ORDINANCE NO. 3060

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSPA16-002, AN AMENDMENT TO THE EXCHANGE SPECIFIC PLAN TO ESTABLISH THE INDUSTRIAL PARK (IP) LAND USE DEVELOPMENT STANDARDS, REGULATIONS AND DESIGN GUIDELINES FOR 10.59 ACRES OF LAND, LOCATED ON THE NORTH SIDE OF ONTARIO MILLS PARKWAY, EAST OF THE I-15 FREEWAY, WITHIN THE INDUSTRIAL PARK LAND USE DISTRICT OF THE EXCHANGE SPECIFIC PLAN. (RELATED FILE NOS. PMTT16-012 AND PDEV16-016), AND MAKING FINDINGS IN SUPPORT THEREOF — APN: 0238-012-19.

WHEREAS, ORBIS REAL ESTATE PARTNERS ("Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA16-002, as described in the title of this ordinance (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 10.59 acres of land generally located north of Ontario Mills Parkway and east of the I-15 Freeway, within Industrial Park (IP) land use designation of The Exchange Specific Plan and is presently vacant; and

WHEREAS, the property to the north of the Project site is within the Freeway Commercial land use district of the Exchange Specific Plan and is developed with commercial uses. The properties to the east and south are utilized for utility purposes (SCE Easement and Flood Control) and are within the Open Space-Recreation (OS-R) zoning district. The I-15 Freeway is located to the west of the project site; and

WHEREAS, the project site is located within the Ontario Recovery Unit for the Delhi Sands Flower-Loving Fly (DSF). It was determined by a Delhi Sands Flower-Loving Fly Habitat Suitability Assessment (Michael Baker International, December 2015) that the project site does not support suitable habitat for the DSF due to heavily mixed and contaminated soil. As a result, the study determined that the project site does not support clean Delhi Sand soils needed for suitable habitat for the DSF; that the DSF is absent from the site and that no further actions or additional focused surveys were recommended. As a result, the site is not considered habitat and no adverse impact to the DSF is anticipated; and

WHEREAS, the Specific Plan Amendment (see Exhibit A: *The Exchange Specific Plan*) was submitted in conjunction with a Tentative Parcel Map (File No. PMTT16-012) and Development Plan (File No. PDEV16-016), which are necessary to facilitate the proposed Project; and

WHEREAS, the Exchange Specific Plan Amendment is required to establish the Industrial Park (IP) land use development standards, regulations and design guidelines, which are necessary to facilitate the proposed Project; and

WHEREAS, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

WHEREAS, the proposed Specific Plan Amendment is a Major Land Use Action as defined by Table 2-1:Major Land Use Actions of the ONT Airport Land Use Compatibility Plan (ALUCP) requiring Project Notification to the ONT-IAC Technical Advisory Group (TAG); and

WHEREAS, the Project Notification was routed to ONT-IAC TAG on June 20, 2016, for concurrence with the City of Ontario's Consistency Determination for the proposed project; and

WHEREAS, ONT-IAC TAG members responded within 20 days stating their concurrence with the City of Ontario's Consistency Determination for the proposed Specific Plan Amendment; and

WHEREAS, the proposed project is located within the Airport Influence Area of Ontario International Airport (ONT) and was evaluated and found to be consistent with the policies and criteria of the Airport Land Use Compatibility Plan (ALUCP) for ONT; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts; and

WHEREAS, on August 15, 2016, the Development Advisory Board of the City of Ontario conducted a hearing to consider the initial study, Mitigated Negative Declaration ("MND"), and the Project, and concluded said hearing on that date, voting to issue Decision No. DAB16-035 recommending approval of the Application; and

WHEREAS, on August 23, 2016, the Planning Commission of the City of Ontario conducted a hearing to consider the MND, the initial study, and the Project and issued Resolution No. PC16-044 recommending City Council approval of the Application; and

WHEREAS, on September 20, 2016, the City Council of the City of Ontario conducted a hearing to consider the Initial Study/Mitigated Negative Declaration, and the Project, and concluded said hearing on that date; and

WHEREAS, as the first action on the Project, on September 20, 2016, the City Council approved a resolution adopting the Mitigated Negative Declaration prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of significance; and

WHEREAS, all legal prerequisites to the adoption of this ordinance have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND ORDAINED by the City Council of the City of Ontario, as follows:

SECTION 1. As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the MND, the initial study, and the administrative record for the Project, including all written and oral evidence provided during the comment period. Based upon the facts and information contained in the Addendum, the initial study, and the administrative record, including all written and oral evidence presented to the City Council, the City Council finds as follows:

a. The MND, initial study, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and the City of Ontario Local CEQA Guidelines; and

b. The MND contains a complete and accurate reporting of the environmental impacts associated with the Project, and reflects the independent judgment of the City Council; and

c. There is no substantial evidence in the administrative record supporting a fair argument that the project may result in significant environmental impacts; and

d. All environmental impacts of the Project are either insignificant or can be mitigated to a level of insignificance pursuant to the mitigation measures outlined in the MND, the Mitigation Monitoring and Reporting Program, and the initial study.

SECTION 2. Based upon the substantial evidence presented to the City Council during the above-referenced hearing and upon the specific findings set forth in Section 1, above, the City Council hereby concludes as follows:

a. The proposed Specific Plan, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. The proposed Amendment to the Exchange Specific Plan will establish the design guidelines, development standards and regulations for the Industrial Park (IP) planning area within the Exchange Specific Plan and will be in conformance with The Ontario Plan (TOP) Policy Plan Land Use Plan and will comply with the Policy Plan goals and policies applicable to the Specific Plan.

b. The proposed Specific Plan, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The proposed amendment to the Exchange Specific Plan will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City because it will establish design guidelines, development standards and regulations for the Industrial Park planning area of the Exchange Specific Plan that will facilitate the development of four industrial buildings that will be consistent with The Ontario Plan (TOP) Policy Plan Land Use Plan and will comply with the Policy Plan goals and policies.

c. In the case of an application affecting specific property(ies), the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses. The project site is located in an area that is developed with urban land uses. The Exchange Specific Plan Amendment will establish design guidelines, development standards and regulations for the Industrial Park planning area that will be complimentary to the existing surrounding development.

d. In the case of an application affecting specific property(ies), the subject site is physically suitable, including, but not limited to, parcel size, shape, access, and availability of utilities, for the request and anticipated development. The proposed Amendment to the Exchange Specific Plan will establish the Industrial Park design guidelines, development standards and regulations to facilitate the development of four industrial buildings that will be consistent with TOP Policy Plan. The proposed project will be developed with adequate lot size, access and utilities to serve the project.

SECTION 3. Based upon the findings and conclusions set forth in Sections 1 and 2, above, the City Council hereby APPROVES the herein described Application, subject to each and every condition set forth in the Department reports, attached hereto and incorporated herein by this reference.

SECTION 4. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 5. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 6. Severability. If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 7. Effective Date. This Ordinance shall become effective 30 days following its adoption.

SECTION 8. The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within fifteen (15) days of the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this 4th day of October 2016.

PAUL S. LEON, MAYOR

ATTEST:

SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

BEST BEST & KRIEGER LLP
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO)
CITY OF ONTARIO)

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. 3060 was duly introduced at a regular meeting of the City Council of the City of Ontario held September 20, 2016 and adopted at the regular meeting held October 4, 2016 by the following roll call vote, to wit:

AYES:	MAYOR/COUNCIL MEMBERS:	LEON, DORST-PORADA, WAPNER, BOWMAN AND AVILA
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE

Sheila Mautz
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. 3060 duly passed and adopted by the Ontario City Council at their regular meeting held October 4, 2016 and that Summaries of the Ordinance were published on September 27, 2016 and October 11, 2016 in the Inland Valley Daily Bulletin newspaper.

Sheila Mautz
SHEILA MAUTZ, CITY CLERK

(SEAL)

THE EXCHANGE
IN ONTARIO

SPECIFIC PLAN

File No. PSPA16-001
2nd Draft Submittal
07-05-2016

Specific Plan

Prepared For (2003):

J&R Oil Company, Inc.
204 South Joy Street
Corona, CA 92879
Hagop Kofdarali, President

Prepared By (2003):

Pierce/ Cooley Architects, Inc.
Architecture & Planning
17280 Red Hill Avenue
Irvine, CA 92614

In Association with:
(2003)

CDPC
Landscape Architect

Canty Engineering Group, Inc.
Consulting Civil Engineers

Submitted to:

The Planning Department
City of Ontario
~~Jerry L. Blum~~Scott Murphy, Planning Director

Submitted May 5, 2003
J&R Oil Company, Inc., Applicant

Amendment 1- PSPA07-001 Submitted May 10, 2007
Mammoth Development, Applicant

Amendment 2 – (Case No. TBD) Submitted January 8, 2016
Orbis Real Estate Partners (revised 1/15/2016)

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~~This Space reserved~~

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1.0 INTRODUCTION

1.1 Purpose of the Specific Plan

This Specific Plan document and the associated "SP" – Specific Plan Zoning District is intended to assure the systematic implementation of the City of Ontario General Plan in a logical, comprehensive manner to the specific plan area. The plan fulfills provisions of the Ontario Municipal Code and state law relating to the adoption and administration of Specific Plans. Land use standards, regulations and criteria contained within this document, Planning Area Plans and site plans to follow shall govern all territory known as **The Exchange** and other properties, described in the attached Appendix.

1.2 Content of the Specific Plan

This document provides a framework for development within **The Exchange**. Development standards for each classification of land use within the plan are presented in both written and graphic form. Major components of the development plan, including transportation, streetscapes, sewer and water systems, drainage, energy conservation, and air quality are documented herein. Administrative and procedural requirements are also addressed.

1.3. Project Description

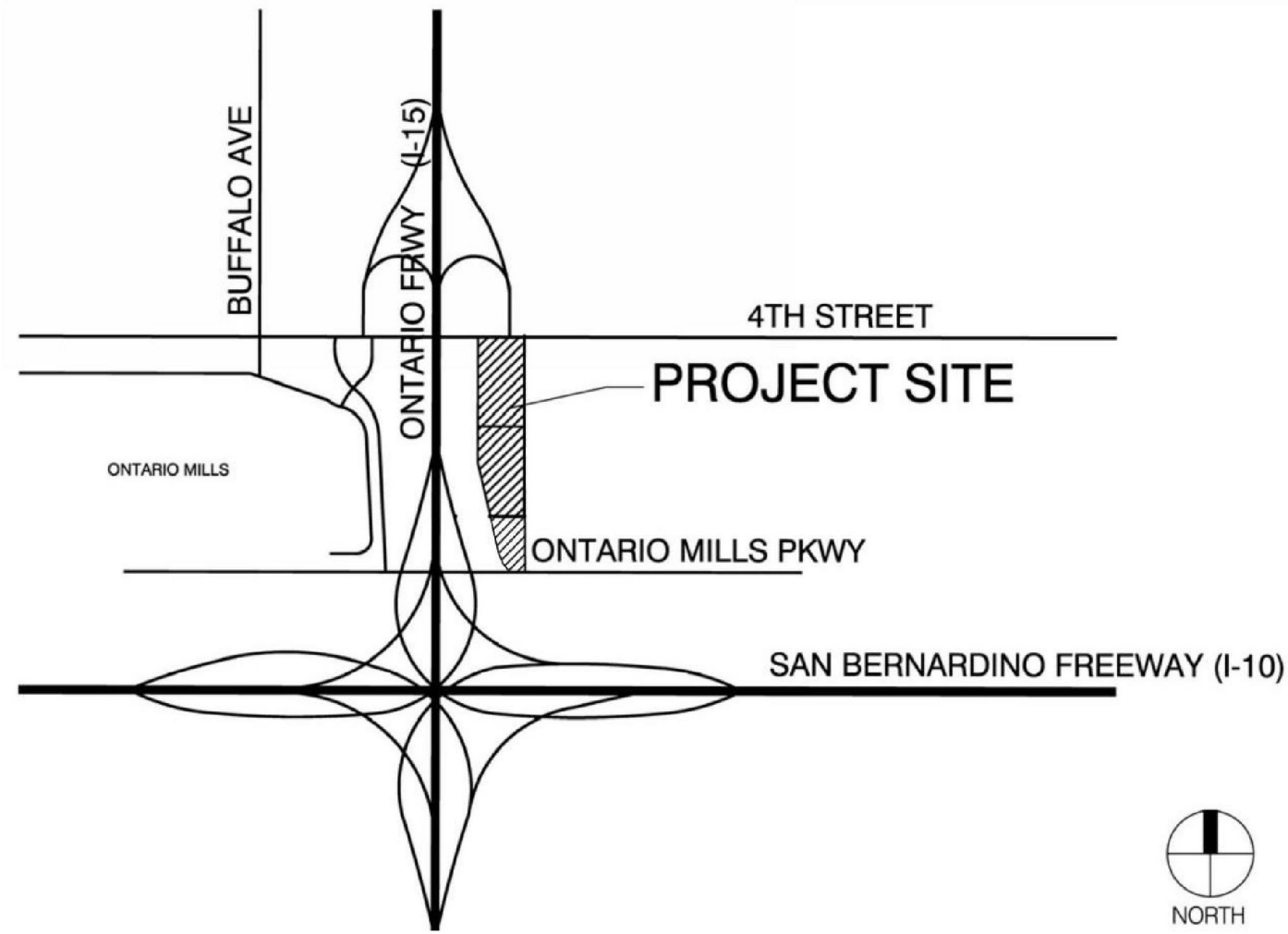
The Exchange is an approximately 23.60 acre commercial and industrial development area which is designed as a destination location for customers and visitors transversing through the City traveling north and south on Interstate 15 or traveling across town on 4th Street and ~~Inland Empire Boulevard~~Ontario Mills Parkway. The project offers several integrated commercial and retail services, specialty shops and light industrial uses. **The Exchange** has a stimulating architectural concept designed to attract local and regional trade including resident and traveling shoppers, employees and visitors.

1.4 Location

Comprising approximately 23.60 acres and bounded by Interstate 15 to the west, Fourth Street to the north, The Southern California Edison Right of Way to the east and Ontario Mills Parkway (formerly Inland Empire Boulevard) to the south.

Refer to Exhibit 1.4-A

EXHIBIT 1.4-A
VICINITY MAP



1.5 Legal Description

Lots 73 to 80, inclusive, Map of Rochester in the City of Ontario, County of San Bernardino, State of California, as per Plat recorded in Book9 of Maps, Page 20, records of said County.

~~Excepting there from the Southerly 39.816 acres. Also excepting there from the Easterly 120 feet.~~

Also excepting there from that portion conveyed to the county of Sand Bernardino by Deed Recorded February 6, 1970 in Book 7385, Page 259, Official Records.

Also excepting there from that portion conveyed to the State of California by Deed Recorded September 17, 1971 in Book 7754, Page 912, and Official Records.

Also excepting there from that portion conveyed to Southern California Edison Company by Deed Recorded June 14, 1974 in Book 8452, Page 33, Official Records.

Also excepting therefrom that portion conveyed to the Ontario Development, L.L.C., by Grant Deeds recorded April 8, 1996, Instrument No. 96-120640 and 96-120641, Official Records.

Also excepting therefrom that portion conveyed by Grant Deed Recorded October 29, 1993, Instrument No. 93-468427, Official Records, being described therein as follows:

Lots 78, 79, and 80, Map of Rochester, in the City of Ontario, County of San Bernardino, State of California, as per Plat Recorded in Book 9 of Maps, Page 20, Records of said County, and the East 60 Feet of Orange Avenue adjoining on the west which was closed, vacated and abandoned by Ordinance of Board of Supervisors on December 18, 1936, Recorded December 18, 1936, in book 1177, Page 320, Official Records.

Excepting therefrom that portion conveyed to the County of San Bernardino by Deed Recorded February 6, 1971o in Book 7385, Page 259, Official Records.

Also excepting therefrom that portion lying Easterly of the Westerly Line of the Portion conveyed to the State of California for Highway purposed by Deed Recorded September 17, 1971 in Book 7754. Page 912, Official Records.

Together with the East 60 feet of Orange Avenue, adjoining said property on the West, as such Strip was closed, Vacated and Abandoned by Ordinance of Board of Supervisors on December 18, 1936, Recorded December 18, 1936, in Book 1177, Page 320, Official Records.

2.0 GENERAL NOTES

2.1 Authority for Specific Plan

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) authorizes cities and counties to adopt Specific Plans either by resolution as policy or by ordinance as regulation. When adopted by resolution, the Specific plan expands upon the broad policy direction of the general plan by further defining goals and objectives for a precise area with the intention of implementing that policy. Adoption by resolution is common when no existing zoning ordinance or other code is amended. When adopted by ordinance, the customized development regulations and guidelines of the Specific Plan supplement the municipal code and in effect become the zoning for the area.

Ordinance No. 2124, adopted by the Ontario City Council on March 16, 1981, allows for the creation, adoption and implementation of Specific Plans within the City. Section 4.01.035 of the Ontario Development Code (effective 1/1/2016) establishes procedures for Specific Pans.

2.2 Relationship to the Ontario General Plan

This is a regulatory Specific Plan. It serves as zoning for the property involved. Development plans, site plans and tentative parcel maps or tract maps in this area must be consistent with this Specific Plan. If a development agreement is sought, it must also be found to be consistent with the General Plan and this Specific Plan. Implementation of **The Exchange** carries out each of the commercial and industrial goals, principles and standards contained in the General Plan in an orderly and attractive fashion.

2.3 Relationship to Ontario Development Code, Standards, Policies and Other Requirements

Any standards or land use proposals not specifically covered by this plan are subject to the regulations of the ~~City of~~ Ontario ~~Zoning Ordinance~~Development Code and Standard Specifications and Drawings of the City of Ontario. Unless otherwise specifically approved in this Specific Plan, all off-site improvements are subject to the City of Ontario policies and standards in effect at the time of submittal of improvement plans. Whenever there is a conflict between this Specific Plan and the Ontario Development Code requirements, the more stringent standard shall apply.

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

2.4 Nuisance Factors

All nuisance factors associated with the implementation of the Specific Plan during construction and operation phases of the project, including the emission of light, glare, noise, dust and smoke, shall be governed in accordance with the mitigation measures from the Ontario Municipal Code and all other applicable codes and laws.

2.5 Definitions

For the purpose of carrying out the intent of this Specific Plan, words, phrases and terms shall be deemed to have the meaning ascribed to them in the following section. In construing the provisions of this text, specific provisions shall supersede general provisions relating to the

same subject. All other definitions shall be as per the Ontario ~~Zoning Ordinance~~Development Code. Terms not defined in the Ontario ~~Zoning Ordinance~~Development Code shall have the meaning ascribed in Webster's Collegiate Dictionary.

The word **"City"** shall refer to the City of Ontario.

The words **"City Council"** shall mean the City Council of the City of Ontario.

The words **"Planning Commission"** shall mean the Planning Commission of the City of Ontario.

The words **"Development Advisory Board"** or **"DAB"** shall mean the Development Advisory Board of the City of Ontario.

The words **"Specific Plan"** shall refer to this Specific Plan for **The Exchange** prepared pursuant to Section 65450 et seq. of the California Government Code and duly adopted by the Ontario City Council.

The words **"The Center", "The Development"** or **"The Exchange"** shall refer to those properties described in the attached Appendix.

The word **"shall"** is mandatory; **"should"** is encouraged, but not mandatory.

The word **"permitted"** means permitted without the requirement for further discretionary permits, but subject to all other applicable regulations.

The words **"acres"** or **"acreage"** shall mean approximate acres.

Administrative and Professional Office: A place of business for the rendering of service or general administration, but excluding retail sales.

Alteration: Any change of copy, color, size, shape, illumination, position, location, construction, or supporting structure of a sign.
Applicant: A person or entity making application for a Site Plan, subdivision map or other land use approval pursuant to the Specific Plan.

Sign Area: The entire face of a sign, including the advertising surface and framing, trim, or molding but not including the supporting structure.

Background Area of Sign: The entire area of a sign within which copy could be placed.

Banner, Flag, Pennant or Balloon: Any cloth, bunting, plastic, paper or similar material used for advertising purposes and attached to, or appended on or from any structure, staff, line, framing, or vehicle. Flags of a nation or of the State of California, when displayed in the appropriate manner, are exempt from these regulations.

Building Elevation: The total area of the building's elevation, excluding the area of the roof.

Building Height: The vertical distance measured from the finished hard surface or ground surface at the base of and directly adjacent to, a building to the top of the building's parapet or, in the case of a sloped roof, the highest point of its roof. On flat roofed structures, the building height does not include the height of mechanical penthouses or screens.

Building Site: A legally created parcel, which is to be improved in conjunction with a detailed site plan.

Business Park: An area used for industrial, support services and offices which is planned and maintained as a unit, wherein the development of any property and the conducting of any permitted use is subject to site development standards which include setback regulations and the installation and maintenance of common areas, parking, lighting, landscaping and screening.

Collector Street: Those minor roadways constructed as a part of **The Exchange** which have the minimum design characteristics shown on the adopted City of Ontario Master Plan of Streets and Highways.

Community Facility: A noncommercial use established primarily for the benefit and enjoyment of the population of the community in which it is located.

Comprehensive Sign Program: A voluntary alternative to the standards set forth in this manual for the application and review of large-scale sign programs. It is intended to provide additional standards relative to color materials, location and design.

Construction Sign: A temporary sign stating the name of the future site occupancy and may include the name, address and telephone number and businesses directly related to the construction project.

Development: Hospitality, commercial, industrial, retail or other construction, together with the land upon which the buildings or structures are constructed.

Development Intensity: The gross square footage of commercial or industrial buildings permitted on a given Planning Area.

Development Standards Committee (DSC): A Property Owners Association special committee responsible for reviewing and approving development plans as well as interpreting, reviewing and approving all proposed signage within **The Exchange** as documented in the Planned Sign Program. Final approval and permitting is under jurisdiction of the City of Ontario.

Directional Sign: A directional sign located within a complex boundary designed to direct vehicular traffic to a particular business or function.

Ground Sign: A sign supported by one or more uprights, poles, posts or braces placed on or upon the ground, which are not a part of, or attached to a building. This definition includes the terms: monument signs," "pylon signs," "free-standing signs," and "pole signs."

Height of Sign: The greatest vertical distance measured from the natural ground level directly beneath the sign or the grade to the top of the sign.

Identification Sign: A sign which serves to identify only the name, address, and lawful use of the activity to which it relates and which sets forth no other advertisement.

Illegal Sign: any sign placed without proper approval as required by **The Exchange** Specific Plan or permits required by the City of Ontario at the time said sign was placed.

Illuminated Sign: A sign, which has an artificial source of light. This definition shall include any sign containing electric wiring or any sign with an indirect light source.

Industrial Park: An area utilized for industrial manufacturing and support services, planned as a unit, pursuant to the standards contained in this Specific Plan.

Joint Use (of parking): The shared use of off-street parking facilities by more than one type of land use. The same parking spaces are counted to satisfy the off-street parking requirements of more than one land use when it can be demonstrated that the peak parking demands for each use vary and the total number of parking spaces will meet the total parking demand at all times.

Local Street: Those minor roadways constructed as a part of **The Exchange** which have the minimum design characteristics shown on the adopted City of Ontario Master Plan of Streets and Highways.

Master Plan: A master conceptual site plan indicating the intended uses for the Center.

Planning Area: A combination of multiple building sites demarcated by principal street or similar boundaries and which also contains similar land uses, as shown on Exhibit 3.1-A.

Planning Area Plan: A master conceptual site plan for a Planning Area or combination of Planning Areas prepared according to this document.

Principal Street: Those major thoroughfares bordering The Center, specifically Fourth Street and Inland Empire Boulevard.

Property Owners Association (POA): Refers to those Property Owners Association(s) as are established by CC&Rs for specific properties within **The Exchange** (such associations are formed pursuant to the non-profit mutual benefit corporation law of the state of California), and includes successors and assigns, who shall enforce compliance to all sign regulations set forth in this document.

Real Estate Sign: Any temporary sign indicating that the premises on which the sign is located, or any portion thereof, is for sale, lease, or rent.

Retail: The selling of goods, wares, or merchandise directly to the ultimate consumer.

Roof Sign: Any sign erected above a building parapet or between the lowest and highest points thereof.

Sign: Any device for visual communication or attraction including any announcement, declaration, demonstration, display, illustration, insignia or symbol used to advertise or promote the interest of any business entity or person; together with all parts, materials, frame, and background.

Site Plan: A precise, dimensioned drawing prepared pursuant to provisions contained within this Specific Plan and the Ontario ~~Zoning~~ Development Code regarding site plans, development plans and design concept reviews, indicating intended use for a parcel or building site, including the location and extent of building area, parking area, landscaping, recreation and open space areas, including exterior boundary dimensions, a legal description and summary of proposed uses. A site plan may also contain other data deemed important by the City Planner for review purposes.

Site Plan Review: The process, as outlined in this Specific Plan and the Ontario ~~Zoning~~ Development Code, deals with DAB review and approval of site plans, development plans, and design concept reviews, all submitted in accord with this Specific Plan.

Story: That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above.

Wall Sign: A sign attached to or erected on the exterior wall of a building or structure with the exposed face of the sign in a plane approximately parallel to the plane of the exterior wall.

2.6 Severability

If any term, provision, condition or requirement of this Specific Plan shall be haled invalid or unenforceable, the remainder of this specific Plan or the application of such term, provision, condition, or requirement to circumstances other than those in which it is held invalid or unenforceable shall not be affected thereby; and each term, provision, condition or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted bylaw.

3.0 THE EXCHANGE

3.1 Features of the Plan

3.1.1 Introduction

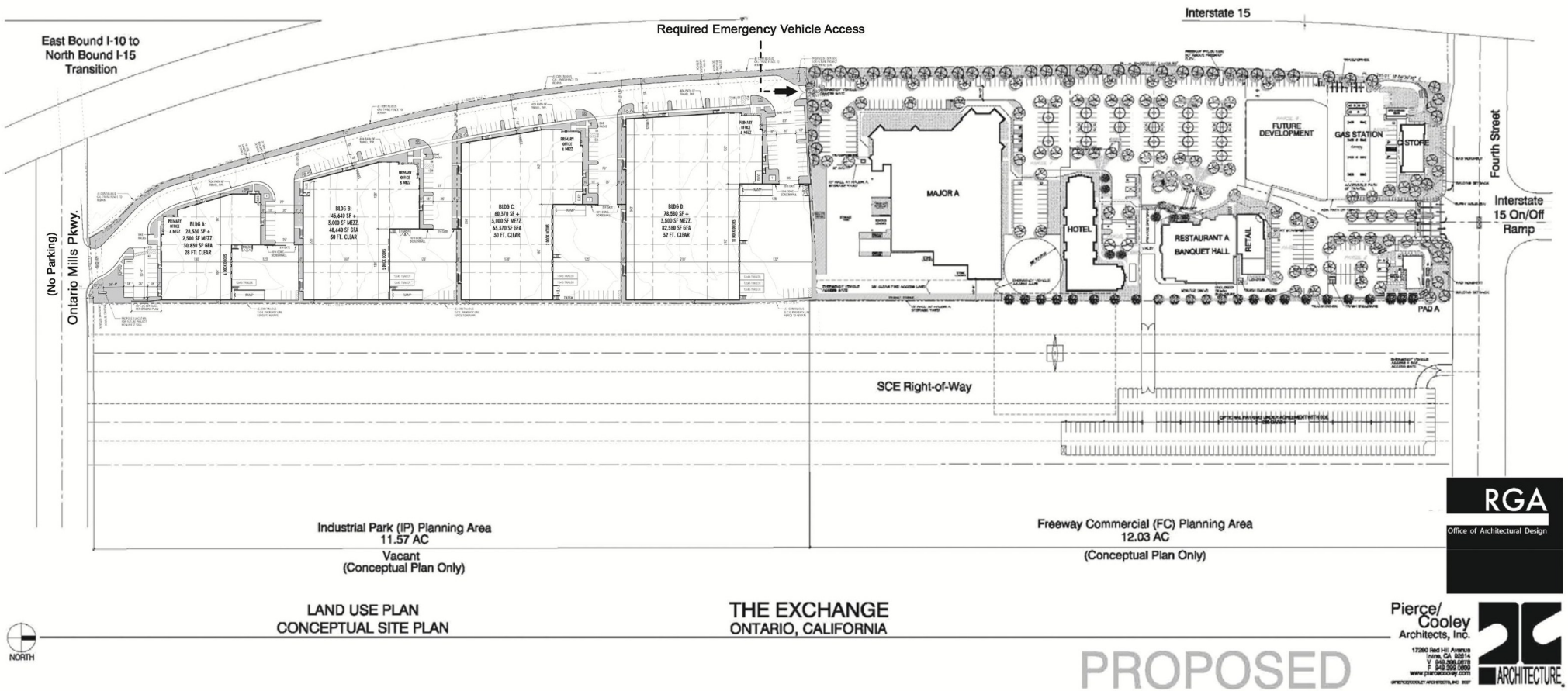
Planning for **The Exchange** has considered not only the setting of the site, but also those critical concerns and issues facing the community and region through the end of the decade and beyond: Energy, transportation, demographics and urban services. The Land Use Plan (Exhibit 3.1-A) delineates two planning areas: The Freeway Commercial (FC) Planning Area comprised of approximately 12.03 acres to the north and the Industrial Park (IP) Planning Area comprised of approximately 11.57 acres to the south. The plan provides for:

- A balance of employment, shopping and service opportunities, reducing the need for long commutes.
- A mixture of retail, service and industrial opportunities for Center users.
- An integrated circulation network encouraging pedestrian walkways and bicycle routes.
- A comprehensive urban design treatment, integrating the Center into an urban form, which is both visually pleasing as well as functional.

Although specific requirements in each of the planning areas may vary, the plan is composed of key components, each critical to the success of the other. Although the two planning areas are described in their respective parts of this Specific Plan, the components of the plan should not be viewed as independent entities, but in terms of an integrated whole, working together to create a dynamic urban experience.

Refer to Exhibit 3.1-A

EXHIBIT 3.1-A
LAND USE PLAN & CONCEPTUAL SITE PLAN



3.1.2 Freeway Commercial Planning Area

Freeway Commercial (FC) uses include lower intensity commercial and retail uses placed in a park-like setting with a strong, freeway oriented signage and architectural program. Freeway Commercial uses, totaling approximately 12 acres, are located at the northerly portion of the Center, south of Fourth Street to maximize aesthetics, employment and transportation benefits.

Refer to Part 4.0 for additional information regarding Permitted and Conditionally Permitted Uses within the Freeway Commercial District.

3.1.3 Industrial Park Planning Area

Industrial Park (IP) uses include "clean" light manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses. Industrial Park uses, totaling approximately 11.5 acres, are located at the southerly portion of the Center, north of Ontario Mills Parkway.

Refer to Part 5.0 for additional information regarding Permitted and Conditionally Permitted Uses within the Industrial Park ~~District~~Planning Area.

3.1.4 Land Use Design Flexibility

The boundary between the FC and IP planning areas may vary allowing for a maximum of 25% of contiguous area of one zone to be incorporated into the other with the approval of the Planning Director.

3.2 Design Concept

3.2.1 Overview

The major organizing design element is the I-15 Freeway running north and south along the west side of the property and bordered by 4th Street (on the north) and ~~Inland Empire Boulevard~~Ontario Mills Parkway (on the south). The freeway element provides the visual identification to the center and allowing for a number of business uses that require visibility.

While the I-15 freeway provides for visual identification by the commuter traffic, 4th Street and ~~Inland Empire Boulevard~~Ontario Mills Parkway provides access for the surrounding community.

3.3 Design Program

3.3.1 Unique Requirements for Planning Areas

Although there are common requirements for the overall plan, which are described in this section, unique design features and requirements exist for each of the two planning areas. These features and requirements are described in Sections 4.0 (Freeway

Commercial (FC) Planning Area) and 5.0 (industrial Park (IP) Planning Area). If a conflict occurs between the overall requirements and the specific requirements, the specific requirements shall take precedent.

3.3.2 Landscape Concept

An integrated streetscape concept has been designed in order to enhance ~~and unify~~ areas within ~~each~~ the planning area. The concept may be described as one of structured informality. The intent is to use asymmetrical landscape patterns, street furniture and landscape to create a harmonious, functional environment. This offers the benefits of a pleasing design while maintaining flexibility to accommodate individual development programs within **The Exchange**.

Major elements of the streetscape concept include:

(A) Project Edges

Theme planting occurs adjacent to Fourth Street~~, Inland Empire Boulevard~~ and the Interstate 15 Freeway to delineate and demarcate the boundaries of **The Exchange**. The predominant theme is verticality, exemplified by the use of pine tree species. Broad, spreading type canopy trees are also used to add variation and contrast in form. Schematic design and sections are shown on Exhibits 3.3-A and 3.3-B.

(B) Interior Theme Drives

The major circulation driveway~~s~~ on Fourth Street landscaped with accent trees and a consistent landscape theme emphasize major vehicular and pedestrian circulation patterns. Schematic design and sections are shown on Exhibits 3.3-C and 3.3-D.

(C) Special Landscape Treatment

Special treatments are planned around the project entry~~ies~~ and intersection node~~s~~ at Fourth Street. Plantings within this~~ese~~ important area~~s~~ assist in creating the unique environment found within **The Exchange**. Schematic design and sections are shown on Exhibits 3.3-E and 3.3-F.

(D) Stormwater runoff retention and treatment concepts for the development are intended to prevent the discharge of excessive and contaminated stormwater and irrigation runoff into the Day Creek flood control channel. Pavement and landscape design elevations shall direct "First Flush" stormwater runoff and routine irrigation runoff into swales, ~~or~~ vertical drywells, basins or underground chambers, or a combination thereof, for on-site infiltration and d~~r~~etention with the remainder of the runoff directed into ~~installed~~ existing stormwater drains ~~filters or clarifiers~~.

EXHIBIT 3.3-A
PROJECT EDGE CONCEPT

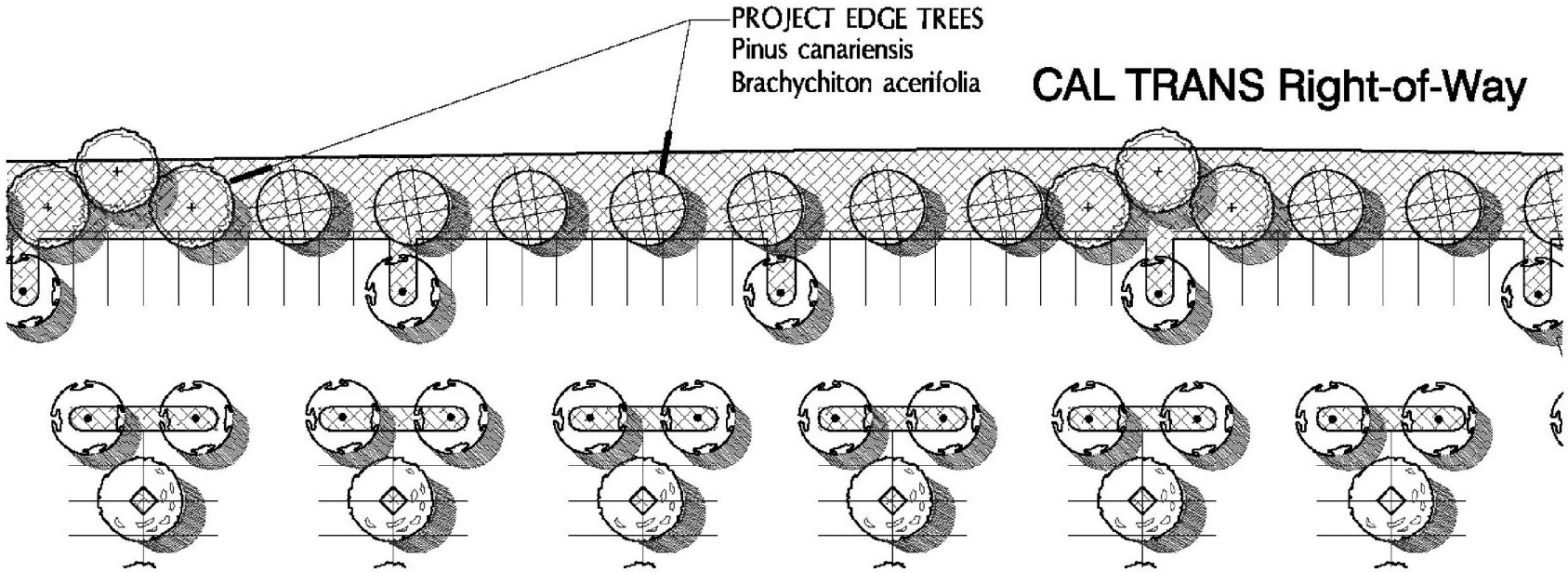


EXHIBIT 3.3-B
PROJECT EDGE SECTION

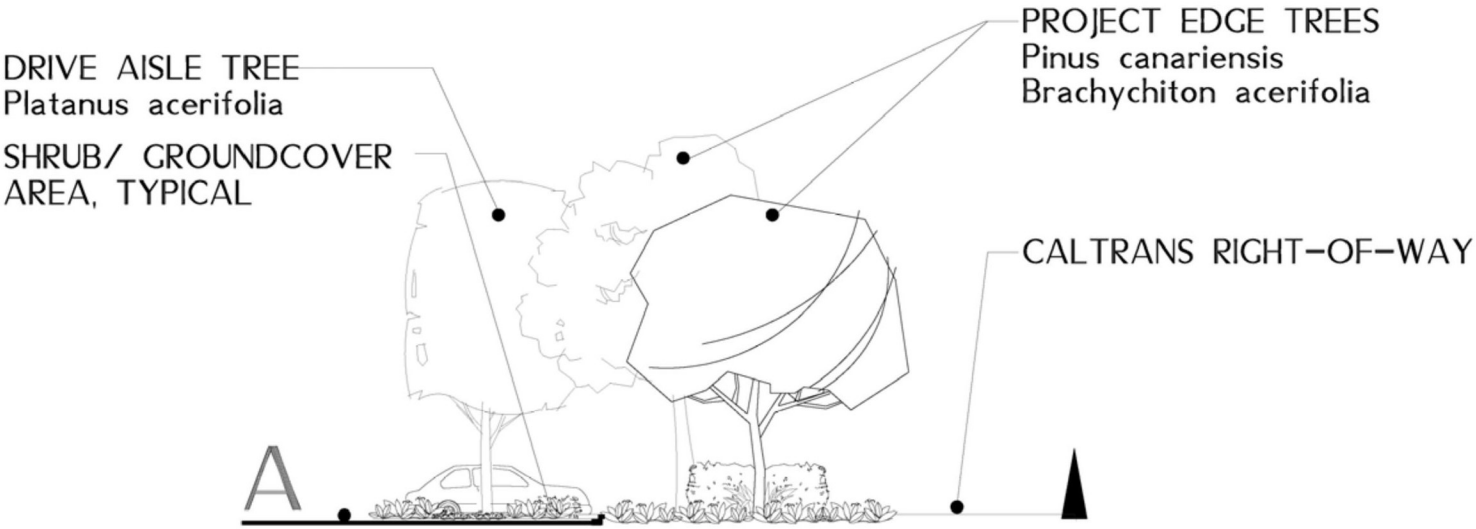


EXHIBIT 3.3-C
INTERIOR THEME DRIVE CONCEPT

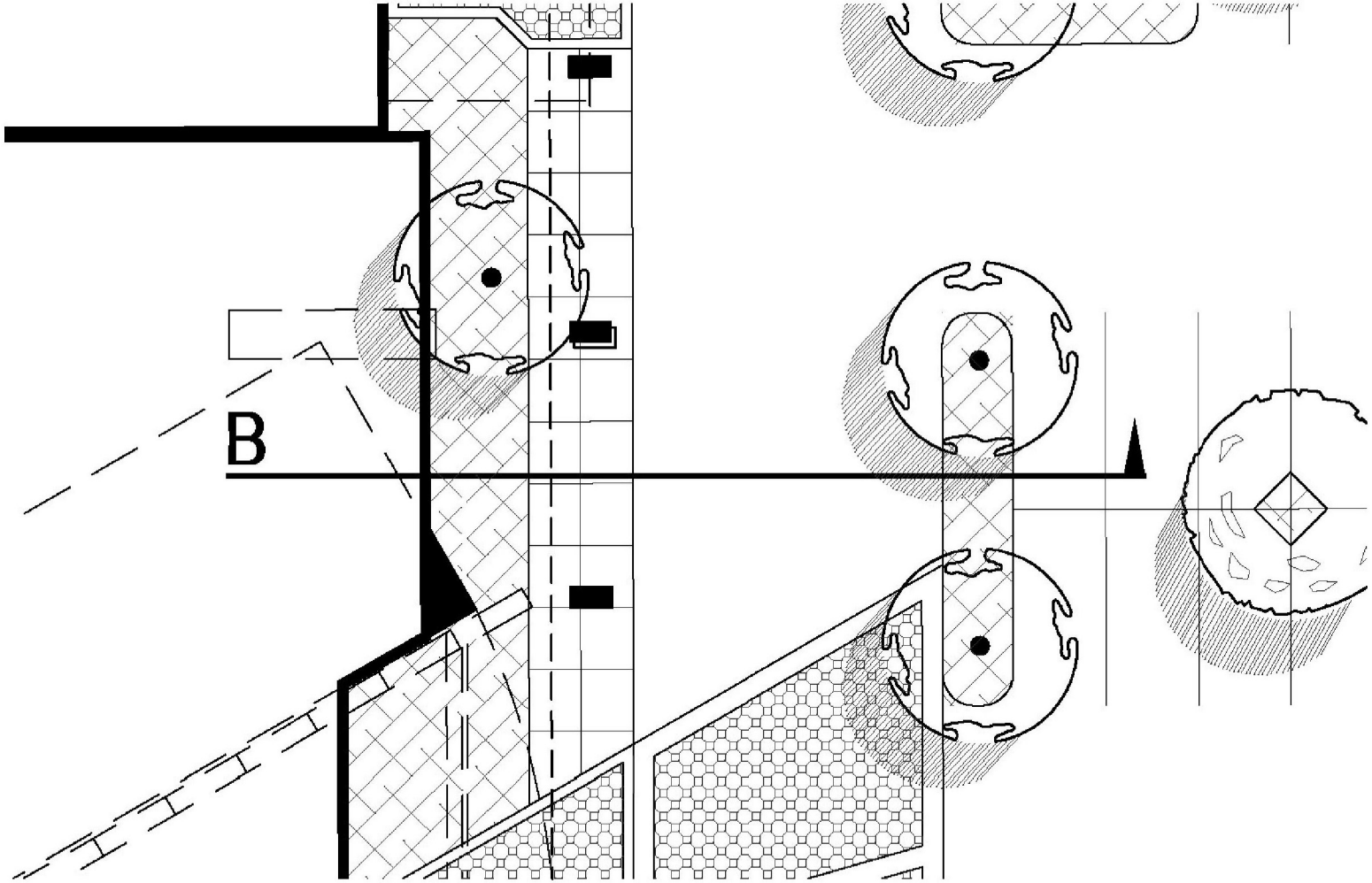


EXHIBIT 3.3-D
INTERIOR THEME DRIVE SECTION

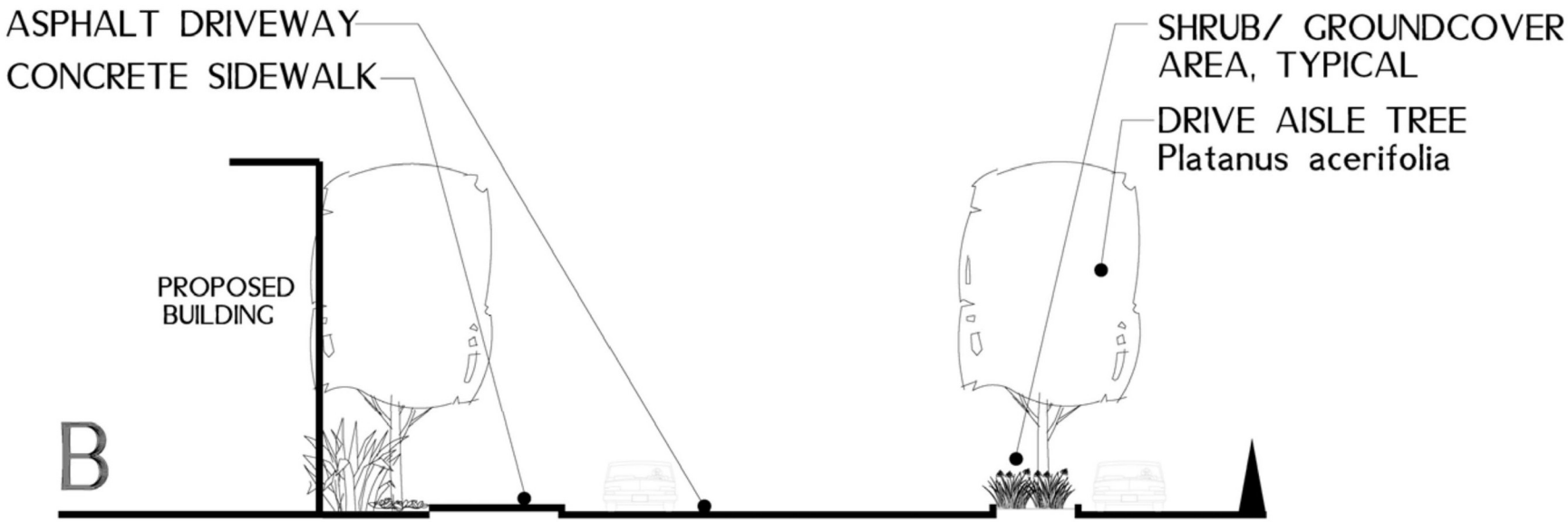


EXHIBIT 3.3-E
SPECIAL LANDSCAPE TREATMENT CONCEPT

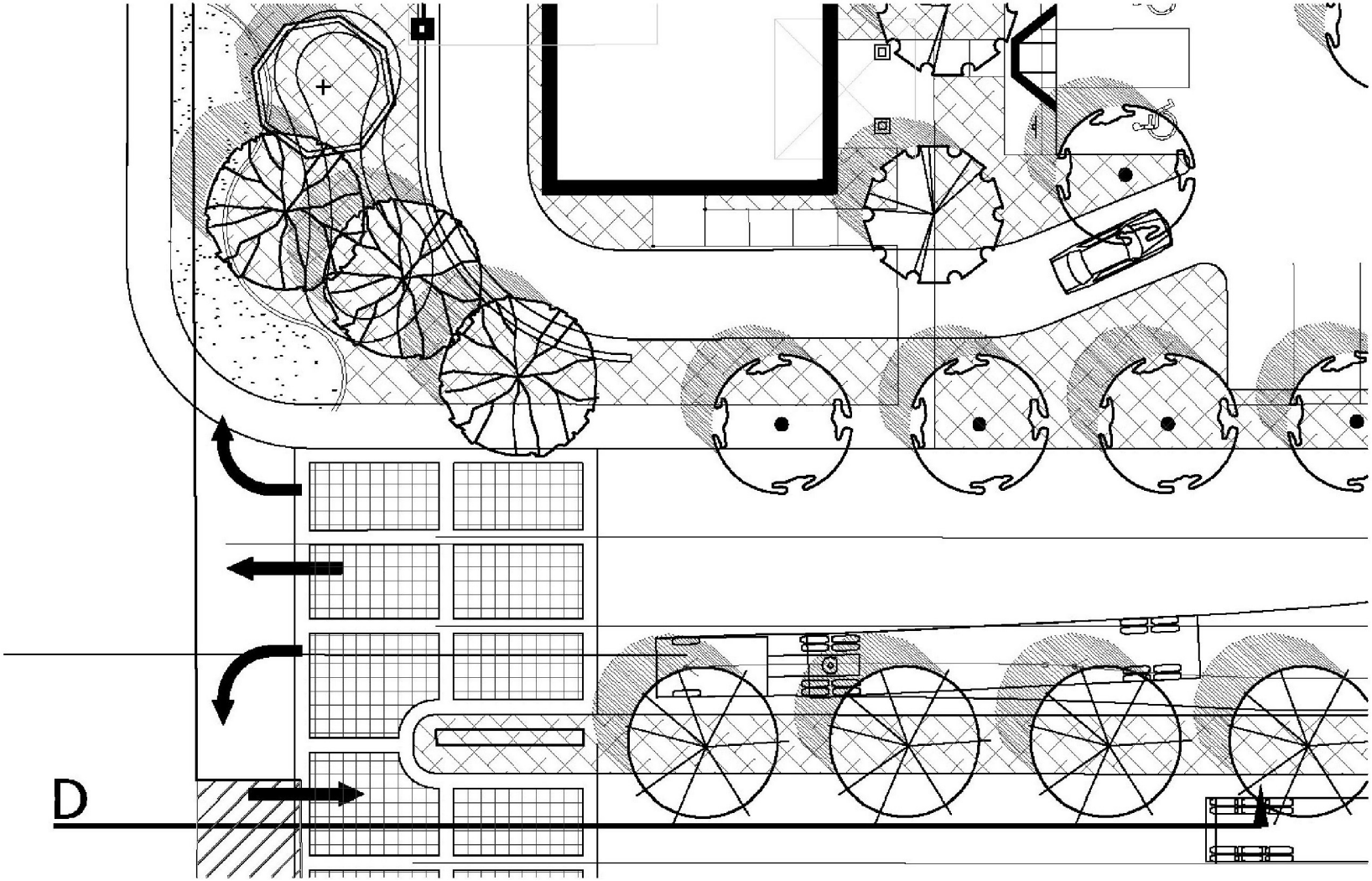
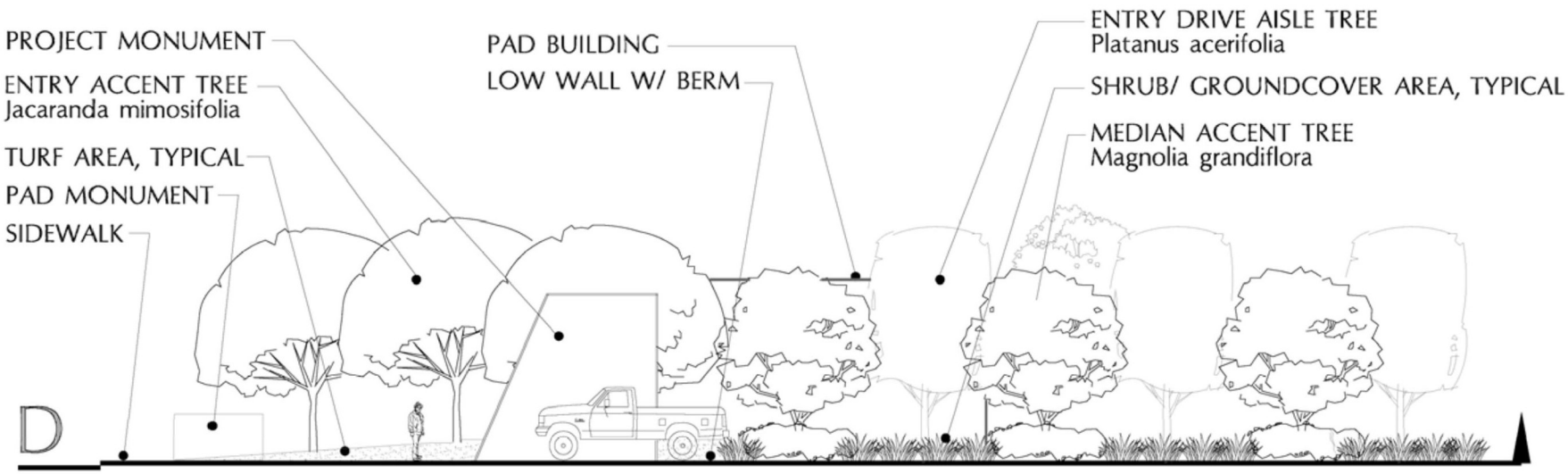


EXHIBIT 3.3-F
SPECIAL LANDSCAPE TREATMENT SECTION



3.3.3 Architectural Design Concept

Architectural concepts for the Center are intended to assure that all buildings within **The Exchange** are thematically related, complementary to one another, and enhance the overall appearance of the development. The Specific Plan establishes general standards and requires that individual buildings and/or phased construction generally conform to the design established in each planning area.

3.4 General Sign Requirements and Regulations

3.4.1 Sign Concept

3.4.1.1 Sign concepts for the Center are intended to assure that all signage is both functional and tasteful. Signs are to be located and designed to complement the architecture of the building and the overall appearance of the Center. All signs will exhibit clarity of presentation, facilitating communications with the user as well as being in conformance with Federal and State Highway standards, where applicable. The Specific Plan establishes general standards and requires that a comprehensive sign program be submitted for approval prior to the installation or erection of any sign.

3.4.1.2 At the time that initial sign design program is submitted, a project symbol shall be developed for use on primary and secondary project identification and amenity elements. The symbol may be used with and without the accompanying The Exchange logotype.

3.4.1.3 Freeway Pylon Signs

Due to the elevation of the project below the adjacent freeway and distance of the property from the freeway traffic lanes, the height of a single freeway pylon sign for each planning area may be increased to up to a maximum of fifty feet (50') above the freeway traffic lanes (75' maximum above grade). The sign area of these signs may be up to 300 square feet for each of two sign faces per pylon sign. The actual height, sign area and design of these signs are subject to review by the City of Ontario and shall be included in the Sign Program.

3.4.2 Compliance Required

No person shall erect, re-erect, construct, enlarge, alter, repair, move, improve, convert, equip any sign or sign structure, or paint a wall sign in **The Exchange**, or cause, or permit the same to be done, contrary to this sign program. The City of Ontario is responsible for enforcing compliance through sign and building permit process. Any installed, nonconforming or unapproved sign must be brought into conformance with this sign program. Enforcement procedures are outlined in Section 3.4.12.

3.4.3 Interpretation of Sign Program Provisions

All signs to be installed within The Ontario Center must be reviewed and approved by the Development Standards Committee (DSC) of **The Exchange** and the City of Ontario. ~~(See Section 7.5, Permit Requirements and Review Procedures.)~~

3.4.4 Sign Maintenance

3.4.4.1 All signs, together with all their supports, braces, and anchors shall be properly maintained with respect to appearance, structural and electrical features. The display surface of all signs shall be kept neatly painted or posted at all times.

3.4.4.2 All signs on private property shall be subject to the following maintenance provisions: (1) rust or other corrosion due to the elements shall be removed and the sign refinished; (2) cracked or broken sign faces shall be adequately repaired or replaced; and (3) malfunctioning lamps shall be replaced. Proper and timely maintenance of all signs will be enforced.

3.4.5 Maintenance

3.4.5.1 Responsibility for maintenance of general **Exchange** signage shall be as follows:

(A) The City of Ontario or other appropriate public agency shall maintain all standard regulated traffic control signage consisting of regulatory, warning and guidance elements located on public rights-of-way, and easements within **The Exchange** development.

(B) The Property Owners Association shall maintain all primary and secondary **Exchange** project identification and amenity signage located throughout the development and all multi-tenant common signs located at entrances to individual building complexes.

3.4.6 Sign Construction

All signs shall comply with the following criteria:

(A) All signs including proposed methods of illumination must be approved by the Development Standards Committee and the City of Ontario.

(B) All electrical signs and their installation must comply with all local building and electrical codes.

(C) No exposed conduits, tubing or raceways will be permitted except as shown on the attached exhibits.

(D) All cabinets, conductors, transformers and other equipment shall be concealed.

(E) Electrical service to all signs on privately owned property shall be on Owner's/Occupant's meters.

(F) All exterior letters exposed to the weather shall be mounted at least ¾" from the building wall to permit proper dirt and water drainage. All bolts, fastenings and chips shall be of stainless steel, aluminum, brass, bronze or other non-corrosive materials. No black iron materials of any type will be permitted.

(G) Sign Contractor shall repair all damage caused by his work.

(H) Owners/Occupant shall be fully responsible for the operations of their sign contractor.

(I) All sign illumination systems shall minimize the energy needed by utilizing contemporary energy saving techniques and materials.

(J) Sign materials shall be limited to metal, concrete, glass and acrylic materials with UV inhibitors. All materials shall be of high quality, durability, and require low-maintenance.

(K) Wall mounted signs shall be constructed of individual letters.

(L) Exposed neon signage is not permitted.

3.4.7 Special Event Signs/Devices

Temporary signs are subject to the requirements of ~~Section 9-1.3130~~Chapter 8.0 (Sign Regulations) of the City of Ontario Development Code (effective 1/1/2016).

The Development Standards Committee shall review the request for temporary signage within fifteen (15) working days after receipt, and shall make a determination to approve, approve with modifications, or deny the request. Approval period for special event signing shall not exceed thirty days per calendar year. The City Engineer shall review all signs placed within public right-of-way. Window signs permitted pursuant to this section may only cover an area equivalent to 15% of the window glass area facing the street.

3.4.8 Address Numerals (Mandatory Signage)

Address numerals shall be displayed for each building, pursuant to Section ~~9-3.2746~~8.01.020.E of the Ontario ~~Municipal~~ Development Code (effective 1/1/2016). The location of address numerals shall beapproved by the Development Standards Committee.

3.4.9 Prohibited Signs

The following signs are not permitted in **The Exchange**:

(A) Any sign not specifically permitted in accordance with the provisions of this program.

(B) Signs constituting a traffic hazard, which by color, wording, design, location or illumination resemble or conflict with any traffic-control device or with safe and efficient flow of traffic.

(C) Private signs are prohibited from being placed in the public right of way.~~Individual commercial signs placed on public property. Primary project identification elements for **The Exchange** and regional center are exempt from this regulation.~~

(D) Signs consisting of any moving, swinging rotating, flashing, blinking, or otherwise animated light. This shall include theatre marquee signs or other similar signs, which may be approved by the Development Standards Committee.

(E) Signs that create a safety hazard by obstructing clear view of pedestrian and vehicular traffic.

(F) Signs projecting into the public right-of-way, with the exception of traffic control signage.

(G) Banners, flags, pennants when used for advertising purposes unless approved subject to Section 4.1.5.10. National or state flags displayed in an appropriate manner are permitted.

(H) Vehicle mounted or portable signs which advertise, identify, or provide directions to a use or activity, that are not related to the vehicle's lawful making of deliveries of sales or of merchandise or rendering of services.

(I) Light bulb strings, other than temporary decorative holiday lighting.

(J) Audible signs.

(K) Signs, which project above a parapet or the highest point of a roof.

(L) Interior signs within a building that are visible from off-site

(M) Off-premise signs, other than primary and secondary project identification signs, directional/guidance signs and bus stop identification signs.

(N) Hand-painted wall, window or ground signs of a permanent nature used to identify a company or products sold within.

(O) Projecting signs suspended from or supported by a building or structure and projecting outward therefrom.

(P) Roof mounted signs.

3.4.10 Exempt signs

The following signs, if non-illuminated, are allowed and exempt from the application, approval and permit of this sign plan.

(A) Interior signs within a building or activity, which are not readily visible from outside of the building.

(B) Official and legal notices issued by any court, public body, person, or officer in performance of a public duty or in giving any legal notice.

(C) Official flags of the U.S.A., the State of California and other states of the United States, countries, municipalities and official flags of foreign nations. Location and number of flag standards will be subject to review and approval by the Development Standards Committee and the City of Ontario Planning Department.

3.4.11 Signs Relating to Inoperative Activities

Signs pertaining to activities or occupants that are no longer using a property shall be removed from the premises, or sign copy on such signs shall be removed, within thirty (30) days after the associated enterprise or occupant has vacated the premises. Any such sign not removed within the required period shall be subject to removal by the Property Owners Association at the expense of the owner of said property.

3.4.12 Enforcement

Enforcement shall be pursuant to the provisions of the applicable CC&R's and/or City ~~Ordinances~~ Codes as appropriate.

3.5 Parking

3.5.1 Statement of Intent

All site plans for **The Exchange** shall provide an adequate supply of on-site parking spaces commensurate with the level of development constructed. Recognizing the size and diversity of uses that constitute the development, provisions may be made for the shared use of parking facilities and other techniques, which will ensure the efficient use of the land.

3.5.2 Minimum Parking Requirements

Minimum parking requirements shall be as specified in the City of Ontario Development Code.

Special Provisions
For a use not specified in the schedule, the same number of off-street parking spaces shall be provided as are required for the most similar specified use, or as approved pursuant to a resolution of the Planning Commission. Additional off-street parking spaces may be required by the Planning Commission for any use upon a finding that the additional spaces are needed to relieve a critical shortage of curb spaces, to facilitate the free flow of traffic on a street, or to reduce a hazard to public safety.

3.5.4 Exceptions to Parking Requirement

Reductions from the minimum parking requirement for individual uses may be granted by the Planning Commission where circumstances indicate that joint use of parking or other factors will mitigate peak parking demand. Where parking spaces are provided for a project on an adjoining legal lot, a recorded joint access agreement shall be required between the respective property owners, per City procedures.

Requests for reductions for the minimum parking requirements shall be subject to Section ~~9-1.3015~~6.03.020 (~~Shared and Multiple Use Parking and Loading Provisions~~Reduction in the Required Number of Parking Spaces) of the City of Ontario Development Code (effective 1/1/2016).

3.5.5 Parking Lot and Circulation Standards

Parking lot and circulation standards, including parking stall dimensions, driveway widths and other design criteria, shall be governed by the appropriate sections of the Ontario Development Code (effective 1/1/2016) and other applicable standards.

3.6 Circulation

3.6.1 Overview

The circulation system for The Exchange incorporates several components into an integrated, balanced whole, which serves to bolster the mixed commercial uses center. The principal components are a vehicular circulation system, a pedestrian system within the center, and a relationship to the industrial park to the south.

Fourth Street, Ontario Mills Parkway, and Interstate 15 form the backbone of the vehicular system. ~~The majority of the~~ ~~T~~traffic will enter and exit the Freeway Commercial (FC) site from 4th Street~~, but the site will not dead-end on itself~~. Traffic will enter and exit the Industrial Park (IP) site from Ontario Mills Parkway. Site plans for both planning areas shall be designed to accommodate vehicular traffic within their respective planning areas. Care should be taken to minimize the overlap of delivery and customer vehicular paths.

A pedestrian circulation system interrelates with the proposed business within the development and will provide access between the two planning areas. Care should be taken to minimize the overlap of vehicular and pedestrian paths.

3.6.2 Provisions for Emergency Vehicles

Site design shall take in to consideration emergency vehicle access and maneuvering through, within and between each of the planning areas. Gates, if provided to prevent customer circulation between planning areas, shall be approved by the City's Police and Fire departments and designed to accommodate emergency vehicles.
This plan endorses a reflectorized marker program for fire hydrants. This will involve the installation of a blue, reflectorized, raised pavement marker in the emergency-vehicle lane opposite the location of each fire hydrant. This provision will assist the fire department in locating hydrants during fire emergencies.

3.7 Energy Design Guidelines

3.7.1 Statement of Intent

Shortages of traditional energy sources coupled with spiraling prices make energy conservation an important concern in the design of large-scale developments. As such, a program to conserve energy is outlined in this section. Specific techniques listed are intended both as policies to be followed by developers and as guidelines to be used by architects, site planners, and engineers.

3.7.2 General Objectives

All buildings within The Exchange must comply with the minimum State energy conversation standards, presently embodied in Title 24 of the California Administrative Code. ~~As a goal of The Exchange, all major buildings within the Center should exceed minimum Title~~

~~24 standards by a minimum of ten (10) percent.~~ Typically, State energy standards concentrate on such structural factors as insulation and glazing. Emphasis should be placed on instituting a number of financially feasible conversation techniques, such as appropriate landscaping, daylighting, and water management rather than attempting the implementation of specialized advanced technology devices. Bike and pedestrian paths and transit opportunities also represent conservation measures.

3.7.2 Implementation Program

3.7.1.1 Buildings should be designed and situated so that their relationships to each other achieve energy conservation through active or passive solar utilization.

3.7.2.1 Buildings and mechanical/electrical systems should be property monitored and periodically maintained and audited. Energy audits include gathering base information for each building's energy performance and monitoring this information on a periodic basis to determine if conservation techniques are functioning properly.

3.7.3.1 Nearly 50 percent of commercial building energy consumption is used for lighting. Daylighting programs reduce lighting power consumption, producing attractive economic returns. The daylighting and energy-saving appliance should be addressed through implementation of a combination of the following:

(A) Use appropriate glazing techniques to permit light interior penetration up to 20 feet within buildings. The appropriate ss of glazing are reviewed by the Building Official at building plan check.

(B) For interior areas greater than 20 feet from window areas, construct skylights, light wells, interior courts or similar architectural features.

(C) Institute appropriate interior layouts to accommodate the daylighting concept.

(D) In conjunction with daylighting technology, utilize low wattage light fixtures, dimmer switches, zoned lighting banks, and time controlled lighting controls for public areas.

(E) Utilize energy-efficient appliances in all buildings, especially residential, including microwave ovens, pilotless ranges, hot water heaters and heating equipment.

(F) The installation of "active" solar hot water and space heating systems may be considered for buildings within the development. However, any decision to include this kind of system within a building should be based upon a careful consideration and comparison of availability, initial system cost, performance and long term opening costs of active systems versus conventional heating systems.

3.8 Water Management Program

3.8.1 Landscape & Irrigation

Anticipating escalating water costs in the southern California region over the next few years, the following considerations in landscape planning at **The Exchange** should be addressed.

(A) The proposed plant materials, native and/or adaptive, shall have drought-tolerant qualities as well as tolerance to withstand micro/macro climatic conditions, i.e., heat, frost and high velocity winds. The term "drought tolerant" should not be interpreted to mean that irrigation is unnecessary. Once established, selected plants can be maintained on minimum water requirements.

(B) The use of reclaimed water for irrigation purposes should be implemented where possible to further reduce use of potable water. Needs would involve storage of gray water, filtration systems and a dual water system. Irrigation costs would be reduced, but further investigation as to short/long-term cost benefits are required. The quality of reclaimed water is of both positive and negative character. Salt build-up in the water and therefore in root zones is a known factor but would be of less concern in sandy soils due to quick percolation and filtration rates. The mineral content, i.e., nitrogen and phosphorus, in reclaimed water is beneficial to plant material as well as cost efficient in reducing the need for applied fertilizers.

(C) Due to the high percolation rates of existing soils, a drip irrigation system should be used wherever possible to maximize results from applied water and required fertilizers.

(D) Specific determinations regarding water conservation options shall be submitted to the City ~~Community Services Agency~~ within 90 days after City Council approval of the revised Specific Plan. The landscape and irrigation design shall comply with ~~AB325~~ Division 6.05 (Landscaping) and water use calculations shall be provided. When reclaimed water is available in 4th street or Ontario Mills Parkway, the site shall incorporate use of reclaimed water onsite for landscape purposes.

3.9 Utilities

3.9.1 Water Facilities

3.9.1.1 Introduction

~~Water service to~~ ~~T~~the Specific Plan area is within ~~provided by~~ the Cucamonga ~~County~~ Valley Water District (CV~~C~~WD) service area.

3.9.1.2 Water Demand

To determine the water supply requirements, land use data is combined with knowledge of water consumption trends. Unit demand factors or duty factors are applied to different land uses to generate estimates of water demand. The unit factors or duty factors represent the amount of water a unit value of space will need. Unit demand factors vary because of the climate and type of land use.

3.9.1.3 System Requirements

(A) Design and construction of water facilities within The Exchange will be completed under the jurisdiction of the CV~~C~~WD. All public dedicated water lines will be located within public streets or dedicated easements. Construction materials will be those acceptable to the CV~~C~~WD. City design standards in effect at the time of submittal of individual projects will be used. The Exchange's developers will cause the construction of water facilities within the Center. Where other properties benefit from the construction of improvements, it is anticipated that an appropriate cost sharing or reimbursement schedule would be approved by the CV~~C~~WD.

(B) The water pipelines will be 3 to 5 feet below finished grade elevations unless alternative designs are approved by ~~the City Engineer~~CVWD. The minimum pipe diameter considered is eight inches. Pipe sizes are determined so that velocities are generally below 7 feet per second at peak hour demand or maximum day demand plus fire flow demand. The resulting higher flow criteria are used. Pressures should normally be above 45 psi, although, due to the large differences in the surface elevations of the water services, much higher pressures will normally be present. Mains will be looped to improve circulation in the system and to provide reliability in the event of problems with local water mains.

(C) Fire hydrants will be spaced in accordance with Fire Department requirements and will generally be located at 300 to 330-foot intervals. Where streets exceed 100 feet in width or where a median is built, fire hydrants will be located on both sides of the street. A minimum clearance of eight feet between hydrants and other street surface obstructions will be maintained.

(D) Metering of services will be provided to the satisfaction of the CV~~C~~WD. Exact locations and type of services and meters will be determined during the design phase for each project.

3.9.2 Sewage Facilities

3.9.2.1 Introduction

~~Sewage collection service within~~ T~~t~~he ~~study~~ Specific Plan area is ~~provided by~~within the Cucamonga ~~County~~ Valley Water District (CV~~C~~WD) sewer service area. Sewage from the northerly portion of the Center is transported through trunk lines operated by CCWD, which also operates the treatment plants and is responsible for disposal of the effluent.

3.9.2.2 Sewage Flows

Wastewater flows are estimated by applying unit flow factors to each distinct land use and multiplying each by a peaking factor. The peaking factor is the ratio of peak flow to average flow.

Unit flow factors vary according to an area's physiographic, land use, climate, and socioeconomic conditions as well as water demands. Thus, it is important to be aware of a development's natural and manmade characteristics when projecting wastewater flows. Previous research of similar developments helps form the basis of any unit flow factor.

As a general rule, wastewater flow equals 70 percent of water consumption although water consumption includes irrigation and other uses typical in municipal systems, which do not contribute to wastewater flows.

3.9.2.3 System Requirements

Design and construction of sewer facilities within The Exchange will be completed under the jurisdiction of the CV~~C~~WD as applicable. All public dedicated sewer lines will be located within public streets or dedicated easements. Construction materials will be those acceptable to the CV~~C~~WD as applicable. CV~~C~~WD design standards in affect at the time of submittal of individual projects will be used as applicable.

For the purpose of preparing this plan element, it was assumed that the sewer pipelines would generally be constructed 6 to 7 feet below finished grade elevations. The minimum pipe diameter considered was 8 inches. Pipe diameters of 8 inches and 10 inches are designed to flow at a maximum depth of 50 percent of the pipe diameter when carrying ultimate peak flows. Design capacities for pipes with a diameter of 12 inches and larger when carrying ultimate peak flows were equal to 75 percent of the pipe capacity.

There is currently no sewer in ~~Inland Empire Boulevard~~Ontario Mills Parkway fronting the Specific Plan site to the south ~~of the project~~. ~~All s~~Sewers in the northerly Freeway Commercial (FC) Planning Area ~~must~~ flow to the north into existing mains in 4th Street. The southerly 2/3's of this Specific Plan ~~must~~ would need to be pumped to the main in 4th Street. Minimum acceptable slopes for gravity sewer are defined as those, which ensure a velocity of at least 2 feet per second when carrying ultimate peak flows. Manholes are spaced at 350 feet unless otherwise approved by the CV~~C~~WD.

As with the proposed water distribution system, all new facilities will be constructed by the Center's developers. Where other properties benefit from the construction of improvements, it is anticipated that an appropriate cost sharing or reimbursement schedule would be approved by the CV~~C~~WD as applicable.

Any plans for changes to the existing sewer lines in 4th Street, which would affect those properties, will be made only after consultations with the CV~~C~~WD and with the owner (s) of the aforesaid properties. In no case will the present level of service be reduced.

Existing CVWD sewer in Ontario Mills Parkway is located approximately 2,550 feet west of The Exchange Specific Plan site. Connecting the southerly portion or Industrial Park (IP) area of the Specific Plan to this existing CVWD sewer would require approximately 2,550 feet of new sewer main extension, which would have to go under the existing Day Creek Storm Channel, which would render a gravity sewer infeasible and likely require pumping and a force main. A potential alternative sewer connection could be connect to City of Ontario sewer systems in Ontario Mills Parkway west of the I-15 Freeway if possible. This alternative will require further research and the agreement of CVWD and the City of Ontario.

3.9.3 Telephone

Telephone service is provided by Verizon Telephone Company or a suitable alternative entity. Those telephone facilities located in dedicated streets shall follow the ultimate alignment of said streets, subject to the approval of the City Engineer. All lines shall be underground and located within dedicated public streets or in easements within private streets subject to the approval of the City Engineer. Areas designated as Open Space are not used for longitudinal utility locations unless they are underground. All utility crossings in open space areas are subject to the approvals of the City Engineer and Director of Public Services.

3.9.4 Electricity

Electrical service is provided by the Southern California Edison Company or a suitable alternative entity. Those electrical facilities located in collector streets shall follow the ultimate alignment of said streets, subject to the approval of the City Engineer. All electrical lines are underground and placed in dedicated public streets, in dedicated easements within private streets subject to the approval of the City Engineer and the Southern California Edison Company.

3.9.5 Natural Gas

Natural gas service is supplied by the Southern California Gas Company or a suitable alternative entity. All gas facilities shall be placed in dedicated public streets, in dedicated easements within private streets subject to the approval of the City Engineer and the Southern California Gas Company. All utility crossings are subject to the approvals of the City Engineer and Director of Public Services.

3.10 Grading

3.10.1 General

Grading shall occur on a planning area basis and follow existing drainage patterns to minimize disruption of tributary drainage areas. Cut and fill should be designed to be balanced as feasible on a project-wide basis. The general intent of the grading program is to provide suitable conditions for building construction across The Exchange site.

3.10.2 Grading Requirements

3.10.2.1 Grading work shall be balanced on-site to the greatest extent possible.

3.10.2.2 In instances where a grading plan involves import or export, approval shall be from both the Approving Agent and the City of Ontario prior to obtaining a grading permit.

3.10.2.3 All grading plans shall include reference to specific techniques to be employed for dust control and prevent runoff and erosion during and after the grading process, time frames for grading activity and identification of specific areas to grade during the probability for rain.

3.10.2.4 Following rough grading, the graded areas shall be treated with soil sealants if no construction activity is anticipated sooner than 90 days.

3.10.2.5 Ditches, or other swales, shall be lined with natural erosion control materials or earthen-colored slurry. Drainage conduits shall be buried where possible; no metal or plastic lines shall be permitted to remain exposed.

3.10.2.6 All berms and slopes shall be constructed at inclinations not to exceed 2:1 in shrub and groundcover areas or 3:1 in turf areas. Berms shall be graded in full, gentle, undulating, naturalistic forms: no straight or steep slopes or visible "hinge points". Landscape themes incorporating sculptural boulders on berms is recommended. Provisions are to be made for drainage around or through berms, as required.

3.10.2.7 The site shall be graded to direct "Stormwater First Flush" drainage into landscaped areas, basins, underground infiltration chambers, or installed Dry Wells to the maximum extent practicable.

3.11 Maintenance

3.11.1 Overview

Maintenance responsibilities will be allocated to the City of Ontario, special districts, and to a series of maintenance associations formed for the explicit purpose of maintaining commonly owned facilities. The associations are composed of property owners within the Center. Covenants, conditions, and restrictions (CC&R's) shall be prepared to guarantee maintenance of these facilities.

3.11.2 Streets

All streets accepted by the City shall be maintained by the City in accordance with established City policies. All collector and local streets shall be maintained by the City of Ontario subsequent to a one-year developer maintenance period. Maintenance of all private streets shall be the responsibility of the landowners within the Center and shall be regulated by Covenants, Conditions, and Restrictions (CC&R's). All maintenance shall be in accordance with City standards and policies in effect at the time of acceptance of improvements.

3.11.3 Landscape Maintenance

An association comprised of property management / owners shall be formed to maintain all areas within the center.

3.11.4 Drainage Facilities

3.11.4.1 Interim Facilities

The maintenance and liability for drainage improvements designated as interim facilities will remain the responsibility of the developer/landowner in all cases. If a facility is specifically accepted by the City of Ontario or another agency, the responsibility could be transferred.

Temporary detention basins are required until the ultimate storm drain buildout to ~~Inland Empire Boulevard~~Ontario Mills Parkway is completed as part of the industrial complex construction in the IP planning area. In the event that development occurs first in the FC planning area, temporary basins shall be sized to attenuate proposed hydraulic flows from the commercial site so as to not exceed existing flows. The temporary basins are not required until construction of Parcel 1 (buildings 'Major A, B & C') has commenced.

3.11.4.2 Permanent Improvements

It is proposed that all drainage improvements constructed in public rights-of-way will be permanent facilities. The City of Ontario will accept those facilities for maintenance.

Where it is necessary to construct underground drainage facilities across private property from public rights-of-way, an easement for drainage and access may be dedicated to the City.

Drainage facilities on private property will be considered private drains in the absence of an easement dedicated to the City of Ontario. Maintenance of these drains would be the responsibility of the landowner or, of the association charged with the general up-keep of the landscaping and other common improvements.

Permanent storm drain facilities will be constructed with the IP planning area on the southern portion of the project. These storm drain facilities will eliminate the need for the temporary basins required in section 3.11.3.1. Once storm drain facilities to ~~Inland Empire Boulevard~~Ontario Mills Parkway or an existing approved storm drain facility are constructed, the temporary basins may be eliminated. The Basins may be left as permanent facilities if testing shows an adequate percolation rate required to attenuate all FC planning area run-off.

As stated in section 3.3.2, paragraph D, 'first flush' storm water runoff will be directed into landscaped areas so as to prevent the discharge of contaminated storm water into the storm drain system. Routing of storm water into landscaped areas is a permanent site feature and maintenance of this system will be the responsibility of the developer.

3.11.5 Water and Sewer

The Cucamonga ~~County~~ Valley Water District (CV~~C~~WD) will assume responsibility for the maintenance and monitoring of sewer and water facilities constructed with the public rights-of-way if they are the ultimate service provider if required by construction of this center.

3.11.6 Stormwater Runoff Retention Swales, Dry Wells and Treatment Devices

Stormwater retention and treatment facilities shall be the responsibility of the landowner or of the association charged with the general up-keep of the development.

3.11.7 Miscellaneous

The Southern California Gas Company maintains natural gas facilities. Southern California Edison maintains electrical facilities. The General Telephone Company maintains all telephone facilities.

3.12 Phasing

3.12.1 Land Use

Actual phasing of development is difficult to predict completely over the long term but, the anticipation is that the commercial center and industrial park will be built out as separate projects. A site plan review submittal is required for each project showing the extent of improvements for each phase within the projects.

Precise phasing within each planning area shall be reviewed and approved by the Development Advisory Board during site plan review. Modifications may be made to the phasing plan and may be approved by the Development Advisory Board when infrastructure facilities in the area are consistent with phasing plan changes.

4.0 FREEWAY COMMERCIAL (FC) PLANNING AREA

4.1 General Development Standards

4.1.1 The site design of each development within the Freeway Commercial (FC) planning area shall give careful consideration to the use of setbacks, building massing, building orientation, the distance between buildings and landscape as design tools to maintain shelter from the prevailing wind and to thoughtfully shape views both to and from the site.

4.1.2 All structures shall be designed in three-dimensions and all facades and the roofscapes shall receive equal consideration.

4.1.3 Site designs, submitted for development review, shall contain clear and direct indications, on the plans as to how these criteria have been satisfied.

4.1.4 Minimum Lot Size

There is no minimum lot size, however all lots must be large enough to meet the total space requirements of their ultimate users. Sufficient space must be provided to accommodate the principal and accessory structures, parking, landscaping provisions, and setback areas.

4.1.5 Setbacks

Refer to Section 4.3.

4.1.6 Maximum Building Height

Forty feet (40') except that towers and other architectural features may be increased by fifteen feet (15') to a maximum of fifty-five feet (55'). The City of Ontario has adopted an ordinance setting forth specific regulations for buildings 45 feet in height or greater. These regulations shall also apply within **The Exchange**. Both the City and Federal Aviation Administration, pursuant to the existing Airport hazard Map (Figure V-2) may grant height exceptions. Building height shall be measured from the finished pad elevation.

4.1.7 Maximum Building Coverage

Maximum Building Coverage in the Freeway Commercial District is .50 FAR, as averaged over the net area of the planning area. Maximum coverage calculation includes all main and accessory structures and excludes public and private streets. This coverage may be increased to a maximum of 1.00 FAR percent by the Planning Commission at Site Plan Review when the finding can be made that increased coverage will result in a superior building design, enhancing the character of the overall urban environment.

4.1.8 Utilities and Exterior Equipment

4.1.8.1 All utilities, including drainage systems, sewer, gas and water lines, electrical, telephone and communication wires and related equipment shall be installed and maintained underground.

4.1.8.2 Roof mounted mechanical equipment shall be hidden from view by building parapets or decorative elements of equal height.

4.1.8.3 Electric transformers, utility pads, cable TV and telephone boxes shall be located out of public rights-of-way and underground or screened with walls, fences or vegetation or otherwise enclosed in a manner harmonious with the overall architectural theme.

4.2 Permitted Uses

Freeway Commercial (FC) uses include lower intensity commercial and retail uses placed in a park-like setting with a strong, freeway oriented signage and architectural program. Freeway Commercial uses, totaling approximately 12 acres, are located at the northerly portion of the Center, south of Fourth Street to maximize aesthetics, employment and transportation benefits.

The following are Permitted Uses within the Freeway Commercial (FC) Planning Area:

1. Automotive Rental Agencies
2. Building Supplies and Sales
3. Business Supply Services
4. Business Support Services
5. Durable Goods Sales, Retail
6. Package Food & Beverage Sales
7. Restaurants (Sit Down/ Full Service)
8. Restaurants (Sit Down with No Alcohol Sales)
9. Infrastructure facilities, including but not limited to public and private roadways, pedestrian walkways, utilities and related uses, as approved by the City Engineer and subject to the City standards and policies in effect at the time of submittal of offsite improvement plans.
10. Accessory structures and uses necessary and customarily incidental to permitted uses.
11. Other uses as approved by the Planning Commission, which comply with the goals and intent of the Specific Plan.

The following uses require a Conditional Use Permit:

1. Administrative/ Professional/ General Business Offices
2. Alcohol Beverage Sales
3. Car Wash
4. Churches/ Houses of Worship
5. Communication Facilities (Subject to the provisions of Section ~~9-1.3289~~5.03.420 of the Ontario Development Code, effective 1/1/2016)

6. Conference/ Convention Facilities
7. Convenience Sales and Services
8. Durable Goods Sales, Wholesale
9. Entertainment
10. Fast Food/ Drive-Thru Restaurants
11. Gas Stations
12. Health Clubs & Spas
13. Hotels, Motels and Residential Inns
14. Medical/ Health Care Services
15. Parking lots, structures and facilities providing parking for permitted uses.
16. Personal Services
17. Public Storage Facilities
18. Repair Services
19. Restaurants with Bar/ Cocktail Lounge
20. Retail Sales of Goods Produced On-Site
21. Vocational & Trade Schools

Prohibited Uses:

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

4.3 Setbacks and Distances Between Buildings

4.3.1 Setbacks from Property Lines

Table 4.3-A governs setbacks from property lines adjacent to streets for structures within **The Exchange** as well as parking setbacks from property lines adjacent to streets.

4.3.2 Building Separations with Plazas

4.3.2.1 For buildings within plazas, the minimum distance between buildings shall be 30 feet. This standard shall apply only in instances where adjacent buildings are at an oblique angle and non-parallel. In all other instances, building separations shall be calculated by dividing the sum of the height of the two adjacent buildings by two (2), except that the distance between a building of two stories or less and any other building may be one-half the height of the taller building. However, in no case may the distance be less than ten (10) feet.

4.3.2.2 Building Separations not in Plazas

Buildings not in a plaza setting, which are not contiguous, and which are on the same or different lots shall be subject to the following setback requirements:

(A) For buildings up to fifty (50) feet high, there shall be a separation of fifty (50) feet.

(B) For buildings between fifty (50) and one hundred (100) feet high, there shall be 100 feet separation.

(C) For buildings higher than 100 feet, there shall be a minimum of 100 feet building separation, plus one (1) foot of separation for each one (1) foot of height above 100 feet.

TABLE 4.3-A
SETBACKS for FREEWAY COMMERCIAL (FC)

Minimum Building Setbacks Along:	
Fourth Street	30'
Interstate 15 Right-of-Way	20'
Industrial Park (IP) Planning Area	0'
Southern California Edison Right-of-Way	0'
Minimum Parking Setbacks Along:	
Fourth Street	25'
Interstate 15	5' Min/ 15' Avg
Industrial Park (IP) Planning Area	5'
Southern California Edison Right-of-Way	5'

Notes Applicable to Table 4.3-A

A. All setbacks measured from the property line.

B. Setbacks include front, side, and rear setbacks from streets.

C. The full depth of all parking and building setbacks shall be landscaped, excluding areas for pedestrian walkways and vehicular drives unless a special parking lot design is approved which maintains the equivalent total amount of landscaped area between the property line and the parking lot.

D. Greater setbacks than required herein may be required to meet the objectives of the plan.

E. The Planning Commission may grant reductions to these standards when the findings can be made that (1) adequate landscaped open space will be provided elsewhere within the project, (2) reduced setbacks will result in a superior building design enhancing the character of the urban environment.

F. Sidewalks and public transit facilities (i.e., bus shelters) may encroach into required setback areas, but shall be required to be located within easements

G. The requirement for five feet (5') minimum/ fifteen feet (15') average of landscape setback adjacent to the freeway may be reduced by one foot for each foot of landscaping constructed within Caltrans right-of-way, and provided, further, that the freeway right-of-way be landscaped as approved by Caltrans.

4.4 Loading & Storage Areas

4.4.1 Provisions shall be made, on-site, for all necessary vehicle loading.

4.4.2 Loading docks or staging areas shall be located in the rear or side-yard of buildings, recessed and/or screened so as not to be visible from neighboring properties or public rights-of-way. In no event shall a loading dock be closer than seventy-five (75) feet from a property line fronting upon a street.

4.4.3 No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon any site except inside a closed building or behind a screen so not to be visible off-site.

4.4.4 Earth berms, landscape materials, fencing or walls and appropriate combinations thereof, shall be used for screening purposes. Chain link may be used to screen service or truck loading areas not in public view, however, where employed, the metal fabric must be substantially obscured by vines or other plant materials.

4.4.5 Outdoor storage areas shall be screened with masonry walls, vine covered wire mesh (not chain link) fencing or a combination of landscaping and walls and/or fencing not less than 8 feet in height. No materials shall be stored higher than 8 feet.

Schematic design and sections are shown on Exhibit 4.4-A and 4.4-B.

EXHIBIT 4.4-A
LOADING AND STORAGE CONCEPT

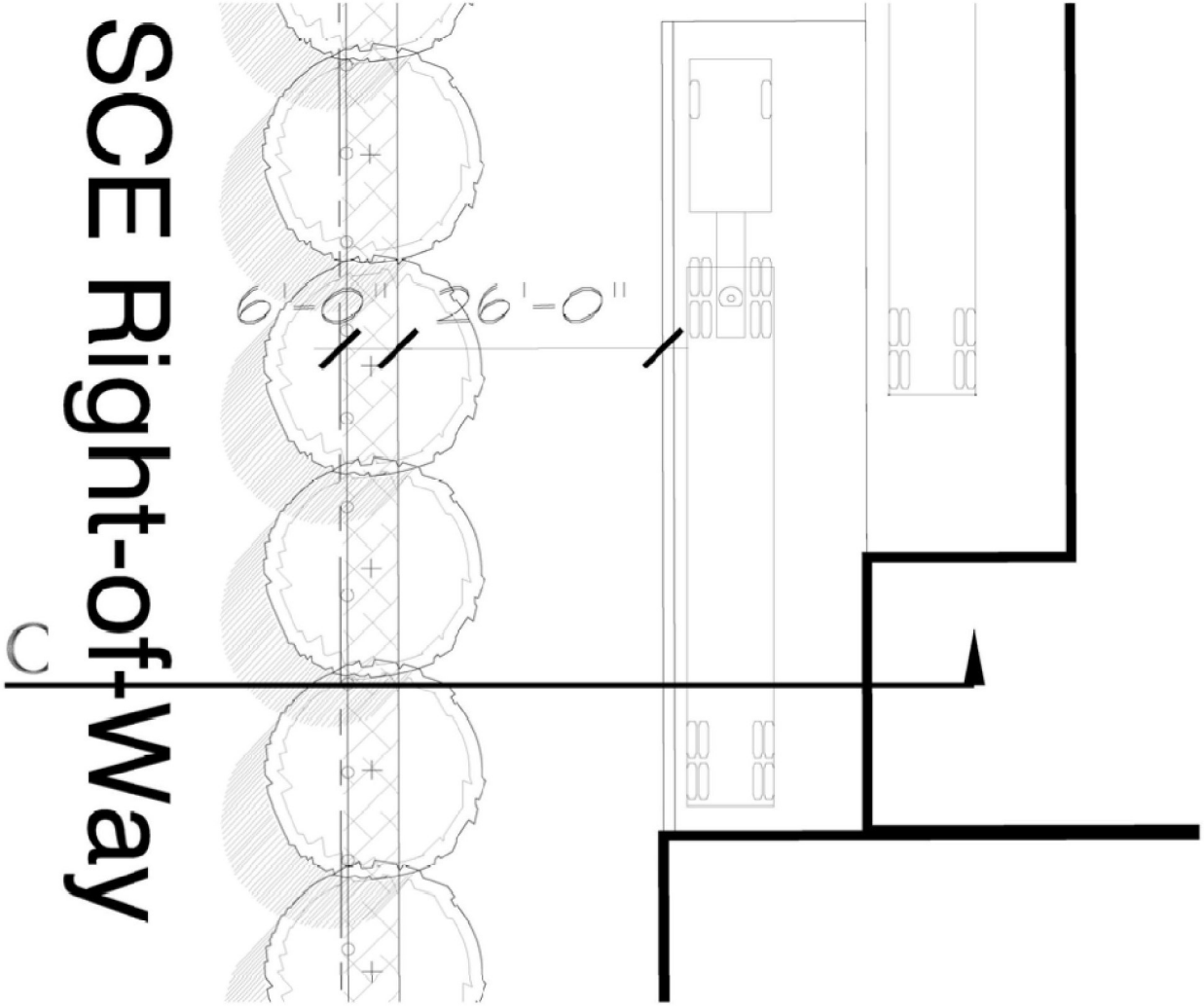
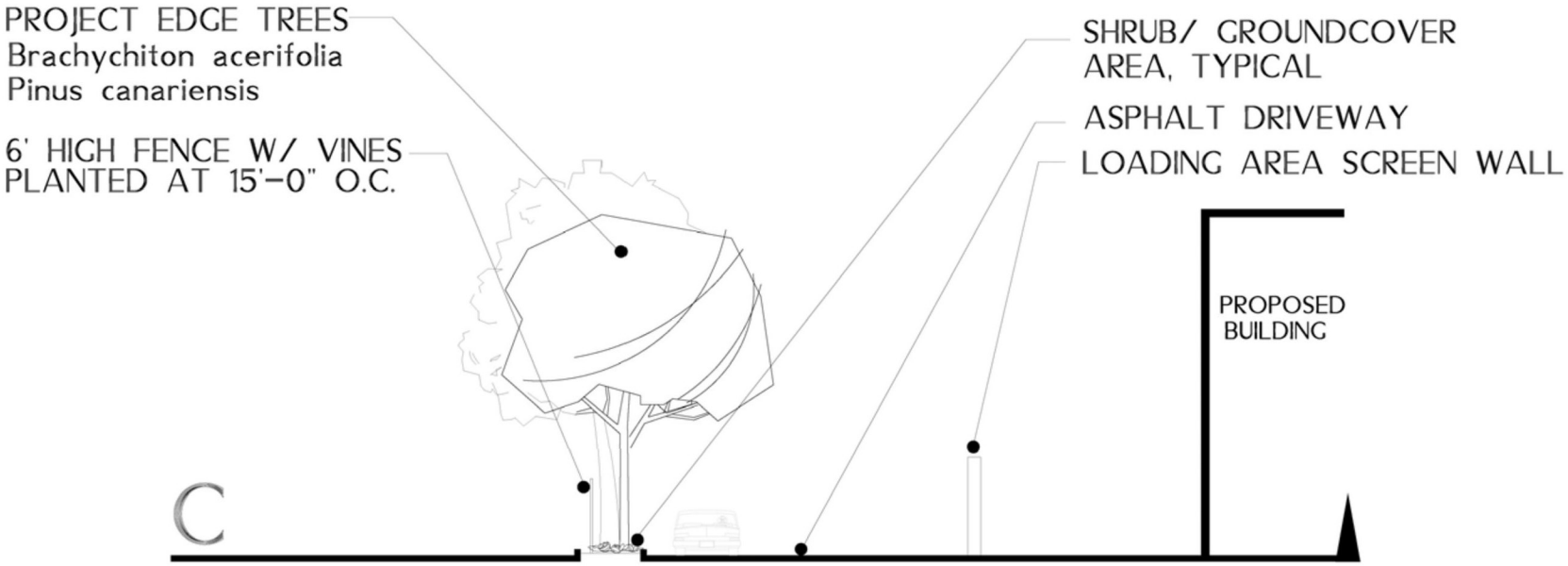


EXHIBIT 4.4-B
LOADING AND STORAGE SECTION



4.5 Refuse Collection Areas

4.5.1 No refuse collection areas shall be permitted between a street and the front of a building.

4.5.2 Refuse collection areas shall be so designed as to contain all refuse generated on-site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.

4.5.3 Screen walls and enclosures should be visually connected to the primary building structure or designed to be harmonious in style, material, finish and color with the overall architectural theme.

4.5.4 All trash enclosures associated with restaurant and/ or food uses shall be roofed in order to minimize rain infiltration and runoff.

4.6 Architectural Design Guidelines

4.6.1 Intent

This specific plan is not intended to define a specific "style" for building design within the FC District. However, with approximately 700,000 cars per day passing the site at freeway speeds, the proximity and relationship to Interstate 15 on the west should be considered as the primary design influence. The design theme of the FC planning area within **The Exchange** shall be one, which creates a harmonious building style, form, size, color and material palette, and roof line as it relates to surrounding planned or existing development. Subtle variations are encouraged which provide visual interest but do not create abrupt changes causing discord in the overall design of the immediate area. It is not intended that one style of architecture be dominant, but that individual structures create and enhance a high quality and harmonious community experience. All projects shall comply with Commercial Design Guidelines of ~~Article 16~~Section 6.01.015.F of the Ontario Development Code (effective 1/1/2016) as directed by the City.

General design criteria to be considered within the development shall include the following:

(A) The freeway elevation of the major buildings should receive treatment designed to attract attention and convey the character and uses of the development to freeway commuters traveling at high speeds in a simple, yet dynamic way. Bold color, enhanced building materials, simple massing, and dynamic building forms and details are the primary means for accomplishing this attraction.

(B) Pad buildings and buildings oriented towards Fourth Street should receive a more intimate level of detail designed to enhance the character of the development to customers traveling at normal surface street speeds. Special consideration should be given that all north-bound freeway traffic exiting at Fourth Street will observe the development and the Fourth Street frontage from the off-ramp at a signalized intersection directly opposite the development entry. Colors, textures and materials shall be coordinated to achieve compatibility of design, blend well with the surrounding environment and not cause abrupt changes.

(C) Design elements to be considered are:

1. Provide offsets or bays
2. Provide strong base material or approximately thirty percent (30%) use of alternative and enhanced building materials on primary elevations.
3. Create unique and identifiable entry and storefront treatment.
4. Provide architectural treatment to all elevations (360 degree architecture).
5. Design rear elevations to be visually attractive by providing articulation to the building plane and vertical variation of the roof line.
6. Avoid expanses of blank wall that are devoid of any articulation or embellishment.
7. Integrate screening for roof-mounted equipment into the building design (i.e. extend parapet walls) rather than having a "tacked-on" appearance.

(D) A uniform sign program for the development shall be developed to create a coordinated project theme of uniform design elements such as color, lettering style and placement. The sign program shall specify a consistent sign type and avoid mixing different sign types, such as canister signs with channelized letters; use a consistent size (i.e. maximum height and length) which is proportionate to the building; limit sign length to no more than seventy percent (70%) of the leased space width; major anchor tenants may have variation in sign letter style, color and size (i.e. height, area and length). Signage oriented towards Fourth Street or towards the interior of the development should be scaled to a slower moving, closer proximity observer. Refer to Section 3.4.6.

(E) Freeway monument or pylon sign(s) shall be addressed through the review of the Uniform Sign Program and shall comply with the sign standards ~~Article 31~~Chapter 8.0, ~~Section 9-1.3155,~~including Table ~~31-7~~8.01-1.A (All Zoning Districts) and 8.01-1.C (Commercial Zoning Districts) of the Ontario Development Code (effective 1/1/2016).

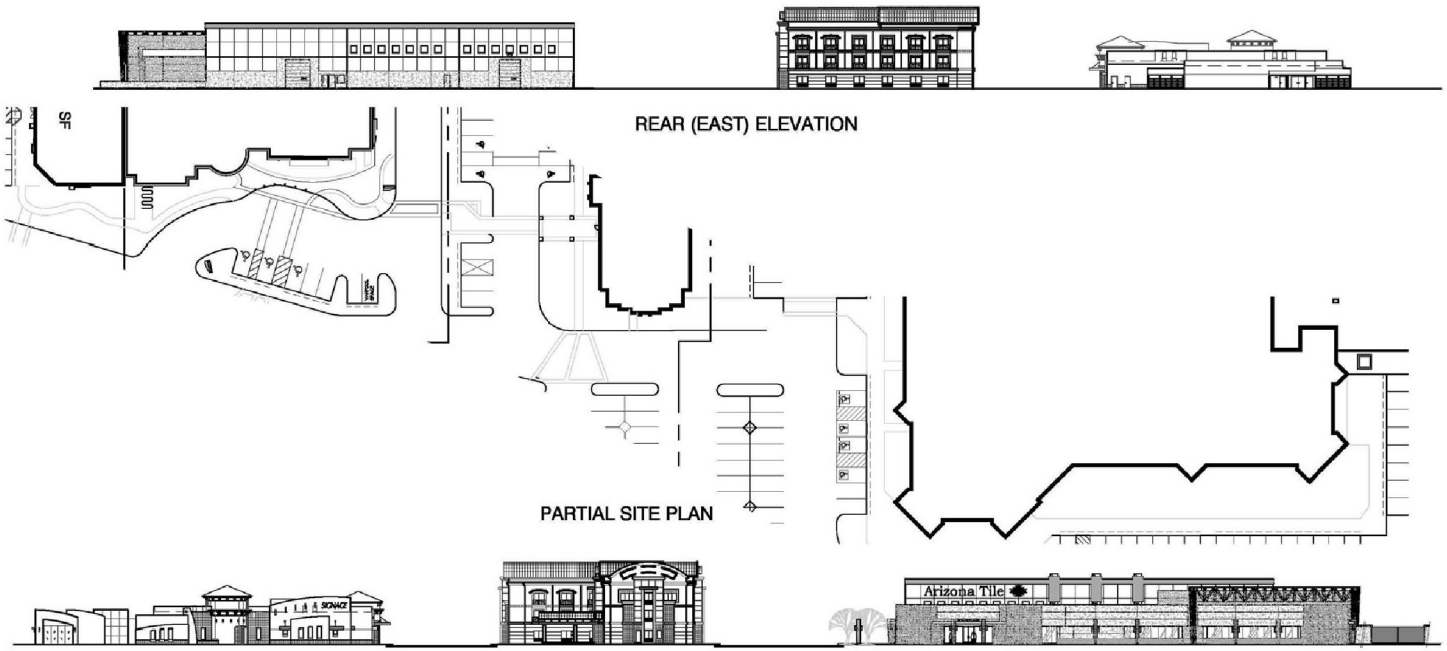
4.6.2 Implementation

4.6.2.1 A Development/ Site Plan Review per the submittal guidelines of the City of Ontario is required for all site plans within the Freeway Commercial Planning Area. Refer to current submittal requirements and fees published by the City. Exhibit 4.8-A depicts one potential concept as described herein.

4.6.2.2 All projects and site plans within the development shall be compatible with regard to architectural theme.

Exhibits 4.6-A , 4.6-B and 4.6-C depict one potential concept as described herein.

EXHIBIT 4.6-B
CONCEPTUAL FREEWAY COMMERCIAL (FC) ARCHITECTURAL ELEVATIONS & SIGNAGE



LAND USE PLAN
CONCEPTUAL SITE PLAN

NORTH

THE EXCHANGE
ONTARIO, CALIFORNIA

PROPOSED

Pierce/ Cooley Architects, Inc.

EXHIBIT 4.6-A
CONCEPTUAL FREEWAY COMMERCIAL (FC) SITE & LANDSCAPE/ HARDSCAPE PLAN

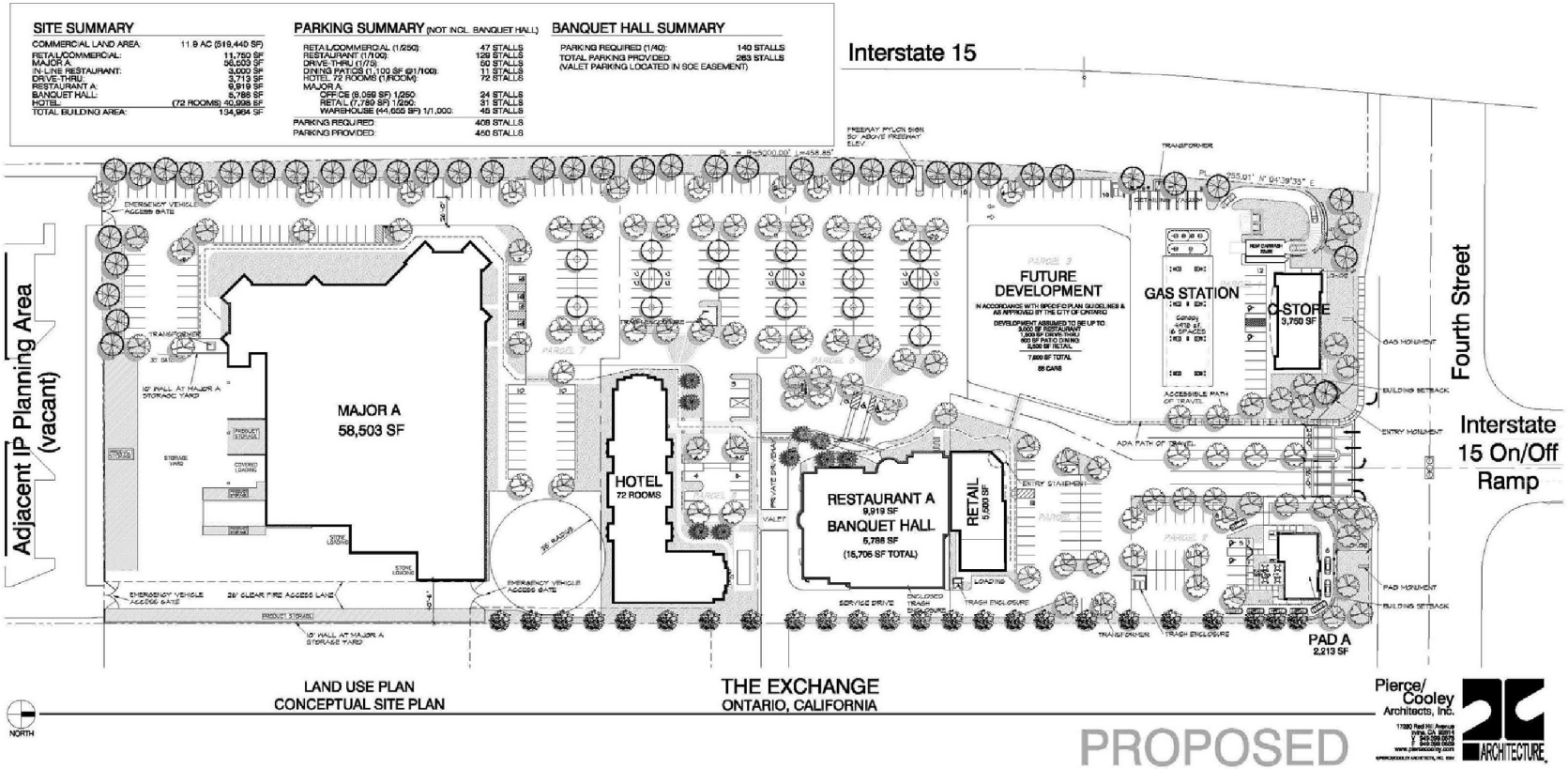
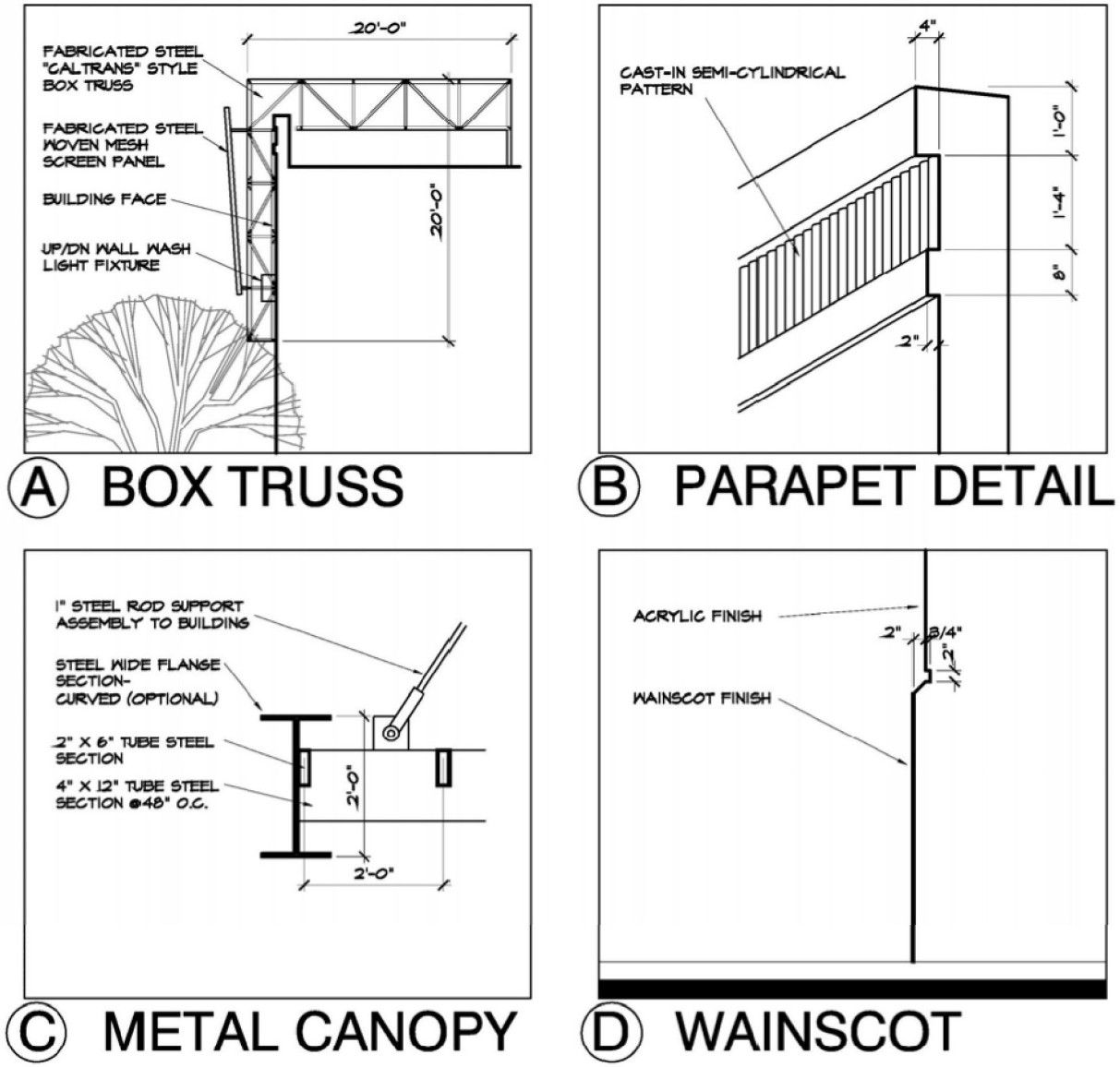


EXHIBIT 4.6-C
FREEWAY COMMERCIAL (FC) ARCHITECTURALDETAILS



4.7 Landscaping and Streetscape/ Entire Project Shall Comply With City of Ontario Landscape Standards

4.7.1 4th Street Improvements

4.7.2 Interstate 15 Freeway Edge Treatment

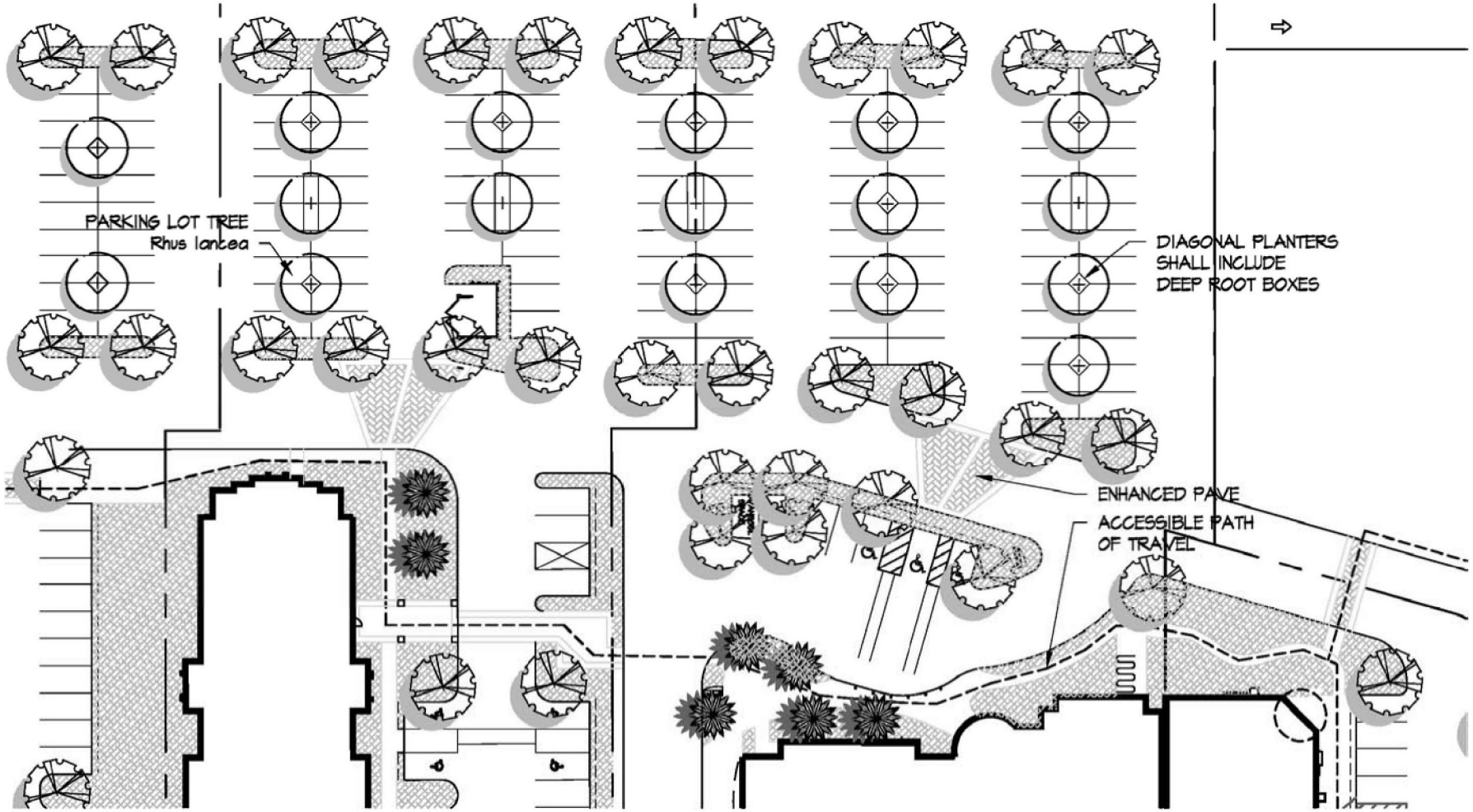
4.7.2.1 Along Interstate 15, landscape material has been chosen to screen adjacent service areas while maintaining the view to the freeway signage element.

4.7.2.2 The requirement for five feet (5') minimum/ fifteen feet (15') average of landscape setback adjacent to the freeway may be reduced by one foot for each foot of landscaping constructed within Caltrans right-of-way, and provided, further, that the freeway right-of-way be landscaped as approved by Caltrans.

4.7.3 Project Entry and Intersection Treatments

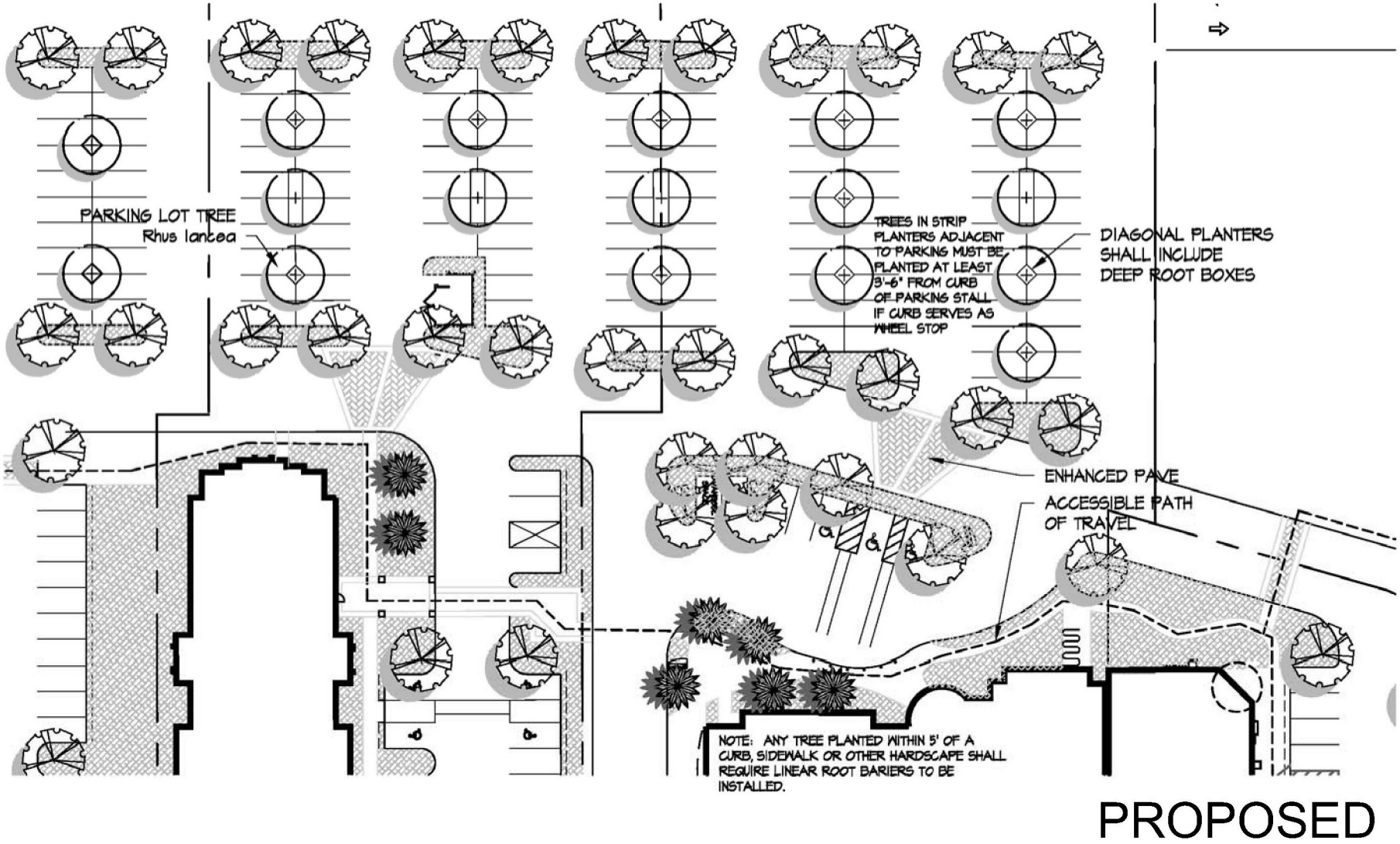
4.7.3.1 Exhibit 4.8-A shows the location of the primary project entries and secondary site entries. Schematic designs and dimensional criteria for these special treatments are shown on Exhibits 4.7.A and 4.7-B.

EXHIBIT 4.7-A
BUILDING ENTRY LANDSCAPE/HARDSCAPE CONCEPT



PROPOSED

EXHIBIT 4.7-B
PARKING LOT PLANTING CONCEPT



4.7.4 General Landscape and Planting Requirements/ Entire Project Shall Comply With City of Ontario Landscape Standards

4.7.4.1 The following general standards shall guide the selection and installation of landscape improvements:

(A) All street trees shall be planted and staked per City of Ontario Standards. All trees planted in turf areas shall receive tree boots.

(B) All plant material shall be planted in the following minimum sizes:

(1) Trees - 24-inch Box (Fast growing trees to be no less than fifteen 15 gallon.
(2) Shrubs - Five (5) gallon. Exceptions may be granted by the Community Services Agency.
(3) Primary tree species shall be a minimum of 36-inch box.

(C) Tree planting ratios for major streets shall be:

(1) Primary tree species: 40 percent
(2) Secondary tree species: 60 percent

(D) Planting ratios for major street medians and parkway shall be:

(1) Turf: 35 percent
(2) Ground cover and shrubs: 50 percent

In addition, 15 percent of the median area shall be devoted to cobble treatment.

(E) All City-owned well sites shall be screened by a solid masonry wall and extensive landscaping security shrubs, as approved by the Community Services Agency.

(F) The City of Ontario Community Services Agency shall designate street trees for all public local streets within **The Exchange**, as part of the City of Ontario Master Plan of Street Trees. Staking and guying of trees shall be in accord with City standards.

(G) Individual developments, open space and any wall adjoining public areas shall be designated to use security shrubs, as appropriate, as an anti-graffiti measure.

(H) Replacement of dead or broken plant material shall be the responsibility of the applicable property owner association or property owner as appropriate.

(I) All landscaped areas within the boundary of **The Exchange** Specific Plan shall be maintained to the standards established by **The Exchange** Owners Association.

(J) All landscape and irrigation plans shall be submitted to and approved by the Public Facilities Department of the City of Ontario.

(K) Changes in the landscape and irrigation plans may be made by the Public Facilities Department. Equivalent plant materials may be substituted as necessary, as determined by the Public Facilities Department.

4.7.5 Planting Palette

Section 4.8 depicts those species of trees which comprise the planting palette of **The Exchange**. The palette is intended as a guide for plant selection. Other species may be approved by the City of Ontario Public Facilities Department. Trees along the pedestrian pathway are intended to provide shading of the pathway.

4.8 Landscape Design Guidelines/ Entire Project Shall Comply With City of Ontario Landscape Standards

4.8.1 Introduction

4.8.1.1 Design Guidelines for the Exchange are intended to define and emphasize the uniqueness of the project areas. Fourth Street is an important business corridors of the City; they carry a significant amount of through-travel, and they will provide an important focus for the City of Ontario.

4.8.1.2 In general, it is intended that **The Exchange's** landscaping and site design be organized and informal in nature, complementing its structured, urban character. Site design and landscape development should promote a strong identity and "sense of place" within the Specific Plan area. The Plan must respond to the multiple purposes of the Retail Center; general business park, hotel and retail commercial center. The emphasis for design treatments should advance these objectives through forms and materials in streetscapes, project perimeter, and on-site project areas. Combined, these elements can allow **The Exchange** to be distinctively different from its surroundings, and provide a sense of identity to this project.

4.8.2 Landscape Concept Plan

4.8.2.1 The Landscape Concept Plan (Exhibit 4.6-A) is an integral element in achieving a distinctive development character for the project area. This character is reinforced through the coordinated design and selection of landscape and paving materials, and emphasis on special features. Required guidelines are specified for the following categories:

a. Streetscape
b. Project Entries
c. Project Edges
d. Internal Roadways
e. On-Site Landscaping
f. Hardscape Design Elements

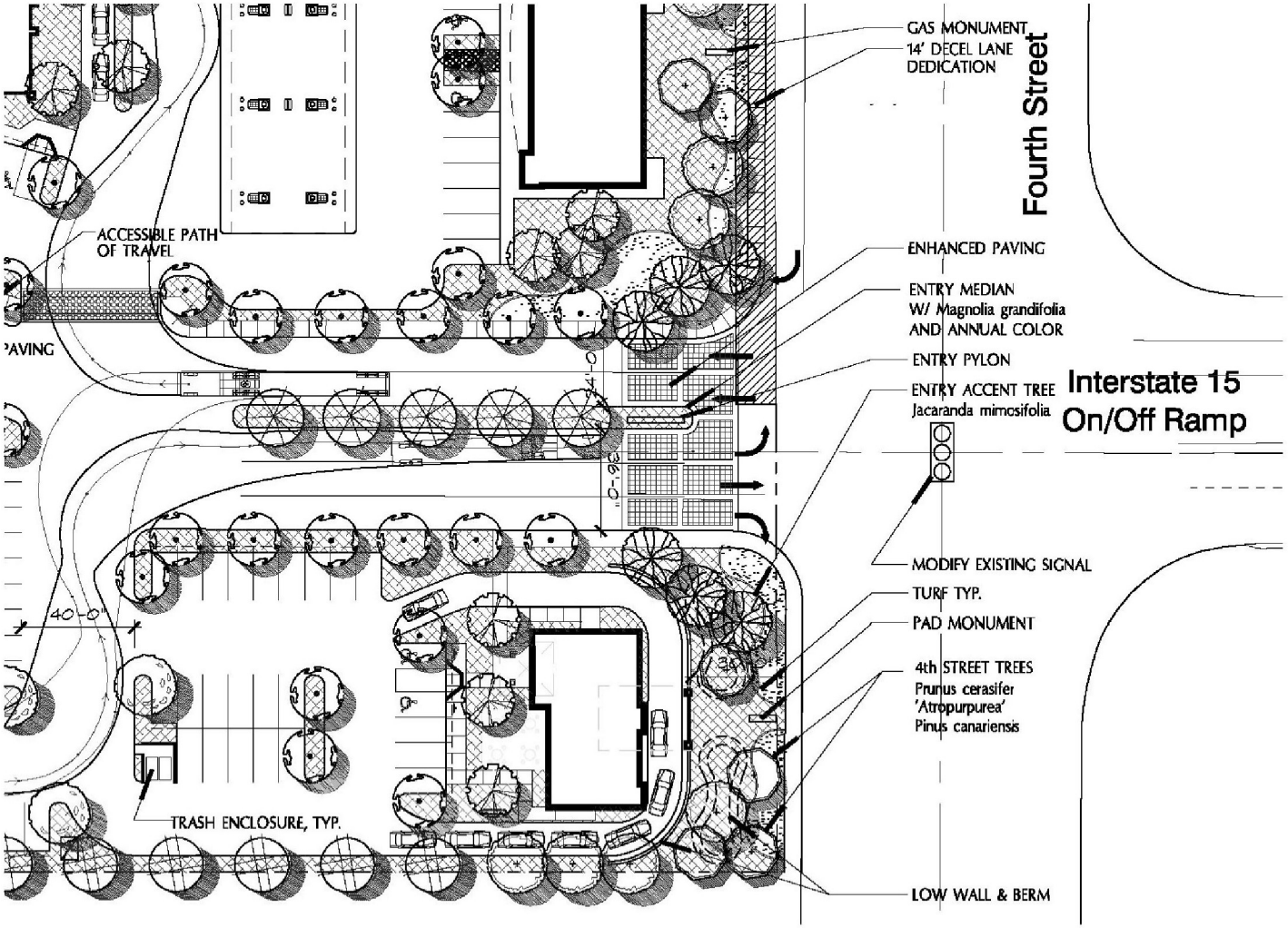
4.8.2.2 The Landscape Concept Plan (Exhibit 4.6-A) contained herein establishes a framework for consistency of design between the ultimate development pattern and phased increments. As phases are implemented, landscape plans that are consistent with these concepts and which implement them shall be approved. **The Exchange** maintains the final approval of all landscape improvements and maintenance guidelines. The above categories are described in the following pages.

4.8.3 Streetscape

4.8.3.1 Landscape Edge Adjacent to Surrounding Arterial Corridors

In order to create a unifying element surrounding the project area, a landscape edge will be maintained adjacent to Fourth Street. It will include informal shrub masses with groundcover and informal dense tree on parkway, which is bermed 2' at maximum height. Minimum widths of 5 feet between curb and meandering sidewalk shall be maintained except where the walk meets the curb. Concrete mow strips shall separate the turf and shrub/groundcover planting areas (Exhibits 4.6-A and 4.8-A).

EXHIBIT 4.8-A
FOURTH STREET EDGE & ENTRY DESIGN CONCEPT



4.8.3.2 Recommended plant materials for streetscape are as follows;

Trees (24" box min.): Koelreuteria bipinnata (Chinese Flame Tree)
Liriodendron tulipifera (Tulip Tree)
Magnolia grandiflora 'Samuel Summer' (Southern Magnolia)
Pinus canariensis (Canary Island Pine)
Pistacia chinensis (Chinese Pistache)
Platanus acerifolia (London Plane Tree)
Podocarpus gracilior (Fern Pine)

Shrubs (5 gal. min.): Abelia grandiflora (Glossy Abelia)
Hemerocallis hybrids (Daylily)
Rhaphiolepis indica (India Hawthorn)
Bougainvillea spp. (Bougainvillea)

Groundcovers: Cerastium tomentosum (Snow in Summer)
Frageria chiloensis (Sand Strawberry)
Lantana montevidensis (Dwarf Lantana)
Oenothera berlandieri (Mexican Evening Primrose)
Myoporum parvifolium 'Putah Creek'
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)
Viburnum tinus (Laurustinus)

4.8.4 Project Entries

4.8.4.1 Secondary corner quadrants at the entry drive to **The Exchange** shall be special accent, which announce the arrival to the space and the theme of the Center. Flowering canopy trees along with larger scale background trees will be utilized at specific project entries to highlight and provide an entry gateway at project sites (Exhibit 4.8-A).

4.8.4.2 Recommended plant materials are as follows:

Trees (24" box min.): Cassia leptophylla (Golden Medallion Tree)
Cinnamomum Camphora (Camphor Tree)
Jacaranda mimosifolia (Jacaranda)
Lagerstroemia indica (Crape Myrtle)
Phoenix Canariensis (Canary Island Date Palm)
Phoenix Dactylifera (Date Palm)
Pinus spp.
Pistacia chinensis (Chinese Pistache)

Schinus molle (California Pepper)
Washingtonia filifera (California Fan Palm)

Shrubs (5 gal min.): Baccharis pilularis (Dwarf Coyote Bush)
Ceanothus (Wild Lilac)
Cistus spp. (Rockrose)
Dietes Bicolor
Abelia grandiflora (Glossy Abelia)
Hemerocallis hybrids (Daylily)
Ligustrum japonicum 'Texanum' (Privet)
Phormium tenax (New Zealand Flax)
Rhaphiolepis indica (India Hawthorn)

Groundcovers: Cerastium tomentosum (Snow in Summer)
Frageria chiloensis (Sand Strawberry)
Hedera helix (English Ivy)
Hypericum calycinum (Creeping St. Johnswort)
Lonicera japonica (Japanese Honeysuckle)
Oenothera berlandieri (Mexican Evening Primrose)
Lantana montevidensis (Dwarf Lantana)
Myoporum parvifolium 'Putah Creek'
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)
Viburnum tinus (Laurustinus)

Vines (5 gal min.): Clytostoma callistegioides (Violet Trumpet Vine)
Gelsemium sempervirens (Carolina Jessamine)
Ficus pumila (Creeping Fig)

4.8.4.3 Special Paving

Specially enhanced paving shall be utilized at specific project entries, but shall not be a part of the public right-of-way. The special paving will highlight the entry by providing a visual and textural contrast to the surrounding paving materials.

Recommended materials: Textured and colored concrete

4.8.5 Project Edges

4.8.5.1 The objective of landscaping of this edge is to visually screen undesirable views and to create a sense of enclosure. The edge buffer shall consist of a dense, formal planting of trees in a minimum of five (5) foot landscape strip (Exhibit 4.8-A). This consistently landscaped edge will identify the boundaries of the Ontario Center and will provide buffer from the adjacent land-use activities. Permanent groundcover will be established under the trees.

4.8.5.2 Recommended plant materials for typical edge buffers are as follows:

Trees (24" box min.):	Brachychiton acerifolia (Flame Tree) Pinus canariensis (Canary Island Pine) Tristania conferta (Brisbane Box)
Shrubs (5 gal. min.):	Abelia grandiflora (Glossy Abelia) Hemerocallis hybrids (Daylily) Rhaphiolepis indica (India Hawthorn) Liriope muscari (Big Blue Lily Turf)
Groundcover:	Lantana montevidensis (Dwarf Lantana) Lonicera japonica 'Halliana' (Hall's Honeysuckle) Viburnum tinus (Laurustinus)
Vines (5 gal. min.)	Clytostoma callistegioides (Violet Trumpet Vine) Gelsemium sempervirens (Carolina Jessamine) Ficus pumila (Creeping Fig)

4.8.6 Internal Roadways

4.8.6.1 To provide a unifying element within the project boundaries, the following streetscape guidelines shall be implemented. Major circulation roadways in the Ontario Center shall be landscaped in a formal urban arrangement. These roadways shall be laced with consistent tree species to identify roadways as the primary circulation feature, to create interest and give strong sense of direction.

All roadways shall maintain a minimum of 5-foot landscape strip between the curb and parking or building edge. These strips of areas shall be planted with formal shrub rows along the parking lot edges.

4.8.6.2 Recommended plant materials are as follows:

Trees (24" box min.): Brachychiton acerifolia (Flame Tree)
Tristania conferta (Brisbane Box)
Washingtonia filifera (California Fan Palm)

Shrubs (5 gal. min.):: Calliandra hematocephala (Pink Powder Puff)
Ceratostigma abyssinicum (Plumbago)
Pennisetum setaceum 'Cupressus' (Fountain Grass)
Dodonaea viscosa (Hopseed Bush)
Dietes vegeta (Fortnight Lily)
Ilex vomitoria (Yaupon)
Rhaphiolepis indica (India Hawthorn)
Strelitzia nicolai (Giant Bird of Paradise)
Viburnum tinus (Laurustinus)

Groundcovers: Fragaria chiloensis (Sand Strawberry)
Rosmarinus officinalis 'Prostratus (Dwarf Rosemary)
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)

4.8.7 On-Site Landscaping

4.8.7.1 In addition to the selections previously specified, the following trees, shrubs, groundcovers and turf shall be incorporated into the site where appropriate (Exhibit 4.6-A). Alternative choices are subject to Site Plan approval. Developers shall have the option to incorporate materials other than what are listed below; however this will be subject to the approval of the City of Ontario.

g. Building Entrances

Entrances to the building will be accented with enhanced concrete paving as well as densely planted shrubs, annual and perennial colors and accent trees in larger sizes (36"-48" box), while maintaining visibility to users (Exhibit 4.7-A).

4.8.8 Parking Lots

4.8.8.1 All open parking area and their adjacent vehicular access ways shall incorporate landscaping, which may be comprised of trees, shrubs and groundcovers. Landscaping shall include at least one (1) 24" Box shade tree per 10 parking stalls in open parking area and vehicular access way. Planting areas shall be a minimum of 5'x5' diamond shaped (Exhibit 4.7-**B**).

4.8.8.2 Recommended parking lot trees are as follows:

Cassia leptophylla (Golden Medallion Tree)
Cupaniopsis anacardioides (Carrot Wood)
Koelreuteria bipinnata (Chinese Flame Tree)
Podocarpus gracilior (Fern Pine)
Rhus lancea (African Sumac)
Tipuana tipu (Tipu Tree)
Tristania conferta (Brisbane Box)

4.8.8.3 Landscape Planter Installation

Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb.

4.8.9 Tree Planting

Trees shall be planted to enhance the identity of architecture and sense of place, at the same time accenting the entrance to the building, complementing the perimeter, and providing shading in parking lots. They shall be planted at a minimum of 24" Box container size.

Brachychiton acerifolia (Flame Tree)
Cinnamomum camphora (Camphor Tree)
Jacaranda mimosifolia (Jacaranda)
Koelreuteria bipinnata (Chinese Flame Tree)
Magnolia grandiflora (Southern Magnolia)
Pinus canariensis (Canary Island Pine)
Pistacia chinensis (Chinese Pistache)
Podocarpus gracilior (Fern Pine)
Tristania conferta (Brisbane Box)
Washingtonia filifera (California Fan Palm) Skinned 25' to 30' b.t.h.

4.8.10 Shrub Planting

Shrubs shall be used for screening of parking areas and for special effects at building entrances, building perimeter and parking lot islands and planting strips. Shrubs of similar species shall be used in large masses to avoid spotty and disconnected ground plane. They shall be planted at minimum rate of one per 16 square-feet, and shrub planting shall be minimum 5 gallon size materials. Vines may be used in place of tall hedge to screen trash enclosure and utility equipment. They shall be of minimum 5 gallon container.

Abelia grandiflora (Glossy Abelia)
Baccharis pilularis (Dwarf Coyote Bush)
Bougainvillea spp. (Bougainvillea)
Calliandra hematocephala (Pink Powder Puff)
Dietes vegeta (Fortnight Lily)
Dodonaea viscosa (Hopseed Bush)
Hemerocallis hybrids (Daylily)
Ilex vomitoria (Youpon)
Pennisetum setaceum 'Cupressus' (Fountain Grass)
Rhaphiolepis indica (Indina Hawthorn)
Strelitzia nicolai (Giant Bird of Paradise)
Viburnum tinus (Laurustinus)

4.8.11 Groundcover Planting

For use in planting beds to complement turf area, groundcovers shall be of types that are easy to maintain. Groundcovers shall be planted at maximum spacing of 12" on center from flats or larger.

Fragaria chiloensis (Sand Strawberry)
Lantana montevidensis (Dwarf Lantana)
Rosmarinus officinalis (Dwarf Rosemary)
Trachelospermum jasminoides (Star Jasmine)
Verbena peruviana (Verbena)
Cerastium tomentosum (Snow in Summer)
Oenothera berlandieri (Mexican Evening Primrose)
Myoporum parvifolium 'Putah Creek'
Turf-type Tall Fescue

4.8.12 Vines

For use in planting beds in place of tall hedge to screen trash enclosure and utility equipment. They shall be of minimum 5 gallon container.

Clytostoma callistegioides (Violet Trumpet Vine)
Gelsemium sempervirens (Carolina Jessamine)
Ficus pumila (Creeping Fig)

4.8.13 Hardscape Design Elements

Hardscape design elements shall be incorporated into the overall design scheme for plaza, courtyard or transitional spaces within **The Exchange**. Hardscape elements will function as visual and physical connection between buildings, buildings and landscape materials within the project area in a coordinated and consistent manner. The elements, which are depicted in the following exhibits, shall include but may not be limited to the following:

Light fixtures
Bollards
Benches
Trash receptacles
Planter pots
Signage

4.8.14 Installation and Maintenance

4.8.14.1 Water

Permanent automatic irrigation facilities shall be provided for all landscape areas. This system may be augmented by drought-resistant vegetation.

4.8.14.2 Maintenance

All landscaping shall be permanently maintained in neat, clean and healthful condition.

5.0 INDUSTRIAL PARK (IP) PLANNING AREA (Entire Section 5.0 is new as of 2016)

5.1 General Development Standards

5.1.1 All development within the Industrial Park (IP) Planning Area shall comply with the requirements and standards set forth in this this Section 5.0 of the Specific Plan document and the appropriate provisions of the Ontario Development Code (effective (1/1/2016), including the IG (General Industrial) Zoning District standards contained in Section 6.01.025 and other applicable provisions of the Code. Where conflicts exist between the standards contained in this Specific Plan and those found in the Ontario Development Code, the regulations and standards in the Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the Ontario Development Code, using the context and objectives of the Specific Plan as a guide.

5.1.2 The site design of each development within the Industrial Park (IP) Planning Area shall give consideration to the use of setbacks, building massing, building orientation, the distance between buildings and landscape as design tools to maintain shelter from the prevailing wind and to thoughtfully shape views to the site.

5.1.3 All structures shall be designed in three-dimensions and all facades and the roofscapes shall receive consideration.

5.1.4 Site designs, submitted for development review, shall contain clear and direct indications, on the plans as to how these criteria have been satisfied.

5.1.5 Minimum Lot Size

The minimum lot size is 10,000 square feet in the IP Planning Area, which may include common access easements. Minimum lot dimensions are 100 feet for both width and depth. All lots should be large enough to meet the total space requirements of their ultimate users. Sufficient space must be provided to accommodate the principal and accessory structures, parking, landscaping provisions, and setback areas.

5.1.6 Setbacks

Refer to Section 5.3.

5.1.7 Maximum Building Height

Forty-five feet (45′), except that towers and other architectural features may be erected to a height of up to 25 percent above the prescribed height limit pursuant to Section 6.01.025.D.1.a. of the Ontario Development Code (effective 1/1/2016).

5.1.8 Maximum Floor Area Ratio (FAR)

Maximum Floor Area Ratio in the Industrial Park Planning Area is 0.55 FAR. Maximum FAR calculation includes all main and accessory structures intended for human habitation and all lot area, including common access easements.

5.1.9 Minimum Landscape Coverage

5.1.9.1.1 At minimum, ten percent (10%) of lots in the Industrial Park (IP) Planning Area shall be landscaped. Landscaped areas with a minimum dimension of less than 5 FT shall not contribute toward the "minimum landscape coverage" calculation. The "minimum landscape coverage" calculation shall exclude all landscaped areas located within public rights-of-way.

5.1.9.1.2 At minimum, seven percent (7%) of off-street parking areas in the Industrial Park (IP) Planning Area shall be landscaped. See Section 6.05.030.D, Landscaping of Off-Street Parking Facilities, in the Ontario Development Code (effective 1/1/2016)

5.1.10 Utilities and Exterior Equipment

5.1.11.1 All utilities, including storm drain systems, sewer, gas and water lines, electrical, telephone and communication wires and related equipment shall be installed and maintained underground.

5.1.11.2 Roof mounted mechanical equipment shall be screened from public view by building parapets or decorative elements of equal height.

5.1.11.3 Electric transformers, utility pads, cable TV and telephone boxes shall be located out of public rights-of-way and underground or screened with walls, fences or vegetation or otherwise enclosed in a manner harmonious with the overall architectural theme.

5.2 Permitted Uses

Uses in the Industrial Park Planning Area of the Exchange Specific Plan may include a range of limited manufacturing and assembly activities, storage and warehouse activities and other similar light industrial uses consistent with the IP (Industrial Park) Zoning District of the Ontario Development Code, Table 5.02-1 Land Use Matrix (effective 1/1/2016). The Industrial Park Planning Area, totaling approximately 11.5 acres, is located at the southerly portion of the Specific Plan Area, north of Ontario Mills Parkway.

5.3 Setbacks and Separations

Table 5.3-A below shall govern minimum setbacks and separations from property lines and areas adjacent to streets and structures within the Industrial Park (IP) Planning Area of the **The Exchange** Specific Plan.

TABLE 5.3-A
SETBACKS and SEPARATIONS for INDUSTRIAL PARK (IP)

Minimum Building Setbacks Along:	**Setbacks (feet)**
Ontario Mills Parkway	20' Min.
Interstate 15 Right–of-Way	20' Min.
Freeway Commercial (FC) Planning Area	0'
Southern California Edison Right-of-Way	0'
Interior Property Lines	0'
Minimum Parking and Drive Aisle Separations Along:	
Ontario Mills Parkway	10' Min.
Interstate 15 Right-of-Way	10' Min.
Freeway Commercial (FC) Planning Area	5' Min.
Southern California Edison Right-of-Way	5' Min.
Parking Spaces to Interior Building, Walls and Fences in IP Area Exception: Within Screened Loading & Storage Yard Areas	5' Min. 0'
Parking Spaces Adjacent to Building Public Entries and Primary Office Areas	10' Min.
Drive Aisles to Building, Walls and Fences Exception: Within Screened Loading & Storage Yard Areas	10' Min. 0'
Minimum Screened Loading and Storage Yard Separations:	
Ontario Mills Parkway	20' Min.
Interstate 15 Right-of-Way	20' Min.
Freeway Commercial (FC) Planning Area	5' Min.
Southern California Edison Right-of-Way	0'
Screened Loading & Storage Yard to Interior Property Line	0'
Screened Loading & Storage Yard to Building, Walls and Fences	0'

Notes Applicable to Table 5.3-A

A. All setbacks measured from the property line when applicable.

B. The full depth of all parking and building setbacks and separation areas shall be landscaped, excluding areas for pedestrian walkways and vehicular drives. The separation area may include pedestrian walkways, as necessary; however, where a planter area is able to be provided with a walkway, a minimum 3-FT 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.

C. Greater setbacks than required herein may be required to meet the objectives of the plan.

D. The Planning Commission may grant reductions to these standards when the findings can be made that (1) adequate landscaped open space will be provided elsewhere within the project, (2) reduced setbacks will result in a superior building design enhancing the character of the urban environment.

E. Sidewalks and public transit facilities (i.e., bus shelters) may encroach into required street setback areas, but shall be required to be located within easements.

5.4 Loading & Storage Areas

5.4.1 Provisions shall be made, on-site, for all necessary vehicle loading.

5.4.2 Loading docks or staging areas shall be located in the rear or side-yard of buildings, recessed and/or screened so as not to be visible from public rights-of-way. In no event shall a loading dock be closer than seventy-five (75) feet from a property line fronting upon a street.

5.4.3 No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon any site except inside a closed building or behind a screen wall in a designated area.

5.4.4 Earth berms, landscape materials, fencing or walls and appropriate combinations thereof, shall be used for screening purposes. Chain link may be used to screen service or truck loading areas not in public view, however, where employed, the metal fabric must be substantially obscured by vines or other plant materials.

5.4.5 Outdoor storage areas shall be screened with masonry walls, vine covered wire mesh (not chain link) fencing or a combination of landscaping and walls and/or fencing not less than 8 feet in height. No materials shall be stored higher than 8 feet.

5.5 Refuse Collection Areas

5.5.1 No refuse collection areas shall be permitted between a street and the front of a building.

5.5.2 Refuse collection areas shall be so designed as to contain all refuse generated on-site and deposited between collections. Deposited refuse shall not be visible from outside the refuse enclosure.

5.5.3 Screen walls and enclosures should be visually connected to the primary building structure or designed to be harmonious in style, material, finish and color with the overall architectural theme.

5.5.4 Refuse and recyclable materials container storage shall be within City approved enclosures designed to contain separate containers for the collection of refuse and recyclable materials. The number of trash enclosures required, their precise locations and dimensions, and their design shall be pursuant to the City's Refuse and Recycling Planning Manual. The requirement for refuse container storage areas may be reduced or waived by the Approving Authority if a trash compactor is used, which is screened from public view.

5.5.5 Trash enclosure dimensions shall be of adequate size to accommodate containers consistent with the City's current methods of collection within the area in which the project is located.

5.6 Architectural Design Guidelines

5.6.1 Intent

This Specific Plan is not intended to define a specific "style" for building design within the IP Planning Area. However, the proximity and relationship to Interstate 15 on the west should be considered as the primary design influence. The design theme of the IP Planning Area within **The Exchange** shall be one, which creates a harmonious building style, form, size, color and material palette, and roof line as it relates to surrounding planned or existing development. Subtle variations are encouraged which provide visual interest but do not create abrupt changes causing discord in the overall design of the immediate area. It is not intended that one style of architecture be dominant, but that individual structures create and enhance a high quality and harmonious community experience. All projects shall comply with Industrial Design Guidelines of Section 6.01.025.F. of the Ontario Development Code as applicable and directed by the City of Ontario.

General design criteria to be considered within the development shall include the following:

(A) The freeway elevation of the major buildings should receive treatment designed to convey the character and uses of the development to freeway commuters traveling at high speeds in a simple way. Color, enhanced building materials, simple massing, and dynamic building forms and details are the primary means for accomplishing this character.

(B) Buildings oriented towards Ontario Mills Parkway should receive a more intimate level of detail designed to enhance the character of the development at normal surface street level. Colors, textures and materials shall be coordinated to achieve compatibility of design, blend well with the surrounding environment and not cause abrupt changes.

(C) Design elements to be considered are:

1. Provide offsets or bays when appropriate.
2. Architect shall incorporate enhanced alternative materials or treatment at building entrances and high visual impact areas.
3. Create unique and identifiable primary office entry treatment.
4. Avoid expanses of blank wall that are devoid of any articulation or embellishment.
5. Integrate screening for roof-mounted equipment into the building design (i.e. extend parapet walls) rather than having a "tacked-on" appearance.

(D) A sign program for the development shall be developed to create a coordinated project theme of uniform design elements such as color, lettering style and placement. The sign program shall specify a consistent sign type and avoid mixing different sign types, such as canister signs with channelized letters; use a consistent size (i.e. maximum height and length) which is proportionate to the building; limit sign length to no more than seventy percent (70%) of the leased space width; tenants may have variation in sign letter style, color and size (i.e. height, area and length). Refer to Section 3.4.6 of this Specific Plan.

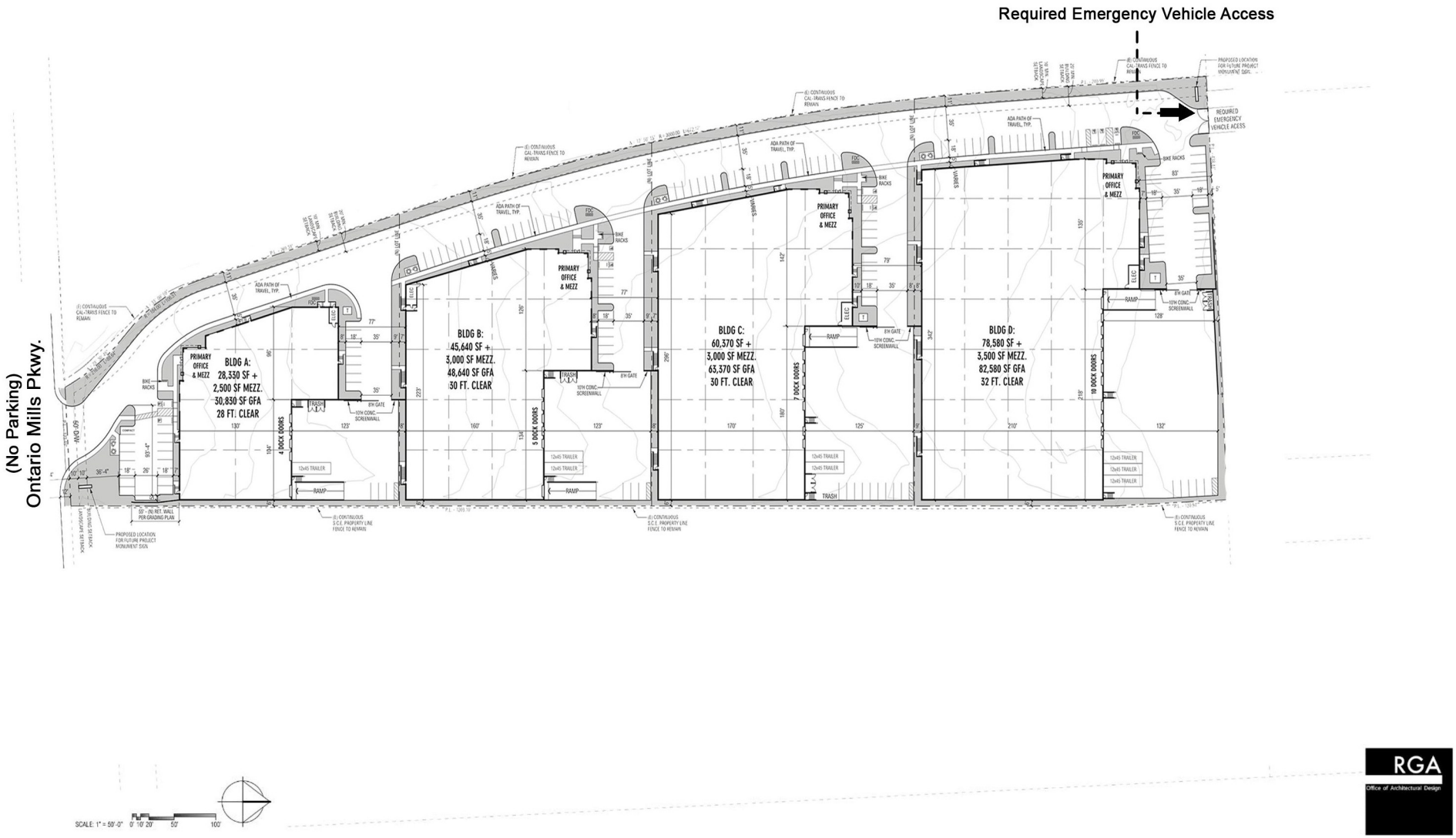
(E) Freeway monument or pylon sign(s) shall be addressed through the review of the sign program and shall comply with the sign standards of Chapter 8.0, including Table 8.01-1.A (All Zoning Districts) and 8.01-1.E (Industrial Zoning Districts) of the Ontario Development Code (effective 1/1/2016).

5.6.2 Implementation

5.6.2.1 A Development/ Site Plan Review per the submittal guidelines of the City of Ontario is required for all site plans within the Industrial Park Planning Area. Refer to current submittal requirements and fees published by the City. Exhibit 5.6-A depicts one potential concept as described herein.

5.6.2.2 All projects and site plans within the development shall be compatible with regard to architectural theme.

EXHIBIT 5.6-A
CONCEPTUAL INDUSTRIAL PARK (IP) SITE PLAN



5.7 Landscape Design

Landscape design in the Industrial Park (IP) Planning Area of **The Exchange** Specific Plan shall adhere to all applicable principles, requirements, standards and guidelines for nonresidential development as contained in Chapter 6.0, Division 6.05–Landscaping of the Ontario Development Code (effective 1/1/2016) as directed by the City of Ontario.