. Landscape and irrigate all areas of the site not covered by buildings, structures, paving, or impervious surfaces.
2. Design and grade projects to direct storm runoff from building roofs and paved areas into swaled landscape areas for retention/infiltration. "Landscape areas may be used for storm water basins and swales at no greater than 50% of the available landscape area and may not obstruct the mature root zone of required tree locations
3. Provide shade for expanses of paving, building walls, roofs, and windows with irrigated shade trees located in appropriate areas where space permits to reduce the impacts of heat gain.
4. Design parking lot landscaping to reduce associated heat buildup, improve aesthetics, and integrate with on-site landscape and adjacent streetscape.
5. Use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks and outside storage areas from public view.
6. Show utilities on plan and keep utilities clear of required tree locations. Coordinate with the landscape plans Utilities such as backflow devices and transformers shall be screened using landscaping that provides at least 75 percent coverage. Backflow devices and transformers shall be located at least five feet from hardscape to ensure space for landscape screening.
7. Prepare landscape plans that meet the requirements of the Landscape Development Guidelines and provide for the efficient use of water. Plants shall be selected and planted based upon their adaptability to the climate and topographical conditions of the project site.
8. Select drought-tolerant plants such as colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the arid Southern California climate.
9. Incorporate water conservation features in landscape and irrigation plans.
10. Place a landscape planter island every ten parking spaces within parking lots. Planter islands shall be at least five feet in width exclusive of curbs and the length of the abutting parking space. Planter islands shall include at least one tree,

appropriate shrubs, and groundcover. Parking areas located behind screen walls shall not be subject to this provision.

11. Provide a minimum dimension of five feet exclusive of curbs for all landscape areas, except for vine pockets.
12. Space living plant materials less than or equal to the mature plant diameter. Non-living ornamental landscape materials may comprise a maximum of five percent of the landscape area requirements and shall be permeable.

5.3.1 Streetscapes

Streetscape design creates an aesthetically pleasing view for pedestrians and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community. The streetscape designs presented are conceptual only; final grading, plantings, and tree locations will be determined on a project-by-project basis.

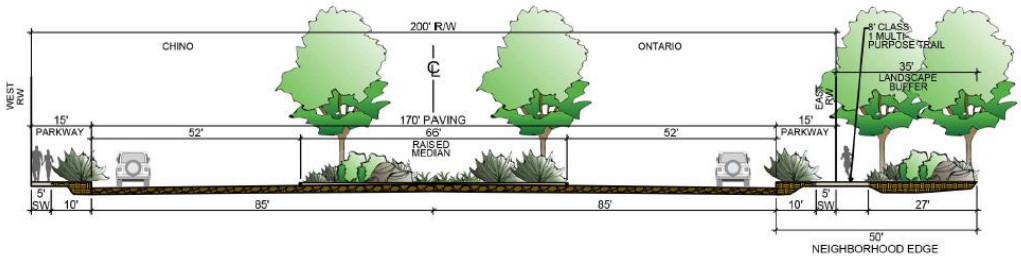
5.3.1.1 Euclid Avenue Streetscape

Euclid Avenue features a wide raised landscaped median planted with trees, a 15-foot wide parkway and a 35-foot wide landscape setback. The parkway will include a 10-foot wide curb-adjacent landscape strip generally planted with trees and groundcover and a five-foot wide sidewalk. Tree species along the perimeter of Euclid Avenue will include Grevillea robusta in the parkway, Cedrus deodara groups behind the sidewalk alternating with groups of Cercis canadensis 'Forest Pansy' and Schinus molle in the median. Combined, the parkway and landscape setback create a 50-foot "Neighborhood Edge" as established in the Ontario Ranch Streetscape Master Plan, which is intended to provide a buffer at the Specific Plan boundary as well as a pleasing visual statement along the major City thoroughfare (Figure 5.1).

5.3.1.2 Eucalyptus Avenue Streetscape

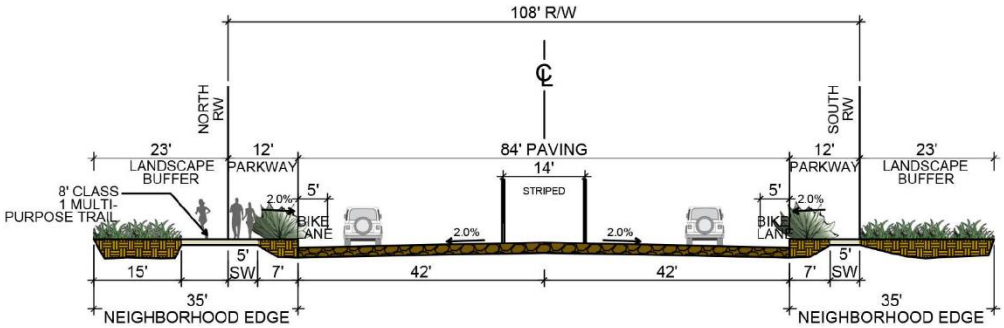
The typical Eucalyptus Avenue section will feature a 12-foot wide parkway and 23-foot wide landscape setback to create a 35-foot Neighborhood Edge. The parkway will include a seven-foot wide curb-adjacent landscape strip generally planted with trees and groundcover and a five-foot wide sidewalk. Tree species along Eucalyptus Avenue will Pistache trees in the parkway and behind the sidewalk alternating with groups of Podocarpus gracilior trees. The Neighborhood Edge creates a buffer along the Specific Plan boundary as well as a visual statement (Figure 5.2).

FIGURE 5.1: **EUCLID AVENUE CONCEPTUAL STREETSCAPE**



EUCLID AVENUE (200' ROW)

FIGURE 5.2: **EUCALYPTUS AVENUE CONCEPTUAL STREETSCAPE**

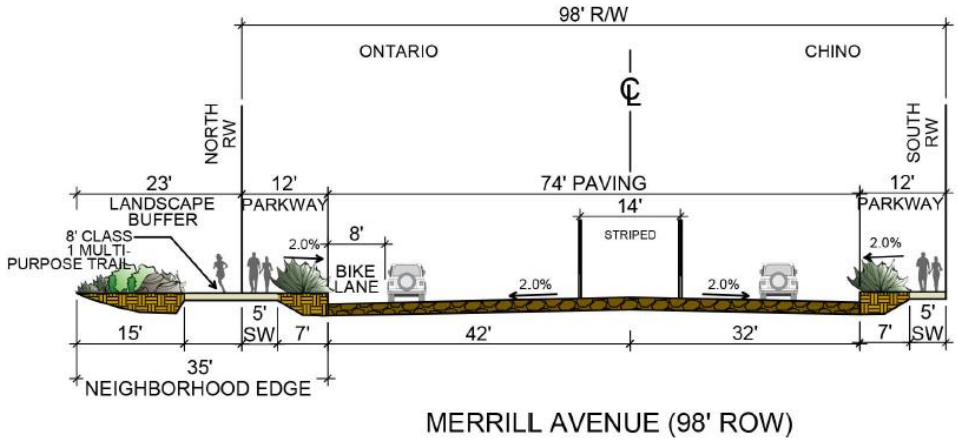


EUCALYPTUS AVENUE (108' ROW)

5.3.1.3 Merrill Avenue Streetscape

The typical Merrill Avenue section will feature an eight-foot wide on-street Class II bike lane, 12-foot wide parkway and 23-foot wide landscape setback. The parkway will include a seven-foot wide curb-adjacent landscape strip and a five-foot wide sidewalk. Tree species along Merrill Avenue will include Quercus agrifolia in the parkway and behind the sidewalk alternating with Cercis canadensis 'Forest Pansy' behind the sidewalk. The parkway and landscape setback will combine to form the 35-foot Neighborhood Edge buffer (Figure 5.3).

FIGURE 5.3: **MERRILL AVENUE CONCEPTUAL STREETSCAPE**

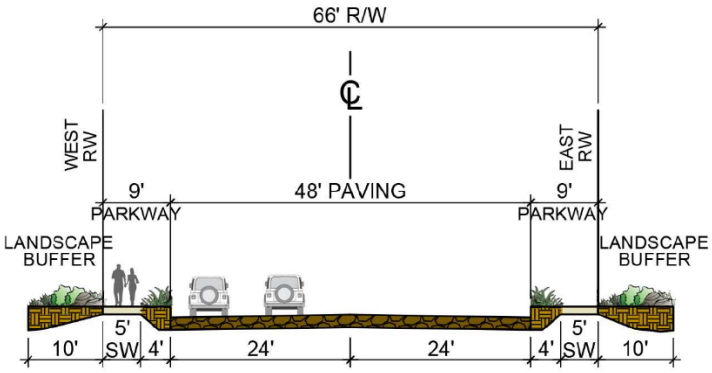


MERRILL AVENUE (98' ROW)

5.3.1.4 Sultana Avenue Streetscape

The typical Sultana Avenue section will feature a nine-foot wide parkway and 10-foot wide landscape setback. The parkway will include a four-foot wide curb-adjacent landscape strip and a five-foot wide sidewalk. Tree species along Sultana Avenue will include Chinese Pistache and Coast Live Oak (Figure 5.4).

FIGURE 5.4: **SULTANA AVENUE CONCEPTUAL STREETSCAPE**



SULTANA AVENUE (66' ROW)

5.3.2 Project Entries

The Specific Plan area includes multiple shared vehicular driveways accessible from Euclid, Eucalyptus, and Merrill Avenues. Figure 5.5 presents a typical conceptual entry design featuring enhanced paving; a landscaped setback with flowering accent trees, canopy trees, and drought-tolerant landscaping; a multipurpose trail; sidewalk; and landscaped parkway with street trees.

FIGURE 5.5: **CONCEPTUAL VEHICULAR ENTRY**

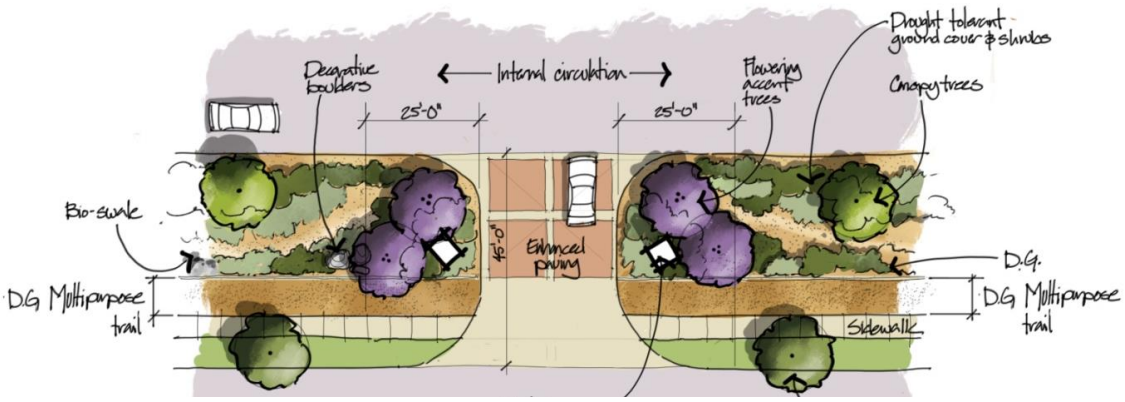
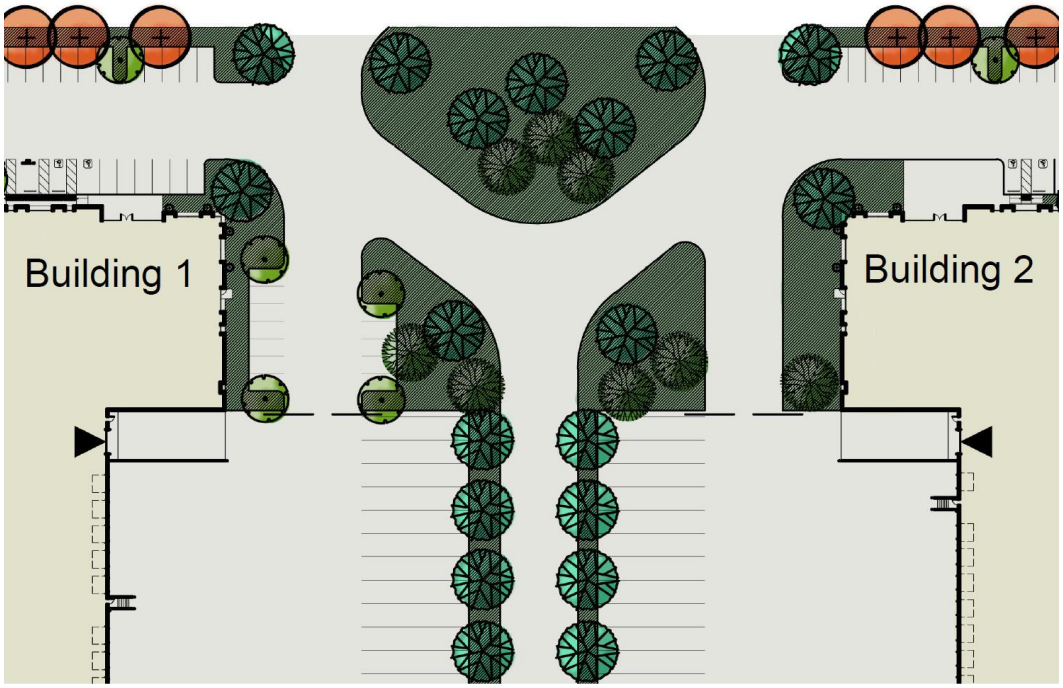


FIGURE 5.6: **CONCEPTUAL TRUCK ENTRY**

The conceptual site plan provides truck access via Sultana Avenue. Figure 5.6 illustrates the conceptual design featuring dedicated entry and exit driveways separated by a landscaped island planted with Coast Live Oak and California Sycamore.



5.3.3 Plant Palette

The Plant Palette shown in Table 5.1 establishes a base palette for the Specific Plan area and includes a variety of groundcovers, shrubs, ornamental grasses, and evergreen and deciduous trees. The selection complements the design theme of the Specific Plan area and features water-efficient, drought-tolerant species native to the region. Similar plant materials may be substituted for the species listed in Table 5.1 if the alternative plants are climate appropriate and enhance the thematic setting.

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Chilopsis linearis	Desert Willow	Tree
Chitalpa tashkentensis	Chitalpa	Tree
Cinnamomum camphora	Camphor Tree	Tree
Cupressus sempervirens	Italian Cypress	Tree
Heteromeles arbutifolia	Toyon	Tree
Juniperus s. 'Skyrocket'	Skyrocket Juniper	Tree
Koelreuteria bipinnata	Chinese Flame Tree	Tree
Lagerstroemia i 'Muskogee'	Crape Myrtle	Tree
Magnolia g. 'Samuel Sommer'	Magnolia	Tree
Magnolia g. 'Little Gem'	Magnolia	Tree
Olea europaea	Olive	Tree
Pinus canariensis	Canary Island Pine	Tree
Pinus eldarica	Afghan Pine	Tree
Pistacia chinensis	Chinese Pistache	Tree
Platanus acerifolia	London Plane	Tree
Platanus racemosa	California Sycamore	Tree
Quercus agrifolia	Coast Live Oak	Tree
Schinus molle	California Pepper	Tree
Tristania conferta	Brisbane Box	Tree
Washingtonia filifera	California Fan Palm	Tree
Phoenix dactylifera	Date Palm	Tree
Acca sellowiana	Pineapple Guava	Shrub
Buxus j. 'Green Beauty'	Japanese Boxwood	Hedge
Callistemon 'Little John'	Dwarf Bottle Brush	Shrub
Carissa macrocarpa 'Tuttle'	Natal Plum	Shrub
Cistus 'Sunset Pink'	Sunset Pink Rockrose	Shrub
Dianella 'Little Rev'	Dwarf Dianella	Shrub
Dianella tasmanica	Dianella	Shrub
Dodonaea viscosa 'Purpurea'	Hopseed Bush	Shrub
Eleagnus pungens	Silverberry	Shrub
Leucophyllum f. 'Green Cloud'	Texas Ranger	Shrub
Ligustrum j. texanum	Texas Privet	Shrub
Pittosporum tobira 'Variegata'	Variegated Mock Orange	Hedge
Pittosporum t. 'Wheeleri'	Wheeler's Dwarf	Shrub
Rhaphiolepis i. 'Clara'	Indian Hawthorn	Hedge
Rhaphiolepis i. 'Springtime'	Indian Hawthorn	Hedge
Rhamnus californica	Coffeeberry	Shrub
Rhamnus c. 'Mound San Bruno'	Dwarf Coffeeberry	Shrub
Rosmarinus o. 'Tuscan Blue'	Rosemary	Shrub
Salvia c. 'Allen Chickering'	Allen Chickering Sage	Shrub
Salvia greggii	Autumn Sage	Shrub
Salvia leucantha	Mexican Sage	Shrub
Westringia fruticosa	Coast Rosemary	Shrub
Xylosma congestum	Shiny Xylosma	Hedge
Agave 'Blue Flame'	Blue Flame Agave	Accent
Aloe maculata	Soap Aloe	Accent
Aloe petricola	Stone Aloe	Accent

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Aloe polyphylla	Spiral Aloe	Accent
Aloe striata	Coral Aloe	Accent
Echeveria 'Ruffles'	Ruffles Echeveria	Accent
Hesperaloe parviflora	Red Yucca	Accent
Acacia redolens 'Low Boy'	Dwarf Acacia	Groundcover
Baccharis p. 'Pigeon Point'	Dwarf Coyote Bush	Groundcover
Baccharis p. 'Centenial'	Coyote Bush	Groundcover
Carex pansa	California Meadow Sedge	Grass
Carex tumulicola	Foothill Sedge	Grass
Festuca mairei	Altas Fescue	Grass
Festuca o. 'Glauca'	Blue Fescue	Grass
Lonicera j. 'Halliana'	Hall's Honeysuckle	Groundcover
Muhlenbergia capillaris	Pink Muhly	Grass
Myoporum parvifolium	Myoporum	Groundcover
Rosa 'Flower Carpet' - Red	Red Flower Carpet Rose	Groundcover
Rosmarinus o. 'Huntington Carpet'	Prostrate Rosemary	Groundcover
Salvia 'Bee's Bliss'	Bee's Bliss Sage	Groundcover
Senecio mandraliscae	Blue Fingers	Groundcover
Sesleria autumnali	Moor Gras	Grass
Trachelopspermum jasminiode	Star Jasmin	Groundcover
Distictus buccinatoria	Blood-red Trumpet Vine	Vine

5.4 Walls and Fences

Walls and fences are an important design feature intended to both complement building and landscape architecture and provide functional elements. Any proposed entry gates shall be reviewed and approved by the City of Ontario Traffic and Transportation Division prior to installation, and will be permitted only if approved.

Key provisions include:

1. Provide attractive, durable, and complementary wall and fencing materials consistent with the building design.
2. Offset and architecturally treat long expanses of wall surfaces every 100 feet with material changes, pilasters and posts, staggered walls, or landscape treatments to prevent visual monotony.
3. Soften the appearance of fencing with plants that reach the height of the wall or fence at maturity.
4. Construct sliding gates visible from a public street with tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls. Interior gates not visible to public view may be galvanized steel or chain link.
5. Prohibit chain link fencing visible to the public.

Wall and Fence Examples

5.5 Buffering and Screening

To alleviate the unsightly appearance of loading and service areas, buffering and screening design features will be used to enhance the overall development. Any proposed entry gates shall be reviewed and approved by the City of Ontario Traffic and Transportation Division prior to installation.

Key provisions include:

5.5.1 Parking Lots

1. Buffer parking lots adjacent to and visible from public streets using a combination of architectural wing walls, buildings, decorative screen walls, evergreen hedges, and landscape buffers.
2. Use plants for screening that are a minimum of 3 feet tall at the time of installation.

5.5.2 Loading and Service Areas (Truck Courts)

1. Screen loading docks and truck parking areas visible from Euclid Avenue, Eucalyptus Avenue, and Sultana Avenue. Screening may include portions of buildings and/or decorative walls. Landscaping and evergreen hedges shall be provided to soften screen walls.
2. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
3. Design walls and fencing a minimum of eight-feet high and a maximum of 14-feet high, as measured from finished grade, to screen truck courts and hide views of the top of loading bays or trailers.
4. Utilize portions of a building, architectural wing walls, and/or landscaping to screen service areas.
5. Screen ground- and roof-mounted mechanical equipment from public view. Ground-mounted equipment shall be screened with decorative walls or landscaping. Building architecture shall be designed to screen roof-mounted equipment.
6. Ensure refuse containers are easily accessible by service vehicles yet screened from public view within the building's façade or within a walled enclosure.
7. Obtain a use permit for outdoor storage, which shall be limited to predefined areas. Storage areas shall be screened from public view by decorative walls or with a minimum height of eight feet and a maximum height of 14 feet. The height of outdoor storage shall not-exceed the height of screening.

Loading and Service Area Example

5.6 Lighting

Site lighting provides illumination for operations, safety, security, and ambiance in parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features.

Key provisions include:

1. Choose lighting fixtures that complement the building architecture and promote consistency throughout the Planning Areas.
2. Install ground or low mounted fixtures to provide safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features.
3. Allow building-mounted accent lighting for general illumination provided there is no light spill or distraction onto roadways or adjacent property. Plain shoebox or unshielded wall packs are not permitted.
4. Direct exterior lighting fixtures downward to avoid unnecessary light spill and glare.
5. Limit pole-mounted, building-mounted, or tree-mounted lighting fixtures to no more than 30 feet in height to minimize light spill and glare.
6. Shield and direct pole-mounted lights away from public streets.
7. Ensure exterior lighting is consistent with the Chino Airport Land Use Compatibility Plan.
8. Design parking lot lighting to avoid placing fixtures in required tree locations.

5.7 Signage

Approval of a comprehensive sign program shall be required for development within the Specific Plan area. A sign program facilitates integration of signs with the overall site and building design to create a unified visual statement and provide for flexible application of sign regulations in the design and display of multiple signs.

Key provisions include:

1. Install an entry monument at the northeast corner of Euclid and Merrill Avenues to identify the Ontario Ranch area and/or the Ontario Ranch Commerce Center West. Entry monuments shall be designed in accordance with City of Ontario Traffic and Transportation Guidelines for monument placement.
2. Employ signage to identify a center and tenants within a center, direct vehicular traffic, and provide on-site way-finding for pedestrians.
3. Employ signage within industrial sites to give direction to loading and receiving, visitor parking, and other special uses.

4. Provide a unifying sign theme in developments with multiple users.
5. Coordinate signage with the building design, materials, color, size, and placement.
6. Select signage with backlit or internally illuminated individual channel letters. Can-type box signs with translucent backlit panels are discouraged.
7. Avoid covering significant architectural elements with signage.
8. Position flush-mounted signs with respect to architectural features and align with signs on other buildings to maintain a pattern.
9. Place street address signs perpendicular to approaching vehicular traffic.
10. Ensure signage located within a landscaped planter is not blocked or damaged by plant materials.
11. Conserve energy by utilizing an automatic illumination shut-off mechanism when businesses are closed.
12. Construct signs from high quality materials and avoid exposed wiring, ballasts, conduits, fasteners, raceways, or similar hardware.

Signage Examples

5.8 Sustainable Design Strategies

Ontario Ranch Business Park is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies will be determined for each project within the Specific Plan area. Strategies include, but are not limited to:

5.8.1 Sustainable Construction & Technology Concepts

1. Design and construct energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
2. Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
3. Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs).
4. Use recycled and other environmentally friendly building materials wherever possible.
5. Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
6. Use energy efficient LED (or similar) products.
7. Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
8. Use drought tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
9. Employ high performance dual pane window glazing in office storefronts.

5.8.2 Water Quality

1. Utilize landscape areas including retention/infiltration swales and basins or bio-treatment when infiltration is infeasible, as required by the San Bernardino County MS4 Permit and Water Quality Management Plan.
2. Select native and drought tolerant plants to reduce water demand.
3. Integrate permeable pavement and perforated curbs throughout the project area as feasible to allow stormwater to enter planter areas, assist with filtration and control runoff.
4. Use captured runoff to augment irrigation systems whenever possible.
5. Employ irrigation systems that respond to changing weather conditions, irrigate by hydrozone, and use micro-irrigation techniques.

6. Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City of Ontario Recycled Water Master Plan.

6.0 IMPLEMENTATION

This chapter summarizes the development process for implementation of the Ontario Ranch Business Park Specific Plan and provides for the orderly development of the Specific Plan area.

6.1 Applicability

The provisions, guidelines, and regulations contained within this Specific Plan provide the standards for land uses and development within Ontario Ranch Business Park. The Specific Plan supersedes the development standards and regulations of the Ontario Development Code unless stated otherwise in this document. Whenever the provisions and development standards of the Specific Plan conflict with those of the Ontario Development Code, the Specific Plan shall take precedence. Where the Specific Plan is silent, the Ontario Development Code shall apply.

6.1.1 Definition of Terms

The terms used within the Specific Plan shall mean the same as defined in the Ontario Development Code, unless otherwise noted.

6.1 Severability

The Specific Plan serves as the implementation tool for the City's Policy Plan (General Plan). In the event that any provision of this Specific Plan or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed separate, distinct and independent, and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof, which can be implemented without the invalid provision or application.

6.2 Interpretation

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City Planning Director in a manner consistent with the goals, policies, objectives, and intent established in the Specific Plan.

6.3 Consistency with Other Plans and Regulations

This sub-section discusses consistency of the Specific Plan with The Ontario Plan, Airport Land Use Compatibility Plans, the California Building Code, and CEQA.

6.3.1 Consistency with The Ontario Plan

No land use, activity, or facility shall be permitted that is inconsistent with the objectives, policies, general land uses, and programs of The Ontario Plan, as amended.

The Ontario Ranch Commerce Center West entitlement application includes a General Plan Amendment to change the site's land use designations to Business Park and General Industrial to be consistent with this Specific Plan.

6.3.2 Consistency with Airport Land Use Compatibility Plans

Projects located within the Specific Plan area are subject to the restrictions and provisions of the Airport Land Use Compatibility Plans prepared for Ontario International Airport and Chino Airport.

6.3.3 Consistency with California Building Code

Projects located within the Specific Plan area must comply with the State of California Building Code as adopted and implemented by the City of Ontario.

6.3.4 Consistency with CEQA

The City of Ontario is defined as the lead agency under the California Environmental Quality Act (CEQA) based upon its authority to approve this Specific Plan. Concurrent with approval of this Specific Plan, the City Council will be required to certify the associated Environmental Impact Report (EIR), including a Mitigation Monitoring and Reporting Program to ensure that all approved EIR mitigation measures are implemented. The Planning Director shall be responsible for confirming that mitigation measures have been implemented through each project's approved plans.

6.4 Specific Plan Revisions

It is recognized that modifications to the text or exhibits of this Specific Plan may be warranted in the future to accommodate unforeseen conditions or events. Revisions shall be processed in a manner prescribed by the City of Ontario Planning Department pursuant to the provisions in this section.

6.4.1 Minor Modifications to the Specific Plan

Minor modifications to the Specific Plan will be processed administratively without the submission of a formal Specific Plan Amendment application and will not require a public hearing or review by the Planning Commission. The Planning Director shall have the authority to review and make a determination of approval, approval with conditions, or denial of a request for minor modification to the Specific Plan. The Planning Director may, at his/her discretion, refer any such request to the Planning Commission or the City Council.

Minor modifications are defined as:

1. Expansions or reductions to a Planning Area boundary or acreage, provided that the total acreage within each affected Planning Area is not modified by more than 20 percent.

2. An increase in maximum building area for single- and multi-tenant buildings of up to 20 percent, provided that the maximum square footage for the Planning Area established by this Specific Plan is not exceeded.
3. A modification of up to 20 percent of a project's required minimum lot area, minimum lot dimensions, or setback if compatible with the surrounding land uses and consistent with the overall design character of the Ontario Ranch Commerce Center West.
4. Additions, deletions, or modifications to Table 4.1, Allowable Uses, which lists the permitted and conditionally permitted uses in the Specific Plan area, provided the Planning Director determines the changes to be consistent with the objectives and intent of the Specific Plan.
5. Minor modification of conceptual design criteria for architectural features and materials, landscape treatments, lighting, signage, and sustainable design strategies.
6. Revisions to roadway alignment when the change results in centerline shift of less than 250 feet.
7. Revisions to infrastructure facility sizing and precise location for dry utilities, water, sewer, and storm drainage improvements subject to approval of the City Engineer.
8. Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
9. Revisions to exhibits in the Specific Plan that do not substantially change its intent or character.
10. Modifications of a similar nature to those listed above, which are deemed minor by the Planning Director and conform to the purpose and intent of this Specific Plan and The Ontario Plan.

6.4.2 Specific Plan Amendments

Proposed changes to this Specific Plan that do not meet the criteria for a Minor Modification will be subject to a formal Specific Plan Amendment application process pursuant to Section 4.01.035 of the Ontario Development Code and California Government Code Section 65450, et seq.

If the proposed amendment requires supplemental environmental analysis pursuant to CEQA, the applicant will adhere to the City's adopted procedures and CEQA Guidelines.

6.5 Subdivision Maps

Development within the Specific Plan area may require the processing of tentative and final tract or parcel maps and/or lot line adjustments or mergers. Subdivision maps and lot changes shall be reviewed and approved pursuant to Section 4.02.085 of the Ontario Development Code and other applicable City codes and regulations, California

Government Code Section 66410 et seq. (Subdivision Map Act), as well as the provisions of this Specific Plan.

6.6 Development and Land Use Review Procedures

Review procedures for development and land use within the Specific Plan area shall be as provided in this Specific Plan and in accordance with the Ontario Development Code.

6.6.1 Development Plan Review

Development proposed within the Specific Plan area will be subject to Development Plan review pursuant to Section 4.02.025 of the Ontario Development Code. The review is intended to ensure compliance with the provisions of this Specific Plan, protect the integrity and character of the physical composition of the City, and encourage high quality development.

6.6.2 Conditional Use Permit

A Conditional Use Permit is required for uses deemed "conditionally permitted" in Table 4.1 (Allowable Uses). Applications for a Conditional Use Permit will be processed pursuant to Section 4.02.015 of the Ontario Development Code.

6.6.3 Administrative Use Permit

An Administrative Use Permit is required for uses deemed "administratively permitted" in Table 4.1 (Allowable Uses). Applications for an Administrative Use Permit will be processed pursuant to Section 4.03.015 of the Ontario Development Code.

6.6.4 Appeals

Appeals of decisions of the Development Advisory Board, Zoning Administrator, Planning Director or the Planning Commission regarding implementation of this Specific Plan may be made by the applicant or other aggrieved party pursuant to Division 2.04 of the Ontario Development Code.

6.7 Development Agreement

Approval of a statutory development agreement authorized pursuant to California Government Code Section 65864 et seq. is required by this Specific Plan. The Development Agreement shall include, but not be limited to, methods for financing, acquisition, and construction of necessary infrastructure. The Development Agreement shall be fully executed prior to recordation of the first Final Map.

6.8 Specific Plan Phasing

Implementation of this Specific Plan is anticipated to occur in two phases, as discussed in Chapter 3.11, Phasing Plan:

- Phase 1: Construction of the storage, warehousing, and/or industrial uses in Planning Area 2.

- Phase 2: Construction of the business park uses in Planning Area 1.

These phases may be developed as sub-phases and may occur either sequentially or concurrently with one another.

All of the Specific Plan required infrastructure by Section 3.4 (Figure 3.9) for Potable Water, Section 3.5 (Figure 3.11) for Recycled Water, and Section 3.6 (Figure 3.13) for Sewer phasing will be determined per separate Development Agreement.

6.8.1 Phasing Objectives

Development phasing shall meet the following objectives:

1. The orderly build-out of the project based upon market and economic conditions;
2. The provision of adequate parking, infrastructure, and public facilities concurrent with the development of each phase; and
3. The protection of the public health, safety, and welfare.

6.8.2 Findings for Modification of the Phasing Plan

The Planning Director shall have the authority to approve modification of the Phasing Plan, subject to the following findings:

1. The modification is consistent with the Policy Plan (General Plan);
2. The modification will not adversely affect the implementation of the Specific Plan;
3. The modification will not be detrimental to public health, safety, and general welfare; and
4. The modification will not delay the construction of infrastructure improvements necessary to serve the development.

6.9 Financing of Public Improvements

The financing of the construction, operation, and maintenance of public infrastructure improvements, facilities, and services within the Specific Plan area shall be provided through a combination of mechanisms. Final determination of the scope of improvements, maintenance responsibilities, and funding sources shall be specified in the approved Development Agreement, executed prior to recordation of the first Final Map.

Financing options may include, but are not limited to, the following:

1. Private capital investment by the project developer, the property owner(s), or a Property Owners Association.
2. Private capital investment by a consortium of property owners and/or developers of the project and/or surrounding area.

3. Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of public facilities or the provision of public services. City Council approval is a prerequisite for use of special district financing mechanisms.
4. Development Impact Fee (DIF) credits to be applied for infrastructure completed by the project developer. The City does not issue DIF credits unless the developer has entered into a separate DIF credit agreement after approval of the Development Agreement.
5. Enhanced Infrastructure Financing District to fund infrastructure development through tax increment financing pursuant to Senate Bill 628.
6. Community Revitalization and Investment Authorities (CRIA) to fund infrastructure development through tax increment financing pursuant to Assembly Bill 2.

6.10 Maintenance Plan

Final determination of maintenance responsibilities for the public and private improvements constructed in association with this Specific Plan shall be specified in the approved Development Agreement, which shall be executed prior to recordation of the first Final Map. However, it is anticipated that maintenance shall be generally shared by three entities as described below and outlined in Table 6.1, Maintenance Responsibilities.

6.10.1 City of Ontario, Community Facilities District & other Special District

The establishment of a community facilities district, landscape and lighting district, or other special district to fund the maintenance of public facilities shall be at the City's discretion. It is anticipated that public maintenance shall include the following:

1. Right-of-way for public streets within the Specific Plan area (Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, and Sultana Avenue) shall be dedicated to the City of Ontario per the provisions of this Specific Plan (Chapter 3, Development Plan) and as approved by the City Engineer.
2. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City.
3. The City shall maintain off-site infrastructure improvements, including water, recycled water, sewer, and storm drainage facilities after they are accepted by the City.
4. The City shall maintain NPDES facilities located within the curb-to-curb area of public streets after they are accepted by the City. Operation and maintenance requirements for NPDES stormwater runoff source control and treatment control Best Management Practices shall be identified in the approved Water Quality Management Plan for the project.

6.10.2 Property Owners Association

A Property Owners Association (POA) shall be established for the maintenance of common areas, including such improvements as on-site landscape areas and parking and drive aisles within Ontario Ranch Commerce Center West. It is anticipated that improvements maintained by the POA will include the following:

1. Driveways;
2. On-site open spaces, landscape areas, common areas, parking lots, and walkways;
3. Landscaping within setback/landscape buffer areas;
4. NPDES facilities within landscape setbacks and on-site common areas;
5. Property identification signage and architectural elements located within the landscaped buffer; and
6. Fencing and walls, including graffiti removal.
7. Water, sewer, recycled water facilities and storm drainage facilities located on-site shall be constructed by the developer are considered privately owned and maintained by property owners or Property Owners Association however the Property Owners Association shall maintain permanent on-site water quality basins, trenches, swales and biotreatment filters required by the San Bernardino County MS4 Permit and Water Quality Management Plan.

Table 6.1: Maintenance Responsibilities

Area of Responsibility	City or Special District	Property Owners Association	Utility
Master Planned Roadways: Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, and Sultana Avenue			
Curb-to-curb improvements	♦		
Behind the curb improvements - landscaping within the public right-of-way (parkways) and sidewalks	♦		
Other Improvements			
Street lights in the public right-of-way	♦		
Drive aisles		♦	
On-site parking areas		♦	
Common open space		♦	
Landscaping within setback/landscape buffer areas		♦	
Monument signage		♦	
Walls and fences		♦	
Stormwater drainage/water quality control facilities within the curb-to-curb area of public streets	♦		

Table 6.1: Maintenance Responsibilities

Area of Responsibility	City or Special District	Property Owners Association	Utility
Stormwater drainage/water quality control facilities within the curb-to-curb area of public streets	♦		
Stormwater drainage/water quality control facilities behind the curb		♦	
Water, recycled water, and sewer infrastructure in the public right-of-way	♦		
Dry utilities: electricity, natural gas, communication systems			♦

6.11 Additional Entitlement Requirements

Currently, there are no existing City utilities, nor any improvement plans for City Utilities in the vicinity of the Specific Plan area. Several miles of new infrastructure are required to provide City utility services to the Specific Plan area. In order to ensure orderly expansion of the City Utility Systems and other City Infrastructure, the following Additional Entitlement Requirements are imposed upon all Subdivision Maps and Developments within the Specific Plan area.

6.11.1 Conceptual Design Report

Prior to approval of any entitlement application (subdivision maps, Development Plan Reviews, etc.), a conceptual design report shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval for the established extent of all public improvements required for the project. The study shall identify existing and future rights-of-ways (ROW) and infrastructure improvements and establish all vertical and horizontal alignments for each utility. The report shall include cross-sections, profiles, and any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW. The study shall account for all utility conflicts, right-of-way variations, existing obstructions, and the timing of utility installation. Utilities cannot be located along an alignment that conflicts with existing conditions (e.g. electrical poles, private property, etc.) unless that applicant is accepting the responsibility of modifying the existing conditions (e.g. undergrounding, relocation, ROW acquisition, etc.).

> Western Trunk Sewershed Scope: In order to assure that the Western Trunk Sewer (WTS) is designed to serve its entire Sewer Master Plan Tributary Area, all the Master Plan Trunk Sewers connecting to the WTS and the WTS shall be included in the Conceptual Design Report. This shall include: the Western Trunk Sewer from the Inland Empire Utility Agency's Kimball Interceptor to the Whispering Lakes Pump Station Riverside Drive and Carpenter Avenue; the Euclid Trunk Sewer from the Western Trunk Sewer in Merrill Avenue to Chino Avenue; the Bon View Trunk Sewer from the Western Trunk Sewer in Merrill Avenue to Chino Avenue; the Grove Trunk Sewer from the Western Trunk Sewer

in Merrill Avenue to Chino Avenue; the Walker Trunk Sewer from the Western Trunk Sewer in Schaeffer Avenue to Chino Avenue.

6.11.2 Preliminary Design Report

As a condition of entitlements (subdivision maps, Development Plan Reviews, etc.) within the Specific Plan and prior to submittal of Infrastructure Improvements Plans, a Preliminary Design Report (PDR) for all public infrastructure shall be submitted and approved by the Development Agency Engineering Department and the Utilities Engineering Department. The PDR shall include the following:

Conceptual Design Compliance: A discussion modifying or confirming the conceptual design established with the Project's Conceptual Design Report. The study shall confirm all rights-of-ways (ROW), infrastructure improvements, and vertical and horizontal alignments for each utility. Street Cross Sections and Profiles:

Street Cross Sections and Profiles shall be provided for each public street, private street and Public Utility Easement (PUE) containing a public utility and at any points along the alignments where the ROW varies. The cross sections shall show the location and size of each utility and shall annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).

Constructability Review: The report shall include a discussion of the constructability issues along the proposed alignment and identify the recommended construction methods that may be utilized. The study shall perform field investigation (field survey and potholing) in order to identify potential utility conflicts, right-of-way variations, existing obstructions, and constructability issues created by the timing of utility installation.

Supporting Details: The PDR shall include any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW, including the placement of large appurtenances, clearance from existing obstructions, etc.

30% Design Drawings: The PDR findings shall be incorporated into a 30% design plan set and included in the PDR.

Western Trunk Sewershed Scope: In order to qualify for Development Impact Fees (DIF) and to assure that the Western Trunk Sewer (WTS) is designed to serve its entire Sewer Master Plan Tributary Area, the PDR shall include all the Master Plan Trunk Sewers connecting to the WTS and the WTS. The PDR shall include: the Western Trunk Sewer from the Kimball Interceptor to the Whispering Lakes Pump Station Riverside Drive and Carpenter Avenue; the Euclid Trunk Sewer from the Western Trunk Sewer in Merrill Avenue to Chino Avenue; ; the Bon View Trunk Sewer from the Western Trunk Sewer in Merrill Avenue to Chino Avenue; the Grove Trunk Sewer from the Western Trunk Sewer in Merrill Avenue to Chino Avenue; ; the Walker Trunk Sewer from the Western Trunk Sewer in Schaeffer Avenue to Chino Avenue. At minimum, the PDRs shall include:

Horizontal and vertical alignment studies assuring that the entire sewershed and subsewersheds can be sewered.
Sewer sizing hydraulic calculations assuring the Trunk Sewer, with the proposed designs, can accommodate the Master Plan Flows meeting Master Plan Design Criteria.

7.0 GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained within a jurisdiction's local General Plan. Approval of this Specific Plan is based on the finding that the regulations, guidelines, and programs contained within this Specific Plan are consistent with The Ontario Plan. The Ontario Plan establishes the direction and vision for the City of Ontario and provides a single comprehensive document to shape its future. The Ontario Plan provides for policies to accommodate change over its 30-year lifespan. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback. The following sections demonstrate the Ontario Ranch Business Park Specific Plan implements the goals and policies of the City's Policy Plan (General Plan).

7.1 Land Use Element

GOAL LU1:	**A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.**

Policy LU1-2 Sustainable Community Strategy

We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

The Specific Plan encourages the efficient use of energy resources in design, product selection, and operational techniques. The Design Guidelines in Chapter 5 address lighting, bicycle parking, sustainable landscaping, and sustainable design strategies. Landscape provisions require the use of native drought-resistant vegetation and shade trees to conserve water and reduce heat islands. The sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. Protecting water quality, reducing runoff, and reducing water demand for landscaping are promoted in the Development Plan in Chapter 3 through the recycled water plan and storm drainage facilities source control and treatment practices.

Policy LU1-3 Adequate Capacity

We require adequate infrastructure and services for all development.

The Specific Plan establishes a Phasing Plan that has been coordinated with affected infrastructure providers and ensures that uses on the project site will be adequately served. The Specific Plan requires infrastructure development to occur in a timely manner. Potable and recycled water, sewer, fiber optic communications, and storm drain infrastructure improvements that will ultimately serve the Specific Plan area are addressed in Chapter 3, Development Plan. Infrastructure and services will be consistent with City of Ontario infrastructure master plans and the approved development agreement.

GOAL LU2: Compatibility between a wide-range of uses.

Policy LU2-3 Hazardous Uses

We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials.

Uses within the Specific Plan are required to comply with federal, state, and local regulations pertaining to the use, storage, disposal, and transportation of hazardous materials, toxic substances, and other pollutants.

Policy LU2-5 Regulation of Uses

We regulate the location, concentration and operations of uses that have impacts on surrounding uses.

The Specific Plan land use plan contained in Chapter 3, Development Plan, utilizes the Business Park designation (Planning Area 1) to buffer the Industrial-General (IG) land use designation (Planning Area 2) from the existing residential uses located across Euclid Avenue within the City of Chino. Chapter 4, Land Use and Development Standards, restricts Planning Area 1 to less intense business park uses and requires the building height to be lower. Furthermore, the conceptual site design places truck traffic ingress and egress and visible loading docks away from the existing residential uses.

Policy LU2-6 Infrastructure Compatibility

We require infrastructure to be aesthetically pleasing and in context with the community character.

The Specific Plan design guidelines (Chapter 5) are intended to support high-quality development that complements the surrounding community. Landscaped areas and drive entrances will be planned to separate parking areas and keep the parking lot from being the dominant visual element of the site. The Specific Plan also establishes landscape setback requirements (Chapter 4, Land Use and Development Standards) and conceptual

streetscape design (Chapter 5, Design Guidelines) along all roadways within the Specific Plan area to create safe and attractive streets for pedestrians and motorists and ensure cohesive patterns of development.

Policy LU2-9 Methane Gas Sites

We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.

The Specific Plan incorporates into its Implementation Plan (Chapter 6) requirements for the project to comply with any mitigation measures identified in the project environmental impact report, including those for soil remediation and proper venting to address the potential existence of methane gases within the Specific Plan area.

GOAL LU5:	**Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.**

Policy LU5-7 ALUCP Consistency with Land Use Regulations

We comply with state law that requires policy plan/general plans, specific plans, and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.

The Specific Plan area is within the Ontario International Airport Influence Area and the Chino Airport Influence Area. The Specific Plan discusses compliance with the ALUCP requirements for the Ontario Airport and the Chino Airport in Chapter 2, Section 2.2, Airport Influence Areas.

7.2 Community Design Element

GOAL CD1:	**A dynamic, progressive city containing distinct neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.**

Policy CD1-2 Growth Areas

We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

The Specific Plan design guidelines (Chapter 5, Design Guidelines) and development standards (Chapter 4, Land Use and Development Standards) ensure high quality, cohesive, attractive, and appropriately-scaled development that complements and integrates into the Ontario Ranch community and adds value to the City.

GOAL CD2:	**A high level of design quality resulting in public spaces, streetscapes, and developments that are attractive, safe, functional, and distinct.**

Policy CD2-1 Quality Architecture

We encourage all developments to convey visual interest and character through:

- Building volume, massing, and height to provide appropriate scale and proportion;
- A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting;
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

The Specific Plan design guidelines (Chapter 5) ensure that: 1) scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area, 2) articulation is provided through elements such as cornices, parapets, expression lines, and changes in materials and/or colors, 3) use of a variety of colors, materials, and/or textures on each building is appropriate to the architectural features or massing.

Policy CD2-5 Streetscapes

We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identify through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

Chapter 3.3, Circulation Plan, addresses connectivity, street improvements, pedestrian and bicycle plans, and transit. In Chapter 5.3, Landscape Design, the Specific Plan identifies street improvements and streetscape including parkways, street trees, sidewalks, landscape buffers, and street lighting for Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, and Sultana Avenue within the Specific Plan area, which are consistent with the Circulation Element of The Ontario Plan. The Specific Plan streetscape design creates an aesthetically pleasing view for pedestrians and motorists, screens parking and loading areas from the public right-of-way, and visually integrates the development into the surrounding Ontario Ranch community.

Policy CD2-6 Connectivity

We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands".

The Specific Plan creates an efficient street system by providing convenient connections with adjacent land uses in compliance with the vision of The Ontario Plan Circulation Element. Roads will be improved with sidewalks, trails and bikeways to supplement

vehicular transportation through the design of Specific Plan street sections (Chapter 3.3: Circulation Plan) and streetscape (Chapter 5.3, Landscape Design).

Policy CD2-7 Sustainability

We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.

The Specific Plan is committed to sustainable design strategies that integrate principles of environmental stewardship into the design, construction and operation process. The Specific Plan incorporates sustainability principles into its design guidelines (Chapter 5.8, Sustainable Design Strategies), such as drought tolerant landscaping, skylights in warehouse/distribution buildings to provide natural light and reduce lighting demand, high performance dual pane glazing in office storefronts, and LED products for energy efficient site lighting. Design strategies include the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. The use of recycled water to irrigate landscape is required by the Specific Plan's Recycled Water Plan (Chapter 3.5), consistent with the City of Ontario Recycled Water Master Plan.

Policy CD2-9 Landscape Design

We encourage durable landscaping materials and designs that enhance the aesthetics of structure, create and define public and private spaces, and provide shade and environmental benefits.

Consistent with the vision for Ontario Ranch as outlined in the Ontario Ranch Streetscape Master Plan, the Specific Plan (Chapter 5.3, Landscape Design) provides for landscaped setbacks and landscaped parkways adjacent to bike lanes and sidewalks, defining these public spaces. The landscaped setbacks and parkways will include drought-tolerant plants featuring colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the arid Southern California climate to promote durable plant materials. The plant selection will complement the design theme of the Specific Plan area. Parking lot landscaping will reduce associated heat buildup, improve aesthetics, and integrate into onsite landscape design and adjacent streetscapes. Swaled landscape areas will retain/infiltrate stormwater run-off to improve water quality and promote groundwater recharge. Shade trees thoughtfully located near expanses of paving, building walls, roofs, and windows will reduce the impacts of heat gain.

Policy CD2-11 Entry Statements

We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

The Specific Plan establishes design guidelines to ensure high-quality development and a sense of place. As discussed in Chapter 5.3, Landscape Design, Euclid, Eucalyptus, Merrill and Sultana Avenues will feature landscaped setbacks adjacent to the Specific Plan area that will provide attractive entries to the site. An entry monument will be located at the northeast corner of Euclid and Merrill Avenues to identify the Ontario Ranch area and/or the Ontario Ranch Commerce Center West.

Policy CD2-12 Site and Building Signage

We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structure.

The Specific Plan (Chapter 5.7, Signage) requires approval of a comprehensive sign program to address parcel identification, building identification and directional signage within the Specific Plan area. A comprehensive sign program will integrate project signage with the overall design of the site and structures to create a unified visual statement. A comprehensive sign program provides a means for flexible application of sign regulations to provide incentive and latitude in the design and display of multiple signs. Industrial uses on the site will also be appropriately signed to give direction to loading and receiving, visitor parking, and other special uses.

GOAL CD3:	**Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages that are conveniently located, visually appealing, and safe during all hours.**

Policy CD3-1 Design

We require that pedestrian, vehicular, bicycle, and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.

The Specific Plan (Chapter 3.3, Circulation Plan) coordinates street, trail, and bikeway designs to serve onsite land uses and extend access to the surrounding area in compliance with The Ontario Plan Mobility Element. The Specific Plan specifies street improvements for Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, and Sultana Avenue. The Specific Plan streetscape design (Chapter 5.3, Landscape Design) provides an aesthetically pleasing view for pedestrians and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community.

Policy CD3-5 Paving

We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public places.

The Specific Plan development standards (Chapter 4, Land Use and Development Standards) require that design and materials for sidewalks and road surfaces within the Specific Plan area be approved by the City's Engineering Department. Specific Plan design guidelines (Chapter 5) encourage the use of enhanced paving to mark major building entries and paving materials that possesses a high level of solar reflectivity to reduce the heat island effect.

GOAL CD5:	**A sustained level of maintenance and improvement of properties, buildings and infrastructure that protects the property values and encourages additional public and private investment.**

Policy CD5-1 Maintenance of Buildings and Property

We require all public and privately owned buildings and property (including trails and easements) to be properly and consistency maintained.

The Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Privately owned buildings will be maintained as specified by the Property Owners Association (Chapter 6.10.2).

Policy CD5-2 Maintenance of Infrastructure

We require the continued maintenance of infrastructure.

The Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area.

7.3 Mobility Element

GOAL M1:	**A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.**

Policy M1-1 Roadway Design and Maintenance

We require our roadways to:

- Comply with federal, state, and local design and safety standards.
- Meet the needs of multiple transportation modes and users.

- Handle the capacity envisioned in the Functional Roadway Classification Plan.
- Endeavour to maintain a peak hour Level of Service (LOS) E or better at all intersections.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices and our Right-of-Way Management Plan

The Specific Plan complies with the Functional Roadway Classification Plan of the Mobility Element and, therefore, aims to comply with federal, state, and local design and safety standards; meet the needs of multiple transportation modes and users; and maintain a Level of Service of E or better at all intersections addressed in the project environmental impact report. Specific Plan site design strives to minimize the effects of truck traffic on nearby residential uses by locating truck entries and loading docks away from residential use.

Policy M1-2 Mitigation of Impacts

We require development to mitigate its traffic impact.

The Specific Plan requires in Chapter 6.3.4, Compliance with CEQA, that projects within the Specific Plan area comply with all mitigation measures, conditions, and project design features identified in the project environmental impact report. Chapter 5.1, Site Design, provides guidelines to ensure buildings, structures, and loading facilities will be designed so loading and unloading activities occur on-site without extending beyond the property line.

GOAL M2:	A system of trails and corridors that facilitate and encourage bicycling and walking.

Policy M2-1 Bikeway Plan

We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

The Specific Plan includes a Circulation Plan in Chapter 3 to provide connectivity to the trails and bikeway corridors identified in the Ontario Multipurpose Trails and Bikeway Corridor Plan, including installation of a Class II Bikeway along Merrill Avenue and multipurpose trails along Euclid, Eucalyptus, and Merrill Avenues.

Policy M2-3 Pedestrian Walkways

We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

The Specific Plan street sections and streetscape designs (Chapter 3.1, Circulation Plan and Chapter 5.3, Landscape Design) provide for construction of five-foot wide public pedestrian sidewalks for Euclid Avenue, Eucalyptus Avenue, Merrill Avenue, and Sultana Avenue to connect with adjacent existing and planned pedestrian circulation systems. Pedestrian sidewalks are separated from vehicular travel lanes by a landscaped parkway. Proposed improvements for the Specific Plan area streets are consistent with the City's Ontario Ranch Streetscape Master Plan.

GOAL M3:	**A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.**

Policy M3-2 Transit Facilities at New Development

We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as needed.

The Specific Plan discusses in Chapter 3.3.10, Transit, that the City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue on the western boundary of the Specific Plan area.

GOAL M4:	**An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.**

Policy M4-1 Truck Routes

We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on the truck routes.

The Specific Plan is designed to enable easy vehicular access to the truck route network and to encourage its industrial users to implement effective goods movement strategies. The Land Use and Circulation Plans for the Specific Plan area (Chapter 3, Development Plan) are designed to direct truck traffic away from nearby residential use in the City of Chino and focus trucks on the designated Merrill Avenue truck route. Chapter 3.1, Site Design, of the Design Guidelines stipulates buildings, structures, and loading facilities will be designed to ensure that loading and unloading activities and maneuvering of freight vehicles occurs on-site without extending beyond the property line.

7.4 Environmental Resources Element

GOAL ER1:	**A reliable and cost effective system that permits the City to manage its diverse water resources and needs.**

Policy ER1-3 Conservation

We require conservation strategies that reduce water usage.

The Specific Plan incorporates water conservation strategies into its development plan and design guidelines. The use of recycled water to irrigate landscape areas is required consistent with the City of Ontario Recycled Water Master Plan (Chapter 3, Development Plan). Landscape and irrigation plans are encouraged to use water conservation features such as drought-tolerant plant species native to the region and drip irrigation (Chapter 5, Design Guidelines). The Specific Plan encourages the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

Policy ER1-5 Groundwater Management

We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.

In Chapter 3.7, Storm Drainage Plans, the Specific Plan stipulates that prior to issuance of grading or construction permits, a Storm Water Pollution Prevention Plan (SWPPP) be prepared and approved by the City. The SWPPP will identify and detail appropriate Best Management Practices (BMPs) to prevent pollutant discharge into storm drain systems and natural drainages and aquifers. In addition to the preparation of a SWPPP, a WQMP will be prepared and approved that will enforce long-term BMPs to prevent pollutant discharges into storm drain systems, for the life of the project. Chapter 5.8.2, Water Quality, requires the provision of on-site landscape swales to collect and treat stormwater run-off.

Policy ER1-6 Urban Run-off Quantity

We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

The Specific Plan (Chapter 3.9, Storm Drainage Plan) incorporates low impact development strategies including landscape designs that promote water retention; permeable surface designs in parking lots and areas with low traffic; parking lots that drain to landscaped areas to provide treatment, retention, or infiltration; and limited soil compaction during grading.

Policy ER1-7 Urban Run-off Quality

We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

In Chapter 3.9, Storm Drainage Plan, the Specific Plan states that prior to issuance of grading or construction permits, a Water Quality Management Plan (WQMP) is required to minimize stormwater runoff and provide on-site opportunities for groundwater recharge integrated into project design and amenities. The grading and drainage of the

Specific Plan area will be designed to retain/infilter, harvest & re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's WQMP for significant new development projects.

Policy ER1-8 Wastewater Management

We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

In Chapter 3.6, Sewer Plan, the Specific Plan provides for design of a wastewater system consistent with City and Regional Water Quality Board requirements. The Specific Plan includes a network of new public sewer mains consistent with the City of Ontario's Ultimate Sewer System Plan.

GOAL ER3:	**Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.**

Policy ER3-1 Conservation Strategy

We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

The Specific Plan incorporates energy-saving conservation strategies into its design guidelines (Chapter 5) by addressing lighting, bicycle parking, sustainable landscaping, and energy efficiency. Sustainable design strategies (Chapter 5.8) include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

Policy ER3-3 Building and Site Design

We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.

The Specific Plan's Sustainable Design Strategies (Chapter 5.8) include the use of passive design to improve building energy performance through skylights, building orientation, landscaping, and use of select colors.

GOAL ER4:	**Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.**

Policy ER4-1 Indoor Air Quality

We comply with State Green Building Codes relative to indoor air quality.

The Specific Plan requires development projects in the Specific Plan area to comply with the State of California Building Code as adopted and implemented by the City. The Specific Plan's Sustainable Design Strategies (Chapter 5.8) include the design and construction of energy efficient buildings to reduce air, water, and land pollution.

GOAL ER5:	**Protected high value habitat and farming and mineral resources extraction activities that are compatible with adjacent development.**

Policy ER5-2 Entitlement and Permitting Process

We comply with state and federal regulations regarding protected species.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report.

7.5 Safety Element

GOAL S1:	**Minimized risk of injury, loss of life, property damage and economic and social disruption caused by earthquake-induced and other geologic hazards.**

Policy S1-1 Implementation of Regulations and Standards

We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

The Specific Plan requires all future development projects to comply with the State of California Building Code as adopted and implemented by the City.

Policy S1-2 Entitlement and Permitting Process

We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with state guidelines and the California Building Code. Research of available maps indicates that the Specific Plan site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no visible evidence of faulting during a geotechnical investigation conducted in 2015.

GOAL S2:	**Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.**

Policy S2-1 Entitlement and Permitting Process

We follow state guidelines and the California Building Code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all applicable mitigation measures of the project environmental impact report, state guidelines, and the California Building Code regarding flooding and inundation hazards.

GOAL S3:	**Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.**

Policy S3-8 Fire Prevention through Environmental Design

We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with the City's development review process, which provides for review by the City's Fire Department and potential redesign to incorporate fire prevention design elements within streetscapes, sites, open spaces, and buildings.

GOAL S4:	**An environment where noise does not adversely affect the public's health, safety, and welfare.**

Policy S4-1 Noise Mitigation

We utilize the City's noise ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report, the City's noise ordinance, subdivision and development codes, and the California Building Code to mitigate noise impacts.

GOAL S5:	**Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.**

Policy S5-2 Dust Control Measures

We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report, the

construction management plan, and any subdivision and development codes regarding dust control.

GOAL S6:	Reduced potential for hazardous materials exposure and contamination.

Policy S6-9 Remediation of Methane

We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with any and all mitigation measures of the project environmental impact report.

GOAL S7:	Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement, and a system of continuous monitoring.

Policy S7-4 Crime Prevention through Environmental Design (CPTED)

We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

The Specific Plan acknowledges that all projects within the Specific Plan area shall comply with the City's development review process, which provides for review by the City's Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open spaces, and buildings. Parcel lighting (Chapter 5.6, Lighting) addresses illumination of parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features. A key provision includes the installation of ground or low mounted fixtures to provide for safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features. Chapter 5.1, Site Design, also encourages delineation of pedestrian access to on-site buildings from adjacent streets and parking areas by marking building entrances with signage, prominent architectural features, and/or landscaping features.

7.6 Community Economics Element

GOAL CE1:	A complete community that provides for all incomes and stages of life.

Policy CE1-1 Jobs-Housing Balance

We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-community.

The Specific Plan anticipates the creation of jobs in warehousing, logistics, light manufacturing, and administration within the Specific Plan area, which helps improve the

region's jobs-housing balance. Actual job creation depends on the type of land uses ultimately developed on the site as a wide-range of commercial, office, and industrial uses are permitted in the Specific Plan. The Land Use Plan (Chapter 3.1) implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, research and development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions.

Policy CE1-5 Business Attraction

We proactively attract new and expanding businesses to Ontario in order to increase the City's share of growing sector of regional and global economy.

In Chapter 3.1, Land Use Plan, the Specific Plan provides for the construction of over 1.3 million square feet of industrial development in compliance with City and regional planning goals and strategies that facilitate goods movement throughout the SCAG region.

GOAL CE2:	**A City of distinctive neighborhoods, districts, and corridors, where people choose to be.**

Policy CE2-1 Development Projects

We require new development and redevelopment to create unique, high-quality places that add value to the community.

The Specific Plan contains design guidelines in Chapter 5 to guide future development, consistent with the vision for Ontario Ranch. The guidelines are intended to ensure high quality, cohesive and attractive development that complements and integrates into the community and adds value to the City. The Specific Plan also establishes landscape setbacks along all roadways within the Specific Plan area to create safe and attractive streets for pedestrians and motorists.

Policy CE2-2 Development Review

We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional and sustainable places that will compete well with their competition within the region.

The Specific Plan establishes a land use plan (Chapter 3.1) and design guidelines (Chapter 5) addressing site design, building design, and landscape design that ensure high-quality, functional and sustainable development that is regionally competitive and appropriate for the Ontario Ranch community.

Policy CE2-5 Private Maintenance

We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

The Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.10) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. A Property Owners Association will be established for the maintenance of on-site common areas, including such improvements as landscape areas and drive aisles.

Policy CE2-6 Public Maintenance

We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.

The Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.10) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Right-of-way for public streets within the Specific Plan area and infrastructure improvements shall be dedicated to the City of Ontario for maintenance purposes. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City. Dry utilities such as electricity, natural gas, and communication systems will be maintained by the appropriate utility company.