CALIFORNIA COMMERCE CENTER

AT ONTARIO

V. COMPONENT PLANS

V. COMPONENT PLANS

A. LAND USE CONCEPT

The land uses proposed for the California Commerce Center are Rail Industrial, Light Industrial, Office, Commercial/Food/Hotel, and Miscellaneous Services. Such designations are intended to respond to a wide range of demands for land uses, while offering a variety of development and employment opportunities, all within an integrated setting.

The Land Use Plan has been designed to allow for future flexibility in determining specific land uses and their intensity, so that as market demands change over time, the project can respond to those changes. The land use plan presented at this time includes 588.5 acres of light industrial, 417.7 acres of rail industrial, 155.2 acres of commercial/food/hotel, and 60.1 acres of office use. However, if demand increases for more office space and less industrial space, during the period of project construction, the plan has the flexibility to allow for this.

A major amendment to this Specific Plan would be required as outlined in Section IX.B., Amendment Process Major Amendments, of this document.

The circulation patterns, utility systems, and overall design of the plan can, through project phasing, meet these changes in demand. This is an important concept in a region that is experiencing rapid growth (see Exhibit 17, Land Use Plan. Note that illustrative streets and landscaping designations are shown on Exhibit 34-A-K, Conceptual Landscape Plan).

1. RAIL INDUSTRIAL USES

Rail industrial uses will be those uses directly serviced by rail lines. These uses will be located at the periphery of the site on parcels closest to the mainlines of the Southern Pacific and Union Pacific Railroads, and are expected to occupy approximately 417.7 acres, or 29.5% of the project site. Building heights will be primarily one story.

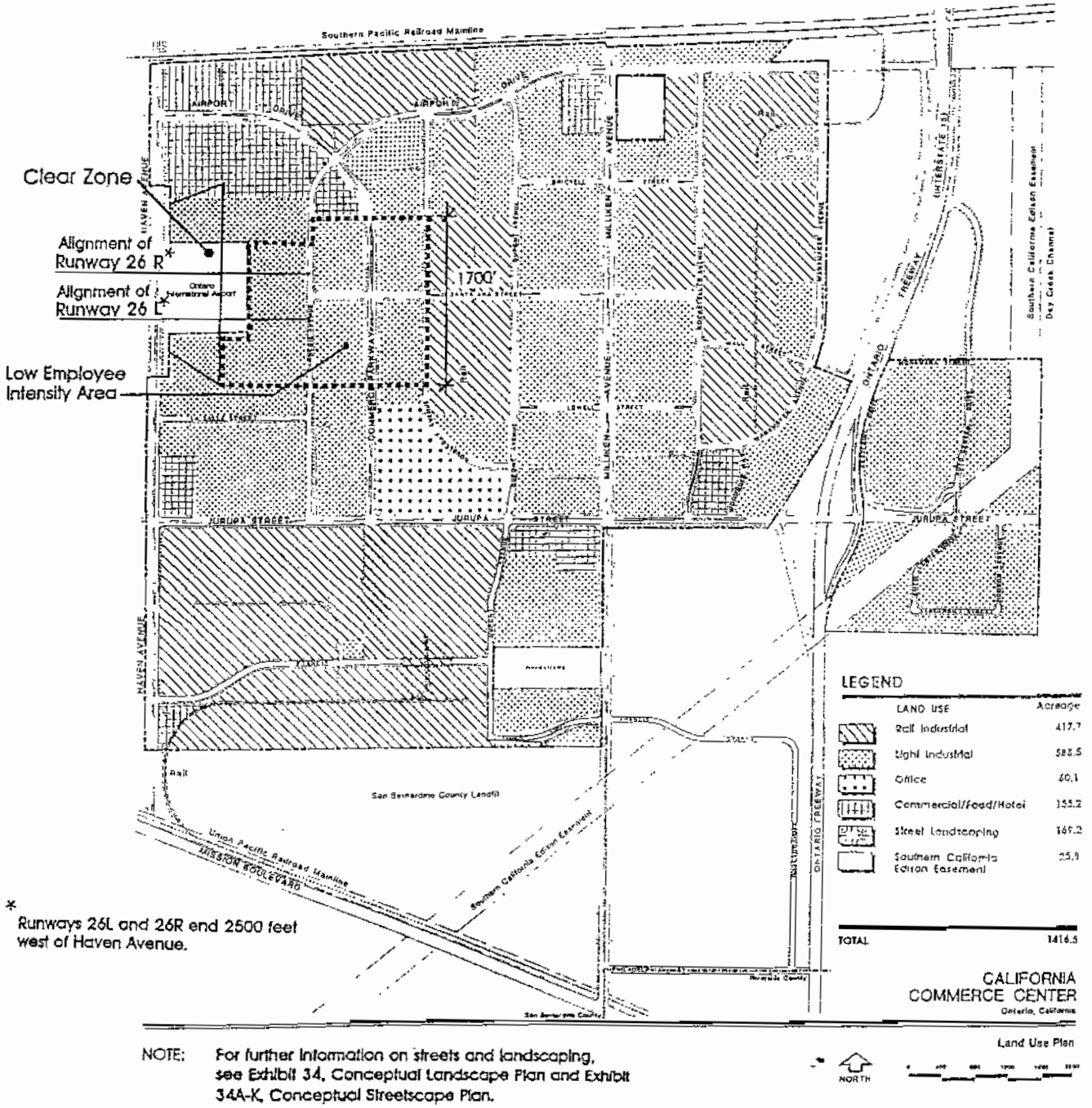
2. LIGHT INDUSTRIAL USES

The Industrial category will include industrial buildings together with administrative business offices associated with permitted uses. Industrial development will consist primarily of corporate manufacturing, research and development, multi-tenant industrial, and corporate terminals with air-related facilities. The buildings will be predominantly single story.

The Industrial category will occupy approximately 588.5 acres, or 41.5% of the project site.

EXHIBIT 17

LAND USE PLAN



* Runways 26L and 26R end 2500 feet west of Haven Avenue.

NOTE: For further information on streets and landscaping, see Exhibit 34, Conceptual Landscape Plan and Exhibit 34A-K, Conceptual Streetscape Plan.

3. OFFICE USES

The Office Development category will include corporate and general offices. Buildings will be of multiple stories ranging from low-rise garden offices (one to two stories) in clustered landscaped settings, to more urban, or mid-rise office buildings (three to eight stories).

The Office category will occupy approximately 60.1 acres, or 4% of the project site.

The design guidelines developed for the California Commerce Center will insure compatibility between the light industrial and office uses.

4. COMMERCIAL/FOOD/HOTEL

This category will include 155.2 acres, or 11% of the project site, of retail-related services such as food parks, retail facilities, and a hotel complex. The food parks and retail facilities will be located at various points within the project area, and are intended primarily to serve local employees. Food parks will be located within walking distance of many of the industrial/office uses to reduce mid-day automobile travel. Food parks will be landscaped, and may offer open space areas or courtyards to provide a pleasant setting.

The hotel complex will be located near the Ontario Airport and is intended to service air travellers. The complex will be urban in character, multi-story, with retail and office uses on the ground floor and in adjacent buildings.

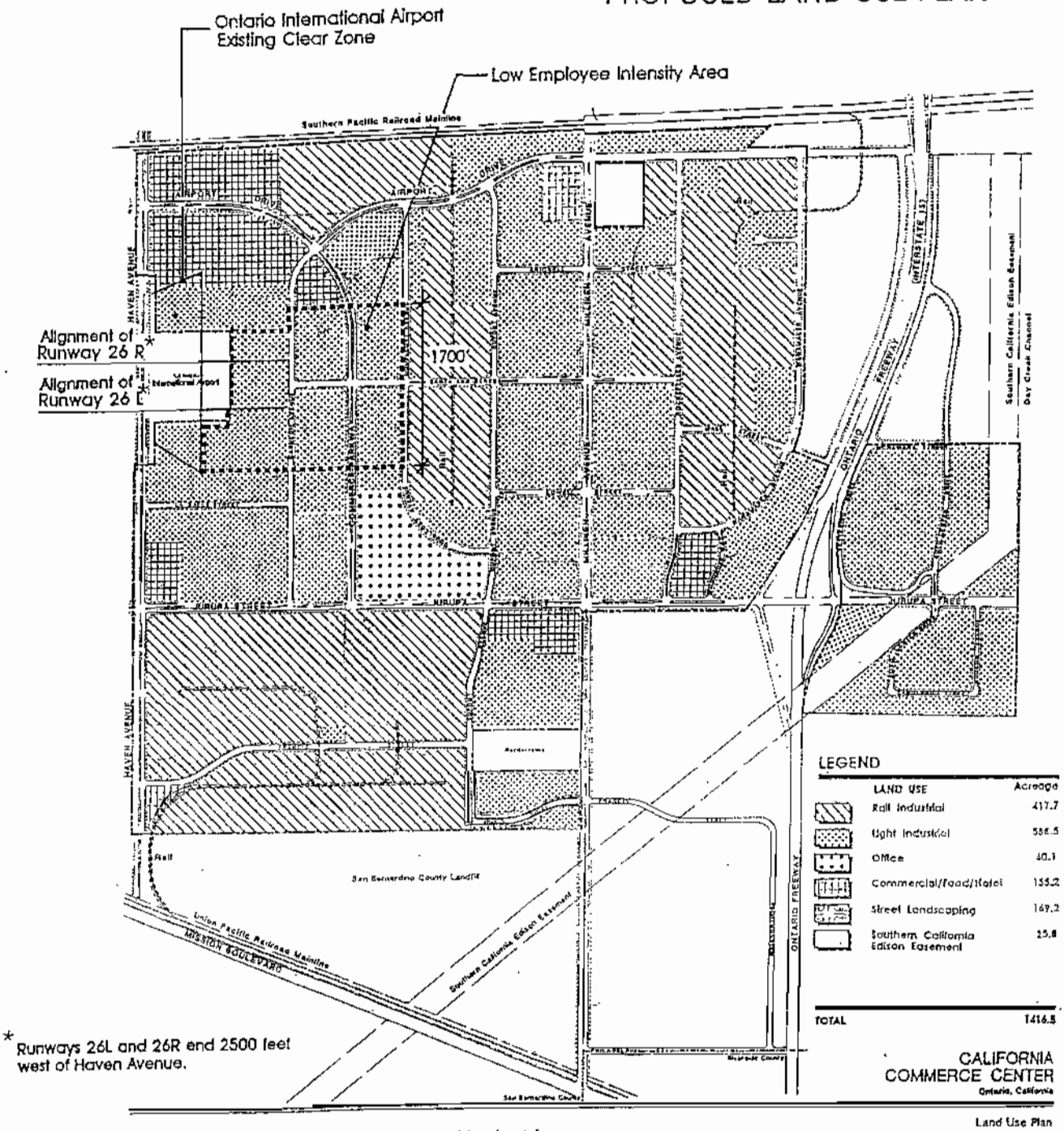
5. AIRPORT RELATED ALTERNATIVE

This category relates to the 167.4 acres, or 12% of the project site, located east of Haven Avenue, north of Jurupa Street, south of Airport Drive, and west of Commerce Parkway. This area has potential taxiway access to Ontario International Airport. Uses in this area may include aircraft manufacturing, service, storage, air cargo, airline food service, executive air terminals, general aviation facilities, and other related uses. The proposed streets and taxiways shown on Exhibit 17A, Airport Related Alternative Land Use Plan, are conceptual. More refined configurations will be developed when specific uses are identified.

If this alternative is implemented, development standards will be prepared during the "minor revision process", based on a more specific development design, and prior to submittal of a specific development plan.

EXHIBIT 17A

AIRPORT RELATED ALTERNATIVE
PROPOSED LAND USE PLAN



* Runways 26L and 26R end 2500 feet west of Haven Avenue.

NOTE: For further information on streets and landscaping, see exhibit 34, Conceptual Landscape Plan and 34A-K.

B. PHASING

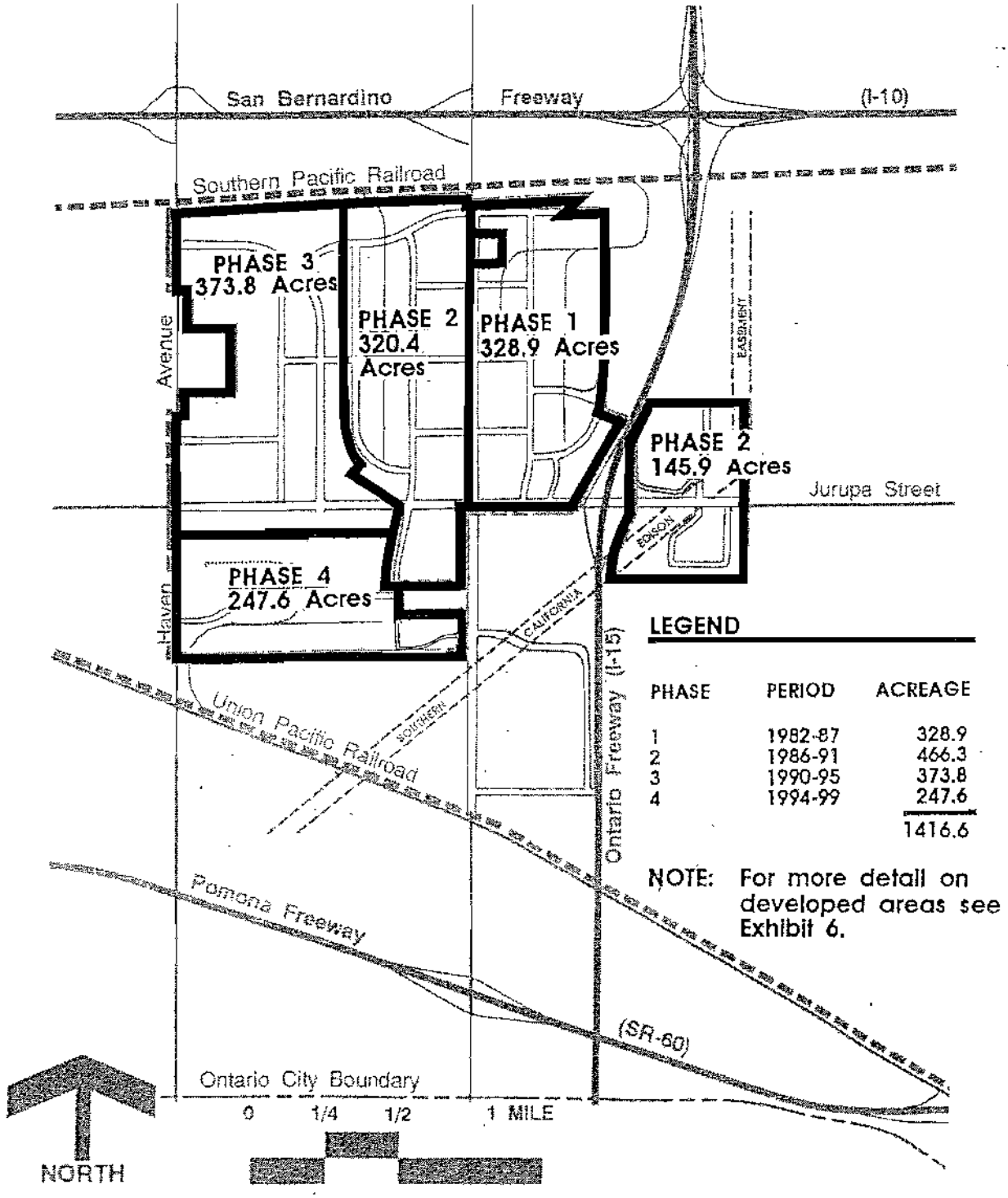
Development of the California Commerce Center project will proceed over an estimated seventeen year timeframe. Four preliminary phases have been outlined for construction of the project, the first phase being the area east of Milliken Avenue. Table 1 summarizes the approximate acreage and square footage of land uses to be developed. Approximately 248 to 466 net acres will be developed during each of these phases. The phasing of streets and utilities will generally correspond to this, preceding actual construction in each phase (see Exhibit 18, Phasing Plan). A consolidated infrastructure phasing plan shall be submitted to the City of Ontario for approval prior to construction of any phase of development. This phasing plan shall incorporate all items which may be necessary to service the phase under consideration, and shall consider circulation of roads, water, sewer, storm drain systems, utilities, etc.

The phases presented for both land development and the construction of utilities and roads will continue to be refined as development proceeds.

Any minor revisions to these phasing plans will require only the approval of the Development Advisory Board, as outlined in Section IX.A. of this document, Amendment Process, Minor Revisions.

EXHIBIT 18

PHASING PLAN



LEGEND

PHASE	PERIOD	ACREAGE
1	1982-87	328.9
2	1986-91	466.3
3	1990-95	373.8
4	1994-99	247.6
		1416.6

NOTE: For more detail on developed areas see Exhibit 6.

C. CIRCULATION AND ACCESS

The circulation system for the site forms a classic east-west/north-south grid between Haven Avenue and the Ontario Freeway (Interstate 15). These alignments reflect the basic street pattern already established elsewhere in the City (see Exhibit 19, Proposed Internal Circulation).

The efficient street pattern features two key east-west routes, Airport Drive (north) and Jurupa Street (south-central), and a major north-south route, Commerce Parkway (paralleled further east by Milliken Avenue). Commerce Parkway meets Jurupa at a four-way intersection, and Milliken meets Jurupa at a major standard 4-way intersection. The Rail Industrial area south of Jurupa is accessible from Haven Avenue, Commerce Parkway, Dupont Avenue and Peachtree Street. The future auto center east of the Ontario Freeway is also reached from Jurupa Street.

The super-imposition of this grid system on Commerce Parkway maximizes points of ingress and egress within the project. Based on traffic studies and projections done for the preparation of the Environmental Impact Report for this project, the proposed circulation network appears to be well-oriented toward serving future traffic demands in the area (see Exhibit 20, Daily Trip Generation by Project Site Sub-Area).

Airport, Jurupa, and Commerce Parkway form the major traffic spines, accessing individual land uses throughout the Commerce Center, and providing direct access from the Ontario Freeway to Ontario International Airport.

The following table provides trips per day by land use:

TABLE 2
TRIPS PER DAY BY LAND USE

Land Use	Vehicular Trips/Day*
Rail Industrial	22,237
Light Industrial	65,506
Office	15,620
Commercial/Food/Hotel	42,626
TOTAL	145,989

*Factors supplied by Donald Frischer Associates based on proposed land use plan.

EXHIBIT 19

PROPOSED INTERNAL CIRCULATION

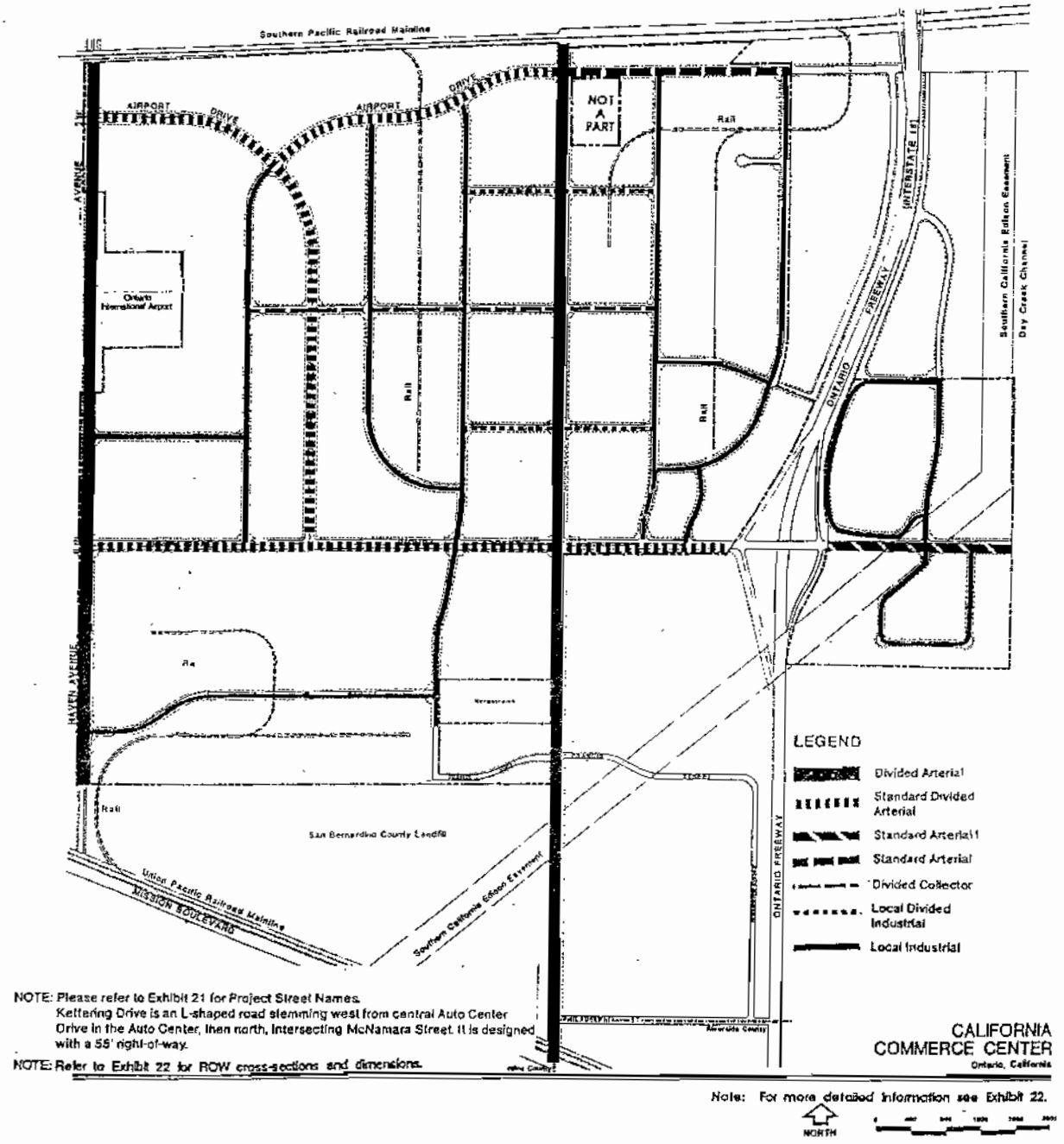
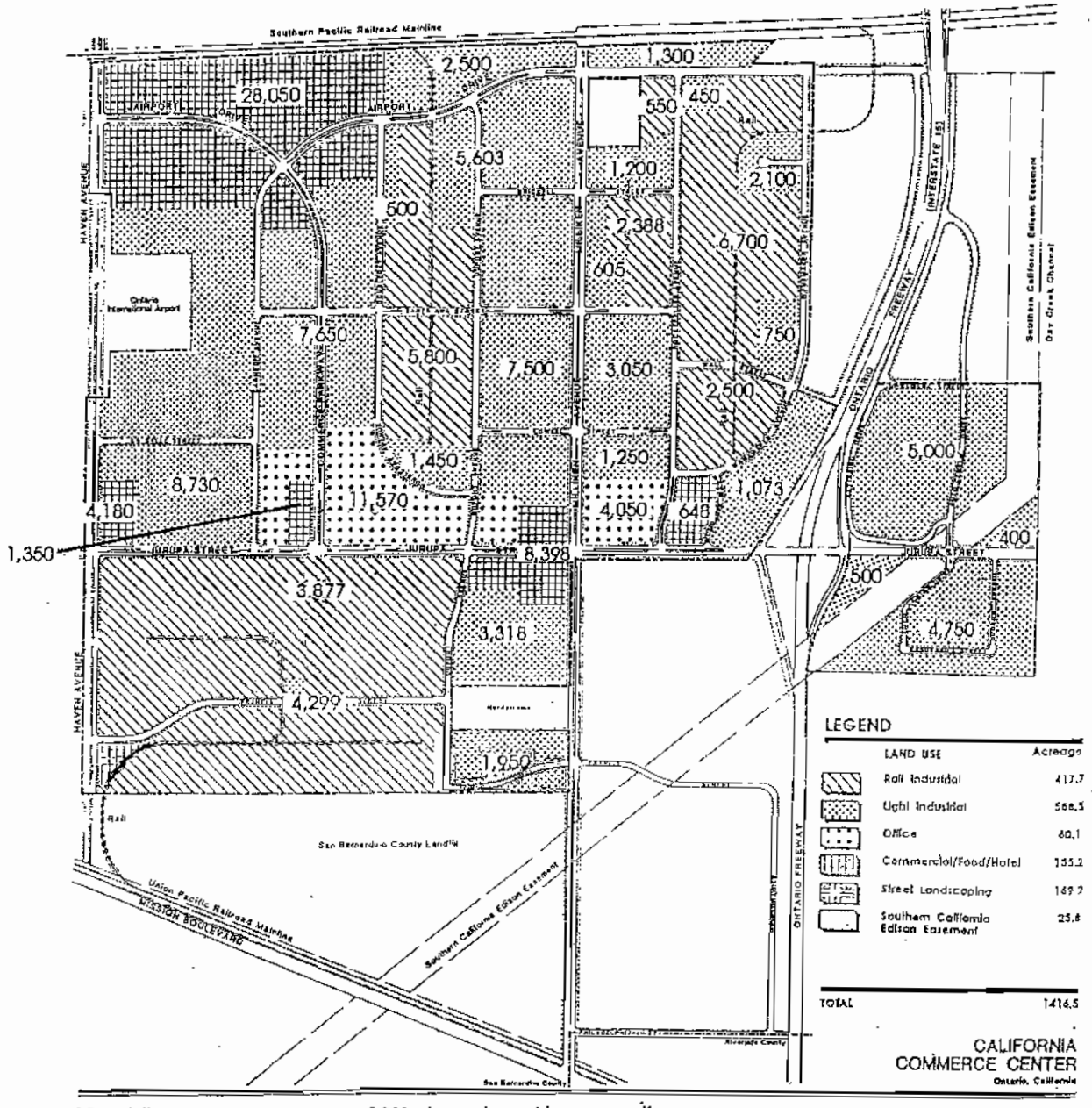


EXHIBIT 20

DAILY TRIP GENERATION
(By Project Site Sub Area)



SOURCE: Updated January, 1991, based on trip generation factors provided by Donald Frischer and Associates.

NOTE: For further information on streets and landscaping, see Exhibit 34, Conceptual Landscape Plan and 34A-K.

For current land use, see exhibit 17

1. VEHICULAR CIRCULATION SYSTEM

The proposed street network is generally consistent with the City of Ontario's Master Plan of Streets, except for the alignment of Airport Drive, Commerce Parkway, and Jurupa Street. Airport Drive, east of Haven Avenue, curves southerly where it becomes Commerce Parkway. At this intersection, Airport Drive stems back to the northeast and continues in an easterly alignment, intersecting with Milliken Avenue. Commerce Parkway continues southward from the intersection with Airport Drive and intersects with Jurupa Avenue. Airport Drive and Jurupa Avenue thus form the major entry roads and Commerce Parkway the spine at the project site. The revised street pattern will provide a continuous access route from the Ontario Freeway, Milliken Avenue, and Jurupa Street to the Airport for airport-related traffic, as well as provide continuous access throughout the site for project-related traffic.

Street signage: all street signage, traffic control signage, etc., shall conform to City of Ontario standards.

No cul-de-sac street in this project will be designed to more than 500' in length. Cul-de-sac bulbs shall be reviewed by the fire department to assure proper turn around access.

2. STREET NAMES

Street names have been selected to reflect the dynamic elements of a commerce center. The east-west streets are named after some of the great financial streets of the nation. The names of the north-south streets represent some of the pre-eminent financial entrepreneurs of this country (see Exhibit 21, Project Street Names).

3. STREET HIERARCHY

Arterial streets, as proposed, will run primarily in an east-west or north-south direction, their location and spacing are largely determined by the existing one-half mile grid system which is the basis for the City of Ontario's Master Plan of Streets and Highways, and are also due to the presence of the mainline railroad tracks at the north and south edges of the site.

a. Divided Arterial

Milliken Avenue

Milliken Avenue is an existing north-south arterial extending from Fourth Street, north of the project area, south to the Pomona Freeway. It is currently developed as a two-lane highway with interchanges at both the San Bernardino Freeway and the Pomona Freeway. As part of this project, Milliken Avenue will be upgraded to a six-lane, divided arterial within the boundaries of the project, and will function as a major north-south through route. This street will consist of a 120' right-of-way (property line to property line) with a 94' curb-to-curb dimension including a 14' median (see Exhibit 22, Section A).

Haven Avenue

Haven Avenue is presently a discontinuous north-south arterial with an interchange at the San Bernardino Freeway. This street will be developed as a six-lane, divided arterial (120' right-of-way from property line to property line) from south of Airport Drive, to provide a second major north-south access route (see Exhibit 22, Section A). It will be developed as an eight-lane, divided arterial from Airport Drive to the I-10 Freeway, to provide capacity for the additional traffic travelling north of the I-10 Freeway and beyond. Improvement of this street to a six-lane and eight-lane divided arterial will be made in advance of the traffic needs of this project. The development of this Specific Plan by phases, as shown, will include widening and improvements to Haven Avenue, both adjacent to the phased developments, and off-site if traffic generated by a phase requires off-site street improvements in order to accommodate the generated traffic. The necessity and timing for these improvements shall be determined by a C.C.C.-prepared Traffic Monitoring Program to be approved by the City of Ontario. This program shall identify street and signal requirements in advance of development, and shall establish C.C.C. funding mechanism.

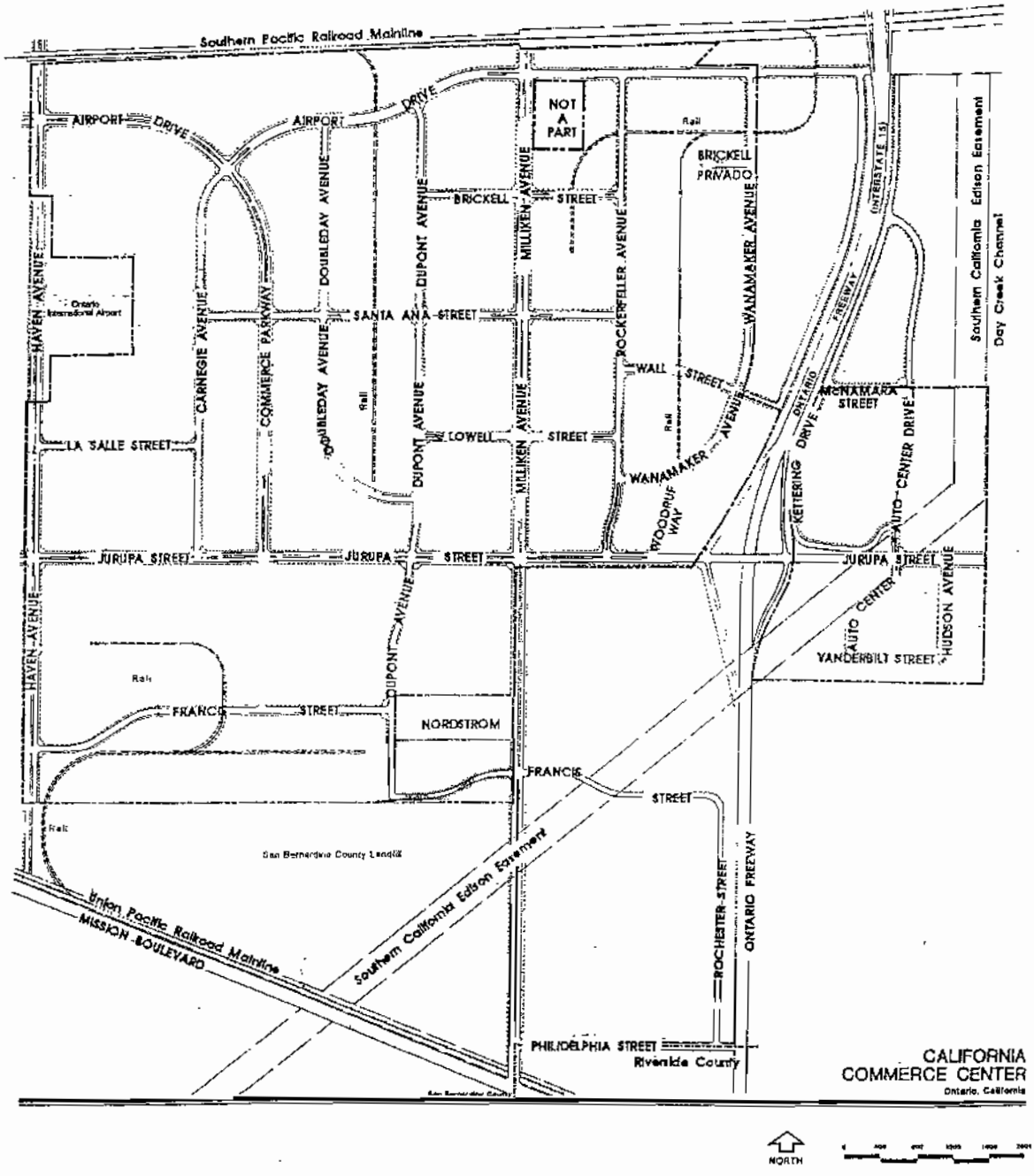
C.C.C. shall also contribute to the funding of Haven Avenue Grade Separation at the S.P.R.R. and U.P.R.R. tracks. Such contribution shall be based upon the portion of generated traffic of the Specific Plan area to the total projected traffic on Haven Avenue at the respective location, or consistent with the funding mechanism established through the ground access implementation program. This funding shall be provided at such time the City of Ontario has obtained agreements from the respective railroad companies for the construction of the grade crossings. C.C.C. shall also agree to dedicate to the City of Ontario necessary rights-of-way for the grade separation construction at the Southern Pacific Railroad, at such time the respective railroad agreements are required.

Commerce Parkway (between Airport Drive and Jurupa Street)

Commerce Parkway will be the major spine road for the development, formed by connecting the eastward extension of Airport Drive from Haven Avenue, to the westward extension of Jurupa Street from Milliken Avenue. Commerce Parkway will be a standard divided arterial with a 104' right-of-way (property line to property line), with a 94' curb-to-curb dimension including a 14' median (see Exhibit 22, Section B).

EXHIBIT 21

PROJECT STREET NAMES



Airport Drive (west of Milliken Avenue)
Jurupa Street (west of I-15)

Airport Drive west of Milliken Avenue, and Jurupa Street west of I-15, will be improved as major six-lane, standard divided arterials with a 104' right-of-way (property line to property line), with a 94' curb-to-curb dimension including a 14' median (see Exhibit 22, Section B).

b. Standard Arterial

Jurupa Street (east of I-15)
Airport Drive (east of Milliken Avenue)

Jurupa Street (east of I-15) will be developed as a standard arterial, consisting of a 120' right-of-way (property line to property line), with a 94' curb-to-curb dimension (see Exhibit 22, Section BB).

Airport Drive between the Ontario Freeway and Milliken Avenue will be developed as a standard arterial, consisting of a 100' right-of-way (property line to property line), with a 76' curb-to-curb dimension (see Exhibit 22, Section C).

c. Divided Collector

Santa Ana Street & Rockefeller Avenue
(South of Wanamaker Avenue)

Santa Ana Street is shown on the City of Ontario's Master Plan of Streets as a collector street with the same basic alignment as that proposed. When developed, this street will be a four-lane divided collector, providing a major east-west link between Milliken Avenue and the project spine road. This street will consist of an 82' right-of-way. Curb-to-curb dimension will be 80' including a 16' median east of Doubleday (see Exhibit 22, Section E) and no median west of Doubleday.

d. Local Divided Industrial Street

Brickell Street and Lowell Street
(east of Milliken Avenue)

Brickell Street and Lowell Street will form the basis for the other east-westerly aligned streets within the development. Each will be extended west of Milliken Avenue to connect with Dupont Avenue. Inclusion of these streets west of Milliken Avenue shall provide access points to adjoining parcels, thereby reducing the need to access these parcels from Milliken Avenue. These streets will consist of a 72' right-of-way. Curb-to-curb dimension will be 70' including a 16' median (see Exhibit 22, Section F).

e. Local Industrial Street

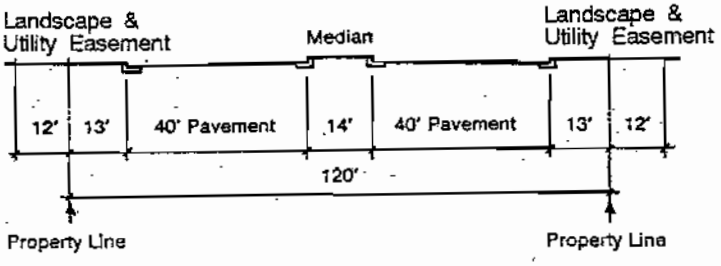
Auto Center Drive
Carnegie Avenue
Commerce Parkway (south of Jurupa Street)
Doubleday Avenue
Dupont Avenue

Francis Street
Hudson Avenue
Kettering Drive
La Salle Street
McNamara Street
Rockefeller Avenue (north of Wanamaker Avenue)
Vanderbilt Street
Wall Street
Wanamaker Avenue
Woodruff Way

Local industrial streets will form the basis for the internal circulation. These streets will be two lanes without medians and will consist of varying widths ranging from a 78' right-of-way to a 50' right-of-way (see Exhibit 22, Sections G, H, I, J, K and L).

EXHIBIT 22

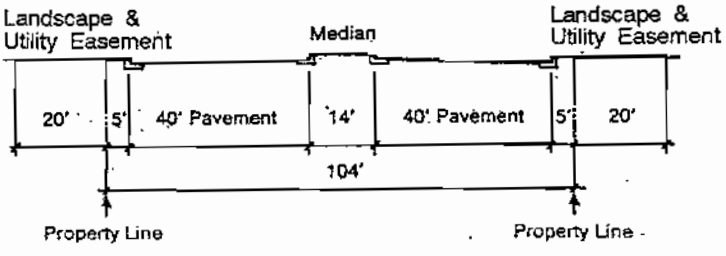
STREET HIERARCHY and TYPICAL SECTIONS



SECTION A

DIVIDED ARTERIAL

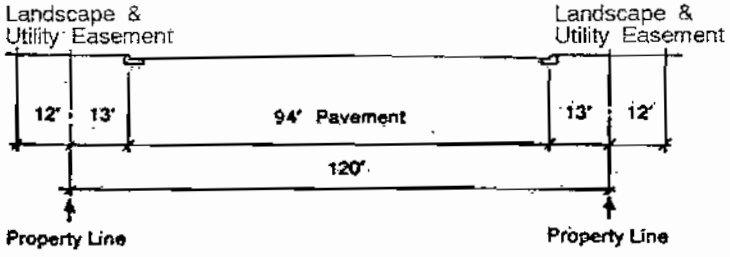
- MILLIKEN AVENUE
- HAVEN AVENUE



SECTION B

STANDARD DIVIDED ARTERIAL

- JURUPA STREET (West of I-15)
- AIRPORT DRIVE (West of Milliken Avenue)
- COMMERCE PARKWAY (North of Jurupa)



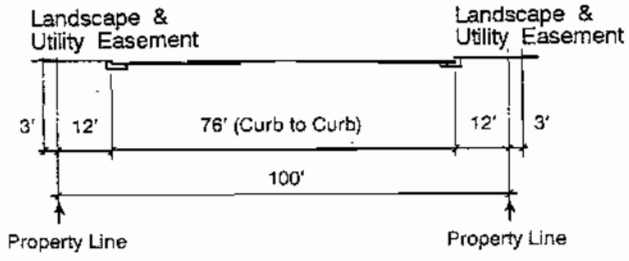
SECTION C

STANDARD ARTERIAL

- JURUPA STREET (East of I-15)

EXHIBIT 22 (Continued)

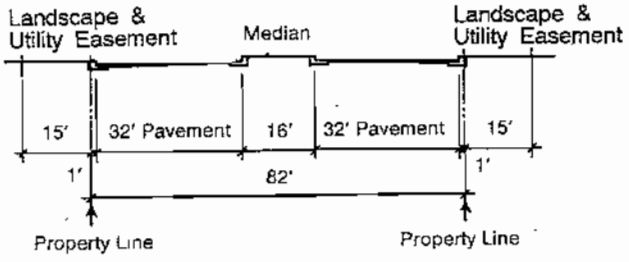
STREET HIERARCHY and TYPICAL SECTIONS



SECTION D

STANDARD ARTERIAL

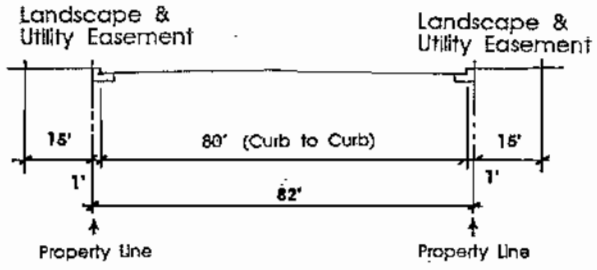
- AIRPORT DRIVE (East of Milliken Avenue)



SECTION E

DIVIDED COLLECTOR

- SANTA ANA STREET (East of Doubleday)
- ROCKEFELLER AVENUE (South of Wanamaker)

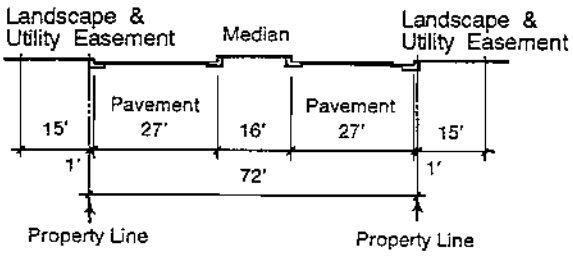


DIVIDED COLLECTOR

- SANTA ANA STREET (West of Doubleday)

EXHIBIT 22 (Continued)

STREET HIERARCHY and TYPICAL SECTIONS

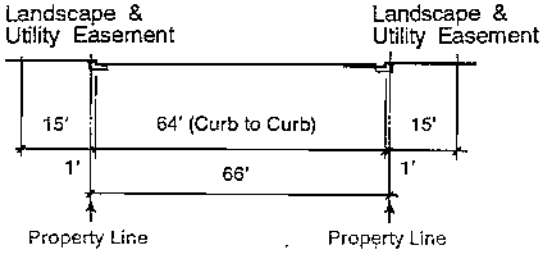


SECTION F

LOCAL DIVIDED INDUSTRIAL STREET:

- BRICKELL STREET
- LOWELL STREET

NOTE: Information applies east of Milliken. Painted median exists west of Milliken.

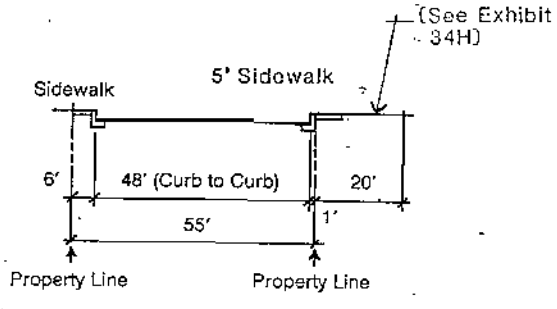


SECTION G

LOCAL INDUSTRIAL STREET:

- AUTO CENTER DRIVE
- CARNEGIE AVENUE
- DOUBLEDAY AVENUE
- FRANCIS STREET
- LaSALLE STREET
- McNAMARA STREET
- ROCKEFELLER AVENUE (North of Wanamaker Avenue)
- WALL STREET
- WANAMAKER AVENUE
- ~~Commerce Parkway (EXTENDING APPROXIMATELY 700' NORTH OF FRANCIS)~~
- Dupont Avenue

NOTE: McNamara Street and portions of Auto Center Drive in the Auto Center have received landscaping treatment similar to Kettering Drive, including standard sidewalks, display parking areas and varying landscape design.



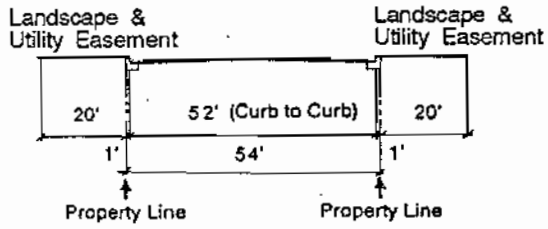
SECTION H

LOCAL INDUSTRIAL STREET:

- KETTERING DRIVE

EXHIBIT 22 (Continued)

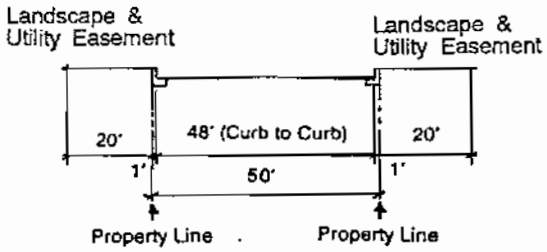
STREET HIERARCHY and TYPICAL SECTIONS



SECTION I

LOCAL INDUSTRIAL STREET:

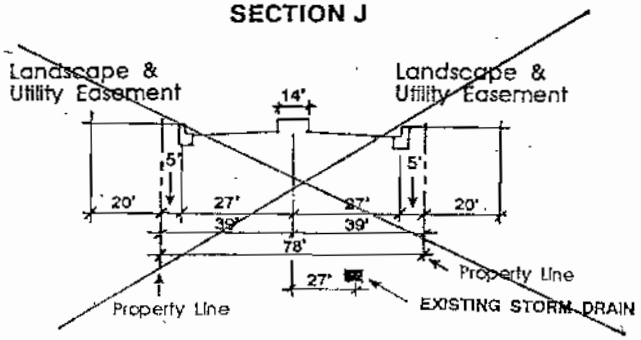
- AUTO CENTER DRIVE (South of Jurupa Street)
- HUDSON AVE.
- VANDERBILT STREET



SECTION J

LOCAL INDUSTRIAL STREET

- WOODRUFF WAY

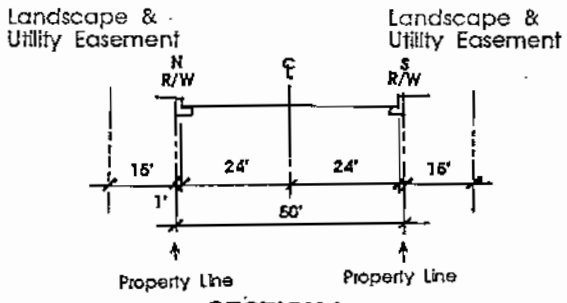


SECTION K

LOCAL INDUSTRIAL STREET

- ~~COMMERCE PARKWAY (EXTENDING APPROXIMATELY 700' SOUTH OF JURUPA)~~

~~Note: Northbound left turn pocket at Jurupa will have a median.~~



SECTION L

LOCAL INDUSTRIAL STREET

4. RAILROAD ACCESS

A Master Plan of railroad access has been prepared to illustrate conceptually how rail spurs from the Southern Pacific and Union Pacific Railroad mainlines will serve rail industrial uses within the project (see Exhibit 23, Railroad Access Master Plan). If rail lines are extended as development progresses, locations and precise alignments shall be determined by applicable parcel maps and/or site plan applications and review. California Commerce Center will pay all costs and fees for the construction of rail service to the Specific Plan area, which may be imposed on the City by the railroads and the Public Utilities Commission. This shall include crossing signals, and any additional bridge widening costs required to provide rail facilities to the Specific Plan area. (i.e., Haven Avenue/S.P.R.R. Grade Separation).

The applicant will install appropriate warning signal lights and/or potential gates as may be required by the City Engineering Department for the railroad crossing at Airport Drive, west of Milliken Avenue.

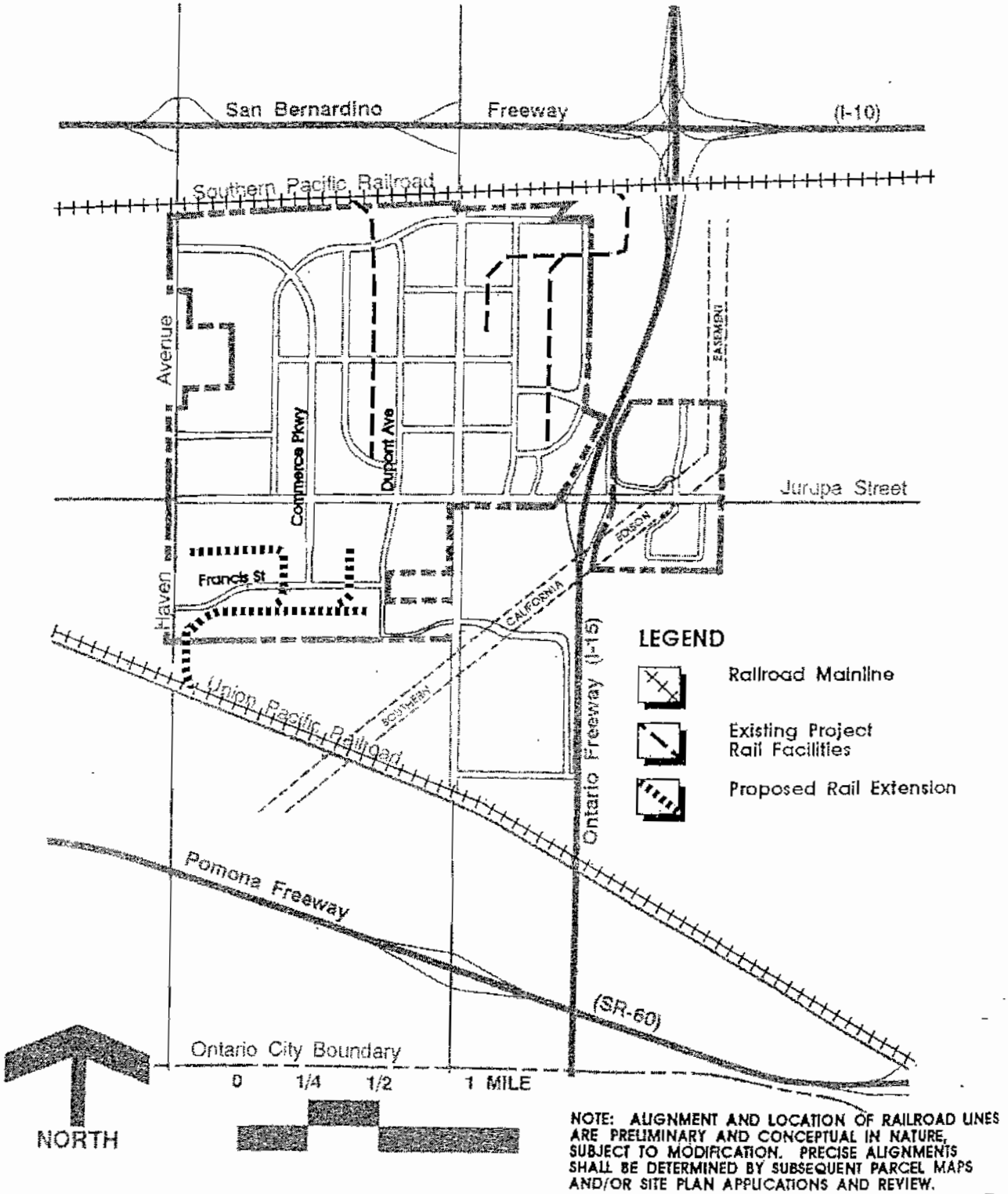
Only parcels which are developed to Rail Industrial standards shall have access to and use of the rail.

5. SIDEWALKS

Sidewalks will be constructed along Jurupa Street, (west of Milliken Avenue). Commerce Parkway (between Airport Drive and Jurupa Street), Airport Drive (west of Milliken Avenue) and east side of Haven Avenue. Sidewalks may also be required on other streets as determined by the City Engineer. Precise alignment and installation responsibilities will be determined as part of the site plan process.

EXHIBIT 23

RAILROAD ACCESS MASTER PLAN



NOTE: ALIGNMENT AND LOCATION OF RAILROAD LINES ARE PRELIMINARY AND CONCEPTUAL IN NATURE, SUBJECT TO MODIFICATION. PRECISE ALIGNMENTS SHALL BE DETERMINED BY SUBSEQUENT PARCEL MAPS AND/OR SITE PLAN APPLICATIONS AND REVIEW.

D. INFRASTRUCTURE

1. PHASING OF UTILITIES

The construction of new infrastructure, utilities, and any necessary improvements to existing utilities, will be phased as required in general conformance with the phasing of project development. Streets and utilities will be constructed and improved in the early stages of each phase to insure that the projected demands of development occurring in the individual phases are met. The street and utility phasing plan designates a four-phase plan spanning a period from 1982 to 1999. Like the project development phasing plan, this plan is conceptual in nature and will be refined as development proceeds. Exhibit 25, Street and Utility Phasing Plan, shows the location of these four phases. The phasing of the infrastructure for utilities shall be approved by the City Engineer. If so determined by the City Engineer, portions of the infrastructure may be required to be completed even though it is not in sequence with a proposed phase, as shown in Exhibit 25.

2. STORM DRAIN SYSTEM

C.C.C. shall construct all drainage facilities in the Specific Plan area necessary to provide 100-year flood protection (see Exhibit 26, Conceptual Storm Drain Master Plan). Additionally, C.C.C. shall obtain necessary rights-of-way and construct storm drain facilities adequate to carry the design storm flows from the Specific Plan area to Lower Deer Creek.

C.C.C. shall address and construct the following:

a. Drainage flows to Lower Deer Creek should be retained/restricted, not to exceed the functional 100-year capacity of the existing "improved" channel facilities of Lower Deer Creek.

b. Lower Deer Creek has been improved to prevent continued erosion, siltation, and potential flood damage to downstream properties (see Exhibit 26).

A Master Plan of storm drains has been developed for the project site, as depicted on Exhibit 25. This plan divides the site into three areas.

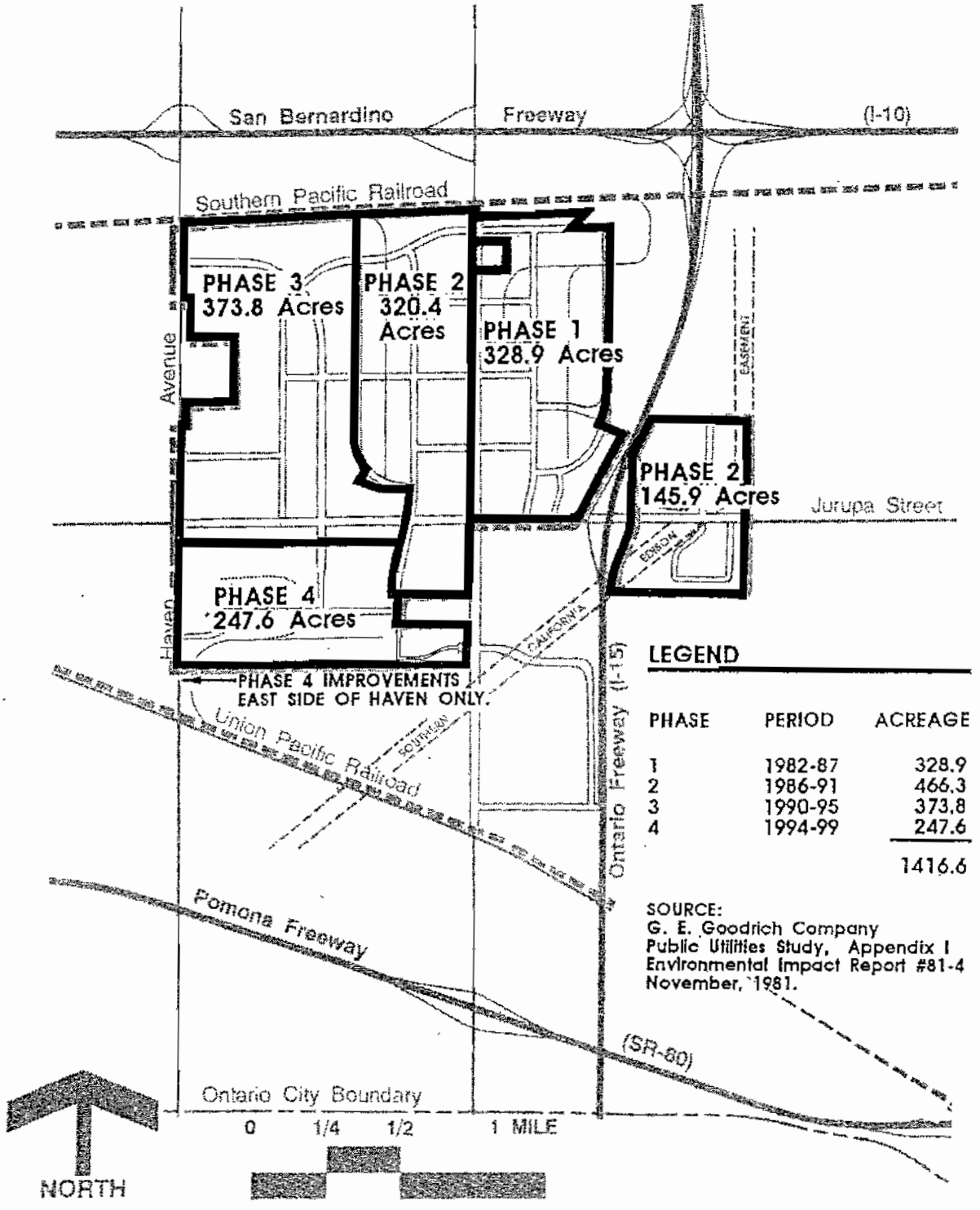
Area 1 is the land area east of the Ontario Freeway. Drainage plans for this area provide for an outlet into the Wineville Retarding Basin.

Area 2 is the land area east of Milliken Avenue, west of the Ontario Freeway, and north of Jurupa Street. This system will be served by an existing box culvert under the Ontario Freeway, which will also drain into the Wineville Retarding Basin.

The land area west of Milliken Avenue comprises Area 3 and the remainder of the site. This area is tributary to Cucamonga Creek by way of Lower Deer Creek. C.C.C. has developed a Comprehensive Master Plan of drainage for Lower Deer Creek, which has been approved by the City of Ontario and the San Bernardino County Flood Control District. C.C.C. shall be responsible to construct all Specific Plan area storm drains, in addition to a storm drain connecting to Lower Deer Creek (including right-of-way acquisition).

EXHIBIT 25

STREET and UTILITY PHASING PLAN



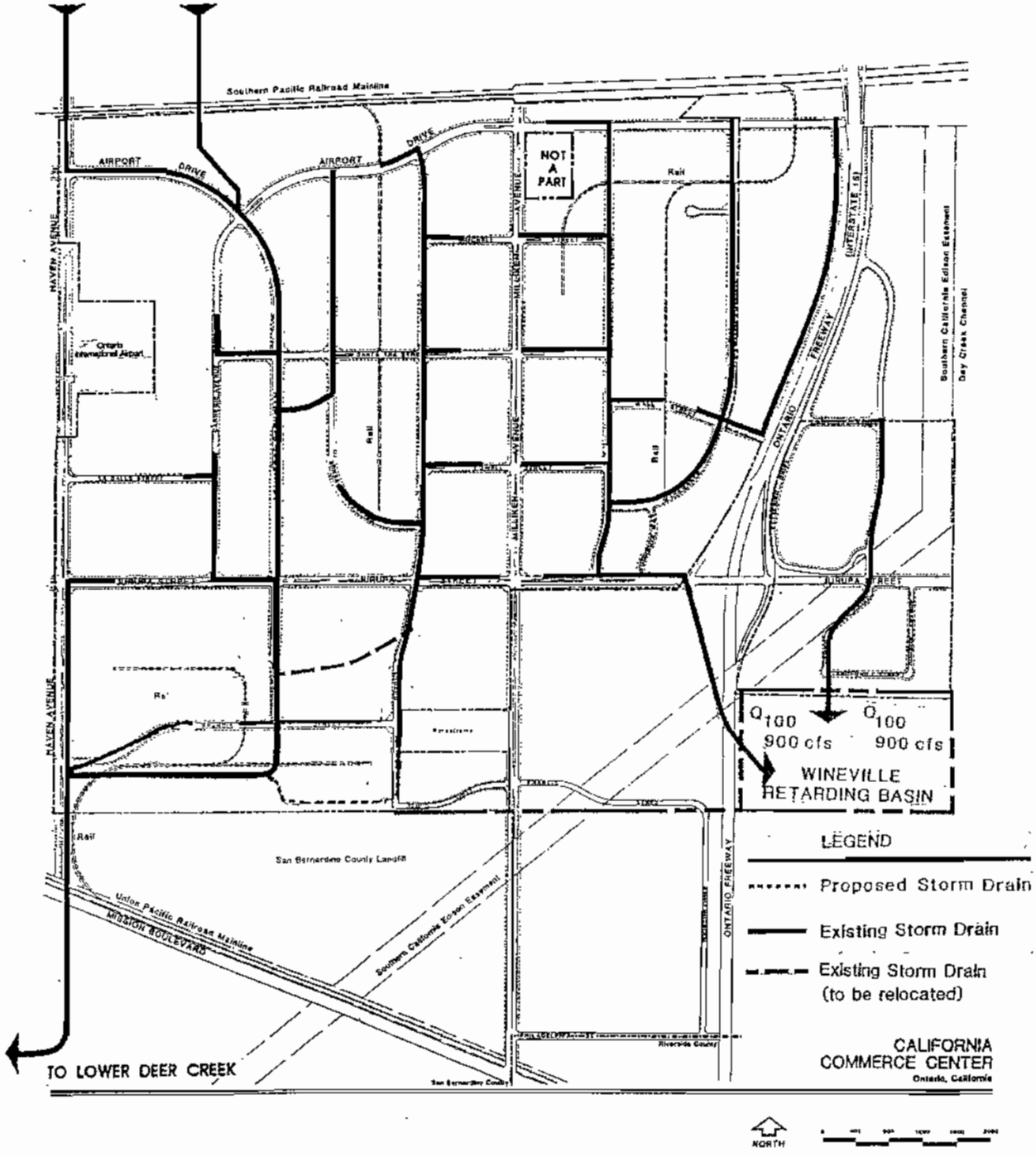
LEGEND

PHASE	PERIOD	ACREAGE
1	1982-87	328.9
2	1986-91	466.3
3	1990-95	373.8
4	1994-99	247.6
		1416.6

SOURCE:
G. E. Goodrich Company
Public Utilities Study, Appendix I
Environmental Impact Report #81-4
November, 1981.

EXHIBIT 26

CONCEPTUAL STORM DRAIN MASTER PLAN



3. WATER SYSTEM

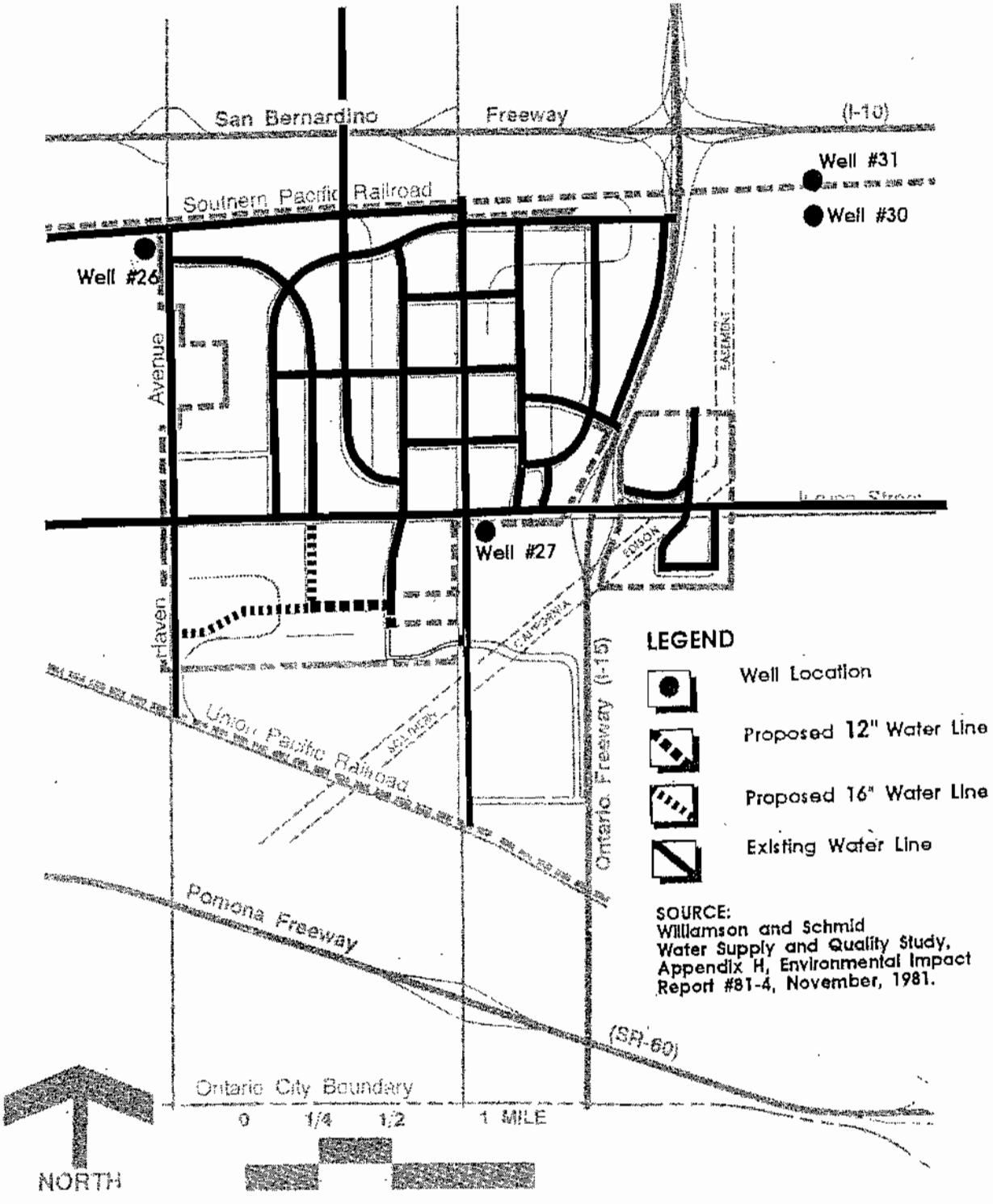
The water system for the project will consist of a well water distribution system. The source for this water will be the City of Ontario's wells, located near, or within, the project site. C.C.C. has prepared a Technical Master Plan for water service under a separate cover. This Master Plan indicates all water facilities required to serve the Specific Plan boundary, as well as any off-site facilities necessary to provide service and meet fire flow requirements. The Master Plan examines threshold limits by phases, and specifies the expansion of the water system infrastructure required by development and construction. It also identifies present deficiencies in the existing City water system which will need to be mitigated in order to provide service.

The Master Plan also defines development needs in terms of flow requirements based on proposed land use as designated in the Specific Plan. In the event C.C.C. elects to develop a higher density or modify the phasing as shown in the Specific Plan, C.C.C. shall request a revision to the Master Plan from the City of Ontario. These revisions may require additional on-site and/or off-site water system improvements. Should C.C.C. require service in advance of the City's ability to supply, system improvements shall be installed under a C.C.C.-sponsored improvement program. C.C.C. may request participation pursuant to City policy in effect at the time of request for facility oversizing, and/or off-site construction at the time the improvements are made. Fee schedules in effect at the time of development shall also be applied. Public water facilities will be placed in dedicated public streets, in other dedicated easements within private streets, or in other dedicated easements subject to the approval of the City Engineer and Public Services Director (see Exhibit 27, Water Master Plan).

Waterlines will be installed in all streets having lot frontage. The minimum size for these lines will be twelve inches. An additional line of sixteen inches will cross between Milliken and Haven Avenues to supplement the flow of well water on the east side of the project to areas west of the project. The water lines will be designed to provide a combined domestic and fire flow of 6000 gallons per minute (gpm). Specifically, 1000 gpm will be provided for industrial domestic use, and 5000 gpm for fire flow, as required by the City of Ontario.

EXHIBIT 27

WATER MASTER PLAN



4. WASTEWATER

C.C.C. has prepared a Technical Master Plan for sewer service under a separate cover. The Master Plan identifies flows based on generation factors pursuant to proposed land use. The Master Plan also specifies the size and capacities of the system to be constructed by C.C.C., as well as the capacities of the Fontana and Cucamonga Interceptors. The capacity limitations of Regional Plant No. 1 are also to be identified. The Master Plan specifies additional interceptor lines and treatment plan facilities required to service the Specific Plan area. The construction of any additional facilities to accommodate flows from the Specific Plan area shall be the responsibility of C.C.C. Concurrently, the City of Ontario will work with C.C.C. and the CBMWD to plan for the construction of additional facilities required to service the east end area. The City of Ontario shall not be obligated to assure C.C.C. capacity on connections to any facilities under the jurisdiction of the CBMWD. Master Plan exhibits are included in the Specific Plan. Any change in Master Plan use shall necessitate a revision to the Master Plan, and require appropriate agency approval. C.C.C. shall also agree to dedicate right-of-way to CBMWD for the Fontana Interceptor.

Wastewater from the California Commerce Center will discharge at Milliken and Haven Avenues into the proposed Fontana Interceptor, to be located along the north border of the San Bernardino County Landfill. The Interceptor will carry the flow to the existing forty-two inch domestic line in Mission Boulevard and then to Regional Plant No. 1.

Sewer mains for the project will be eight, ten, twelve, fifteen, and eighteen inches in diameter to carry the proposed wastewater discharge from the project, and will be designed in accordance with the City of Ontario standards. The sizing of these sewer mains was based on an assumed average wastewater generation of 2,050 gpd for industrial/commercial. This was then increased by a peak factor $F = 2.42 - 0.235 \ln Q$ where Q is the average wastewater flow. Based on this, the pipes were sized for maximum fifty percent (50%) full for mains 8" in diameter.

For mains larger that 8", pipes were sized for seventy-five percent (75%) full. The minimum allowable size was 8". The estimated pipe slope used was based on the general fall of the existing ground and proposed street alignment.

The construction of these sewer lines will be phased to coincide with the project build-out time. Public wastewater facilities shall be placed in dedicated streets, in dedicated easements within private streets or, in other dedicated easements subject to the approval of the City Engineer and Public Service Director.

5. PUBLIC UTILITIES

a. Electricity

Electricity for the project will be supplied by Southern California Edison, and can be adequately serviced by the existing 12 kV lines that form the system network (see Exhibit 29, Southern California Edison).

b. Natural Gas

The Southern California Gas Company will provide natural gas to the project. The distribution lines that currently service the project area from the south are sufficient in size and pressure to service new development throughout the project (see Exhibit 30, Southern California Gas).

c. Telephone

General Telephone will provide telephone service to the project and will install new lines from their existing central facilities to the project site as construction proceeds (see Exhibit 31, General Telephone Company,).

d. Solid Waste Disposal

Solid waste disposal services will be handled by the City of Ontario, which will gradually increase its capacity to service the project over the twenty-year anticipated build-out time. The Solid Waste Superintendent shall determine type, size, quantity, and location of all solid waste receptacles. For multiple-story development, refuse compaction units shall be required.

The Solid Waste Superintendent shall determine type, quantity, and location of all refuse collection service. All refuse enclosures shall be constructed to City specifications.

EXHIBIT 28

SEWER MASTER PLAN

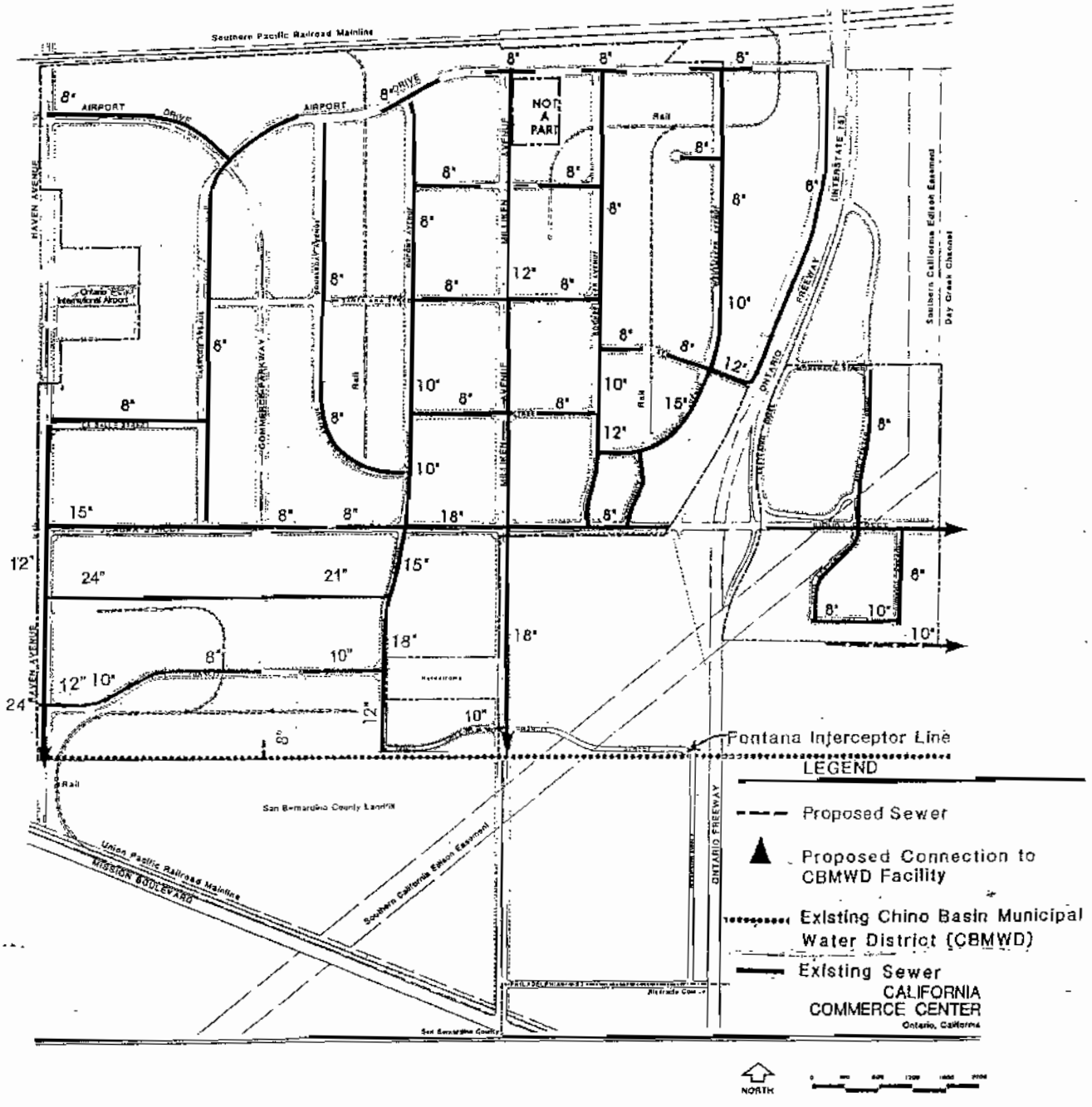


EXHIBIT 29

SOUTHERN CALIFORNIA EDISON

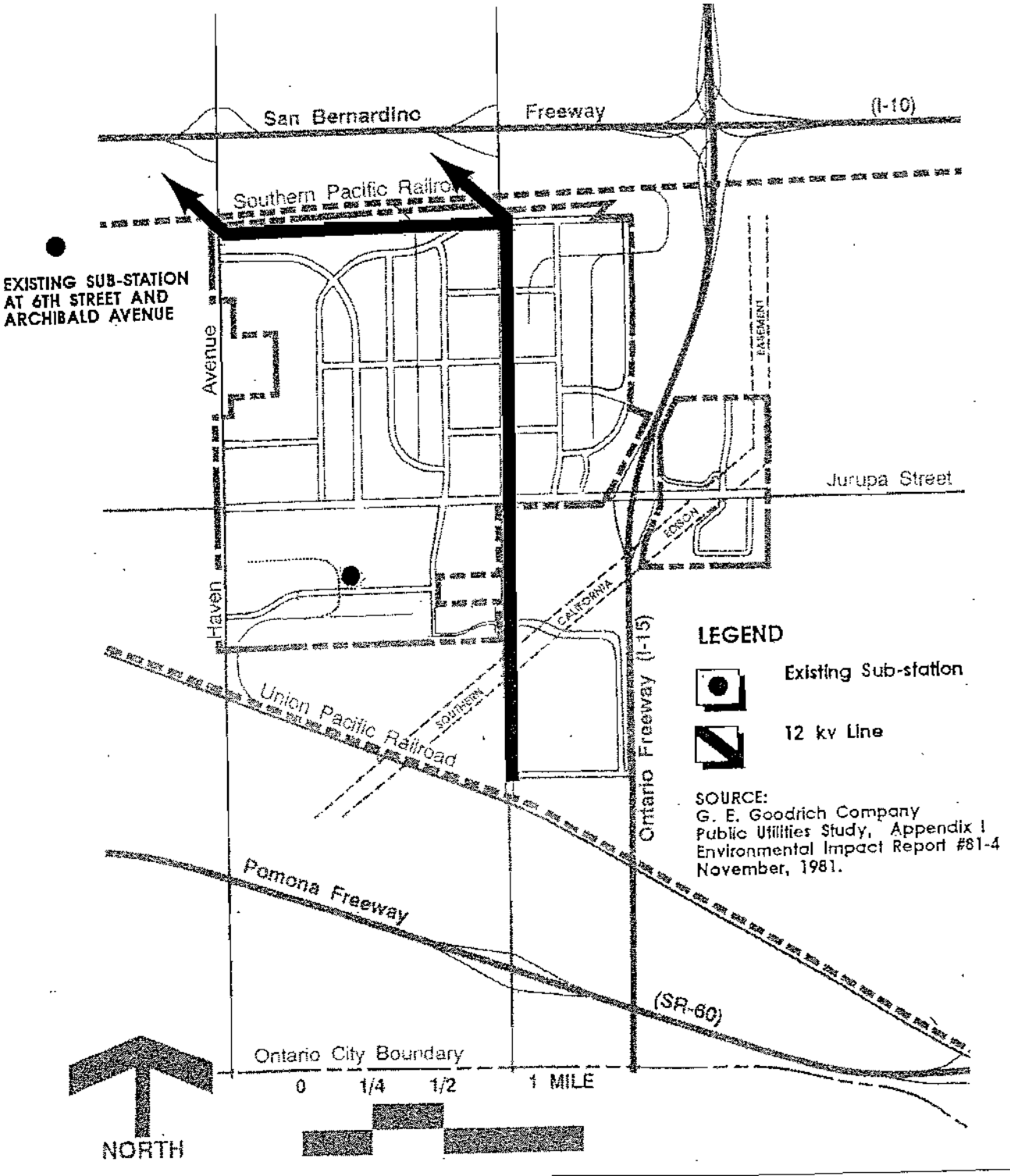


EXHIBIT 30

SOUTHERN CALIFORNIA GAS

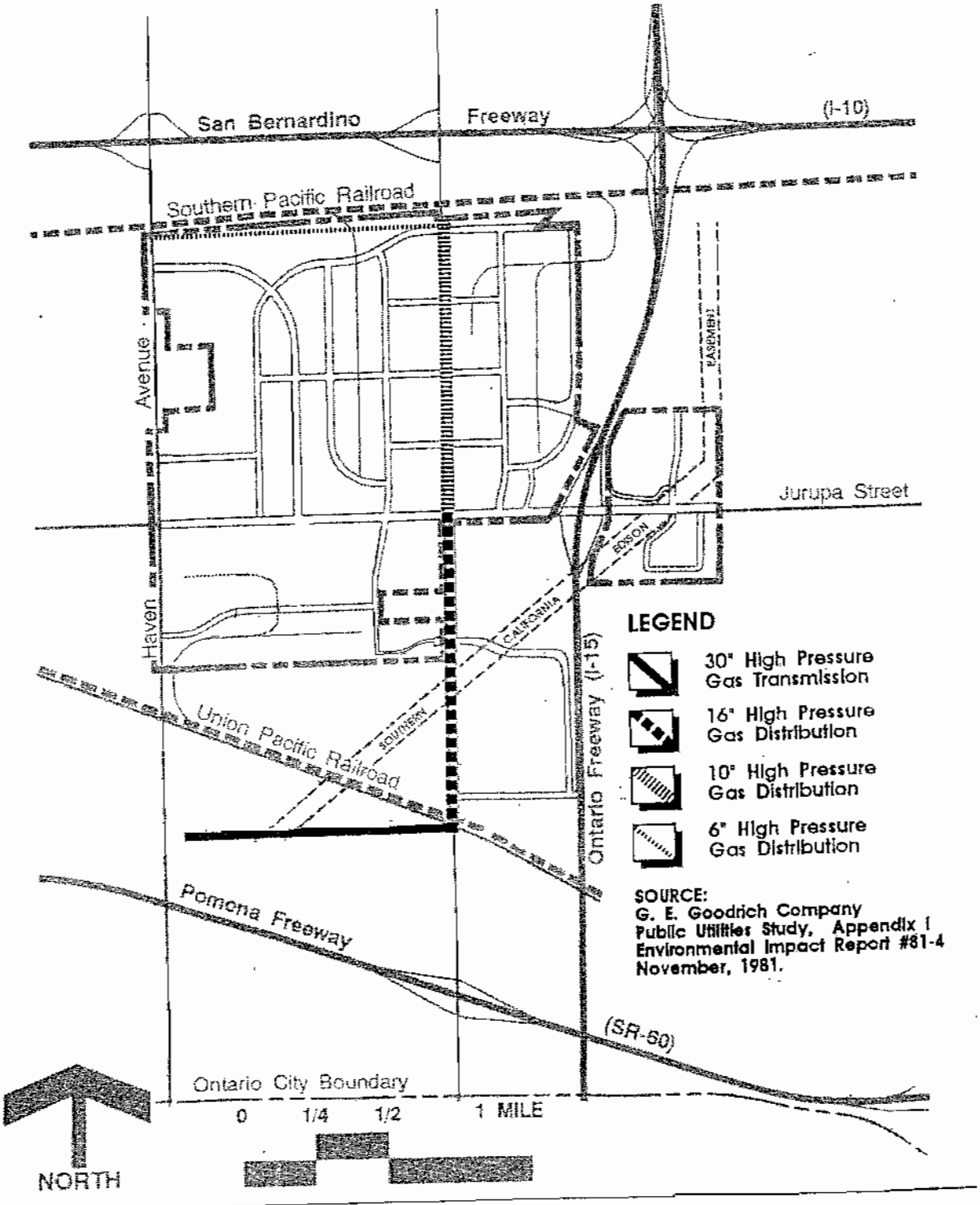
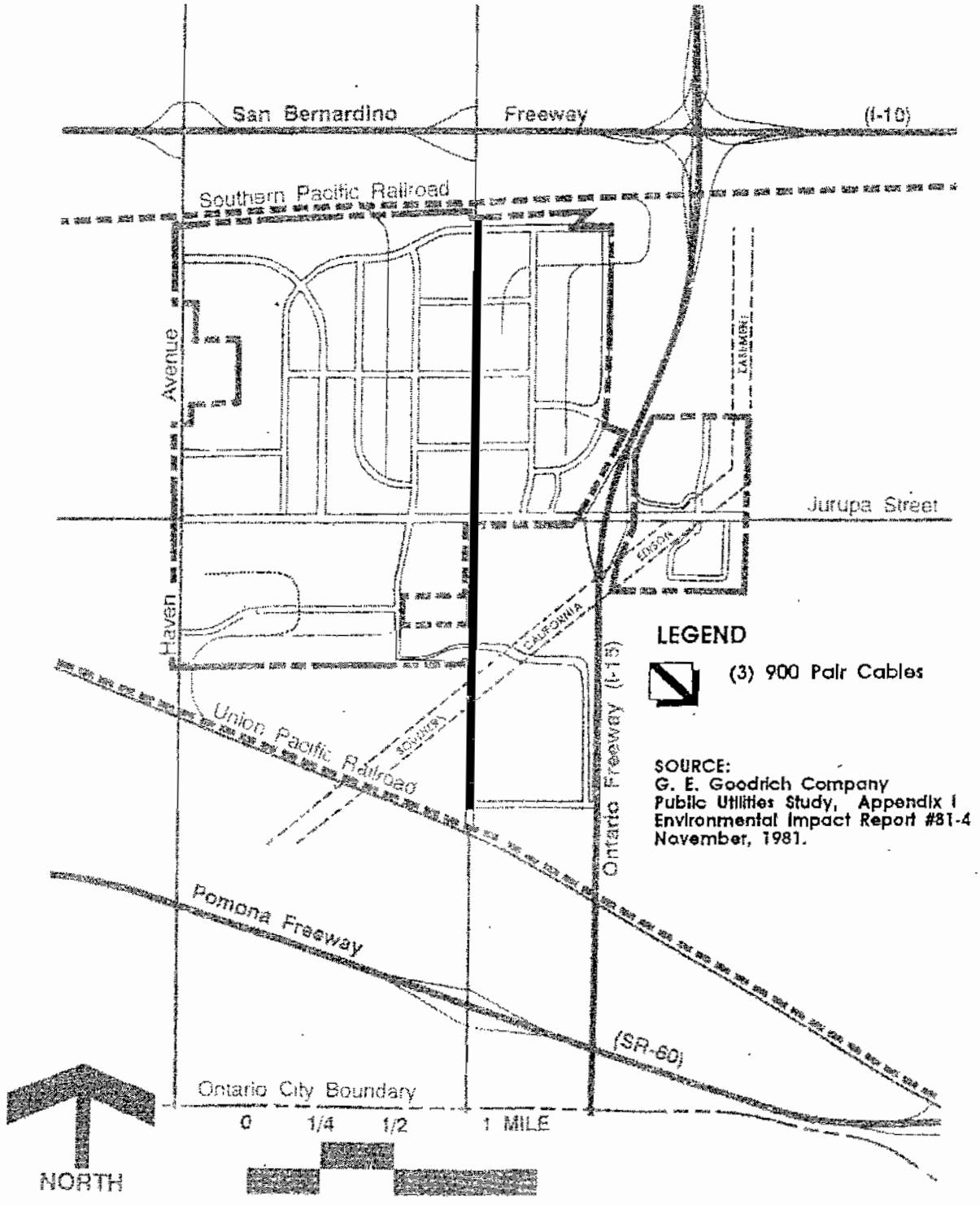


EXHIBIT 31

GENERAL TELEPHONE COMPANY



E. COMMUNITY FACILITIES

1. FIRE AND POLICE PROTECTION

The City of Ontario currently provides fire protection service to the project area. However, development of the California Commerce Center, combined with envisioned surrounding development, necessitates the construction of an additional fire station. The new fire station (Station No. 7) has been built on a 3.14-acre site located on the south side of Jurupa Street, approximately 4000 feet east of Day Creek Channel/Wineville Avenue (see Exhibit 32, Fire Station). California Commerce Center has participated in an assessment district for operation and maintenance costs.

Police protection to the project will be provided by the City of Ontario through their existing police services. If necessary, these services will be expanded when the project is complete.

A minimum of two beats will be required in the development area indicated. The main reason is due to adjoining planned development sites in and around the Ontario Airport.

Two beats would provide a 24-hour coverage, seven days per week, to an area covering roughly 8-10 square miles. Each beat consists of 5 officers. A cursory look at the Specific Plan indicates that the police resource required to adequately provide service to the C.C.C. development in the upcoming Phase I (1982-87) will be traffic enforcement, utilizing approximately two police officers, given that 265 acres will be used. This is based on an average police beat of 4.2 square miles.

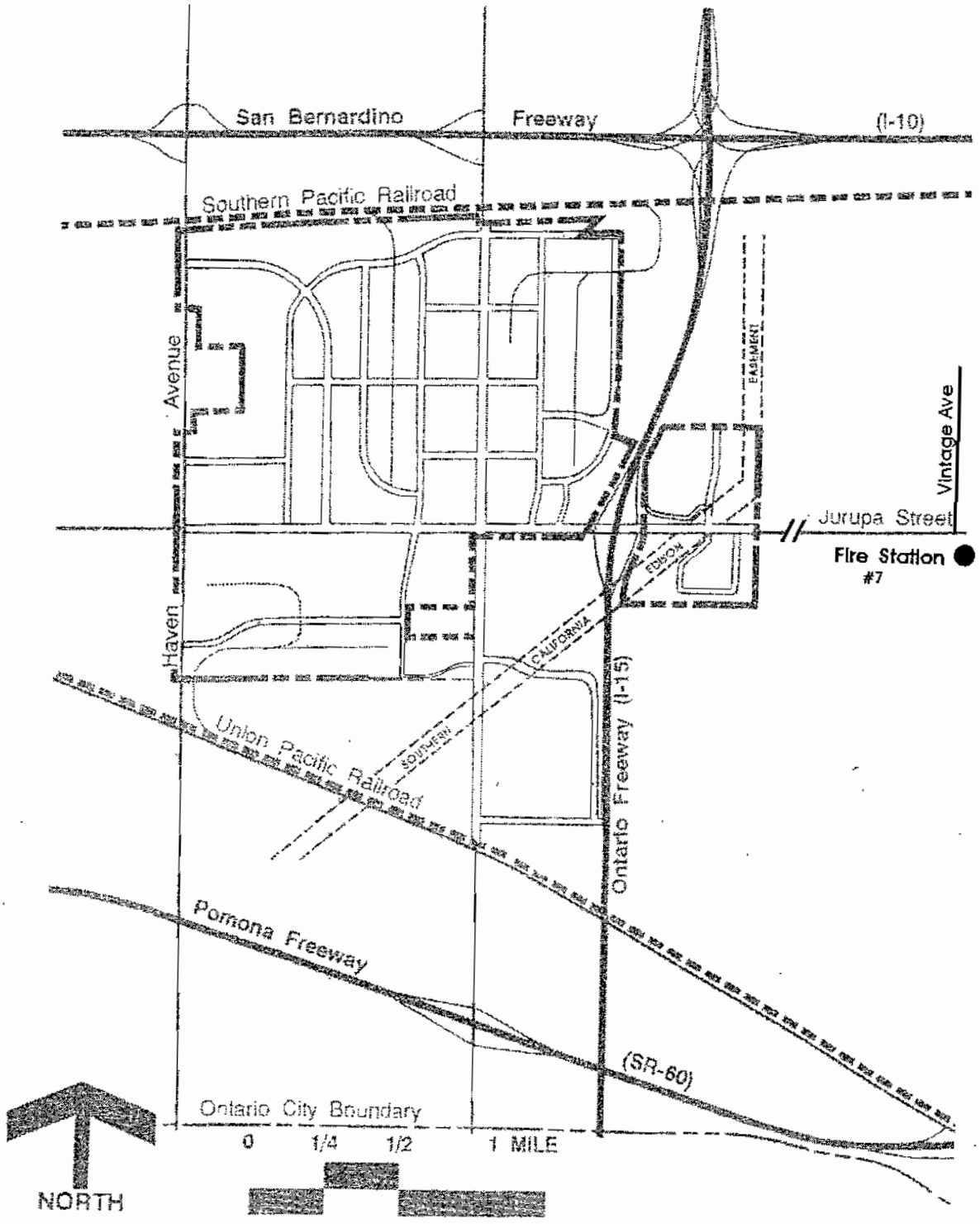
The first and second phase costs for police services are minimal, with costs accruing rapidly in the fourth phase.

2. OPEN SPACE

Open space will be provided by building setbacks along streets, heavy streetscape treatment including landscaped medians, and by the standards set for landscaping of buildings.

EXHIBIT 32

FIRE STATION



F. GRADING

Conceptual grading of the project site has been designed so that the necessary cut and fill earth works will balance on a project-wide basis. Individual parcels will be graded in such a way as to direct runoff away from the buildings and into drainage facilities located within each street (see Exhibit 33, Drainage Master Plan).

G. LANDSCAPE CONCEPT

The high quality environment envisioned for the California Commerce Center will be established, in part, by the landscape treatment. The landscape is intended to give structure and identity to the overall project, while providing orientation within the project itself.

The conceptual landscape plan recognizes the region's concern for conserving water and energy, and for using plants that do well in the hot, dry climate of Ontario. The plan, therefore, proposes the use of drought-tolerant plants, as well as other plants that may be native or naturalized to the area. This concept will borrow from the existing landscape vocabulary in a manner that will provide project identity and character.

The plan identifies primary landscape elements that will visually emphasize the character of this project. These elements include streetscape buffer planting, intersections, and on-site landscaping. The plant palettes included in the landscape concept may be revised by the City of Ontario with equivalent plant materials.

1. STREETSCAPE

The conceptual streetscape plan establishes structure, hierarchy, coherence, continuity, and visual identity to the project. The plant palette and the landscape treatment for each of the streets serve to reinforce the overall concept. Preference has been given to those plant materials that are predominantly evergreen, thereby insuring maximum yearly foliage. The plants reflect the hierarchy of the street system with taller, imposing trees defining the major arterials and parkway, and medium-sized trees articulating the more local streets (see Exhibit 34, Conceptual Landscape Plan).

EXHIBIT 33

DRAINAGE MASTER PLAN

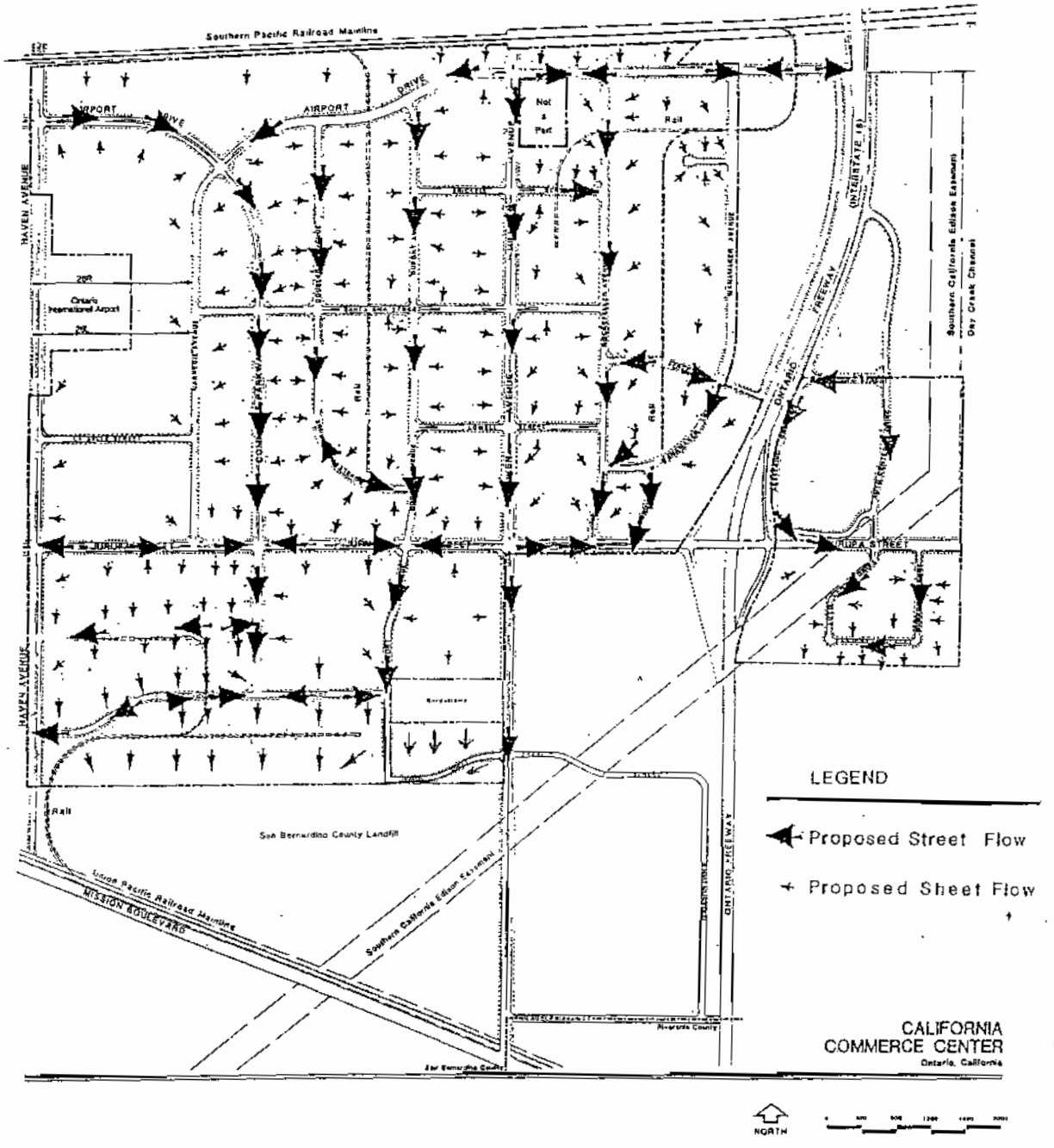
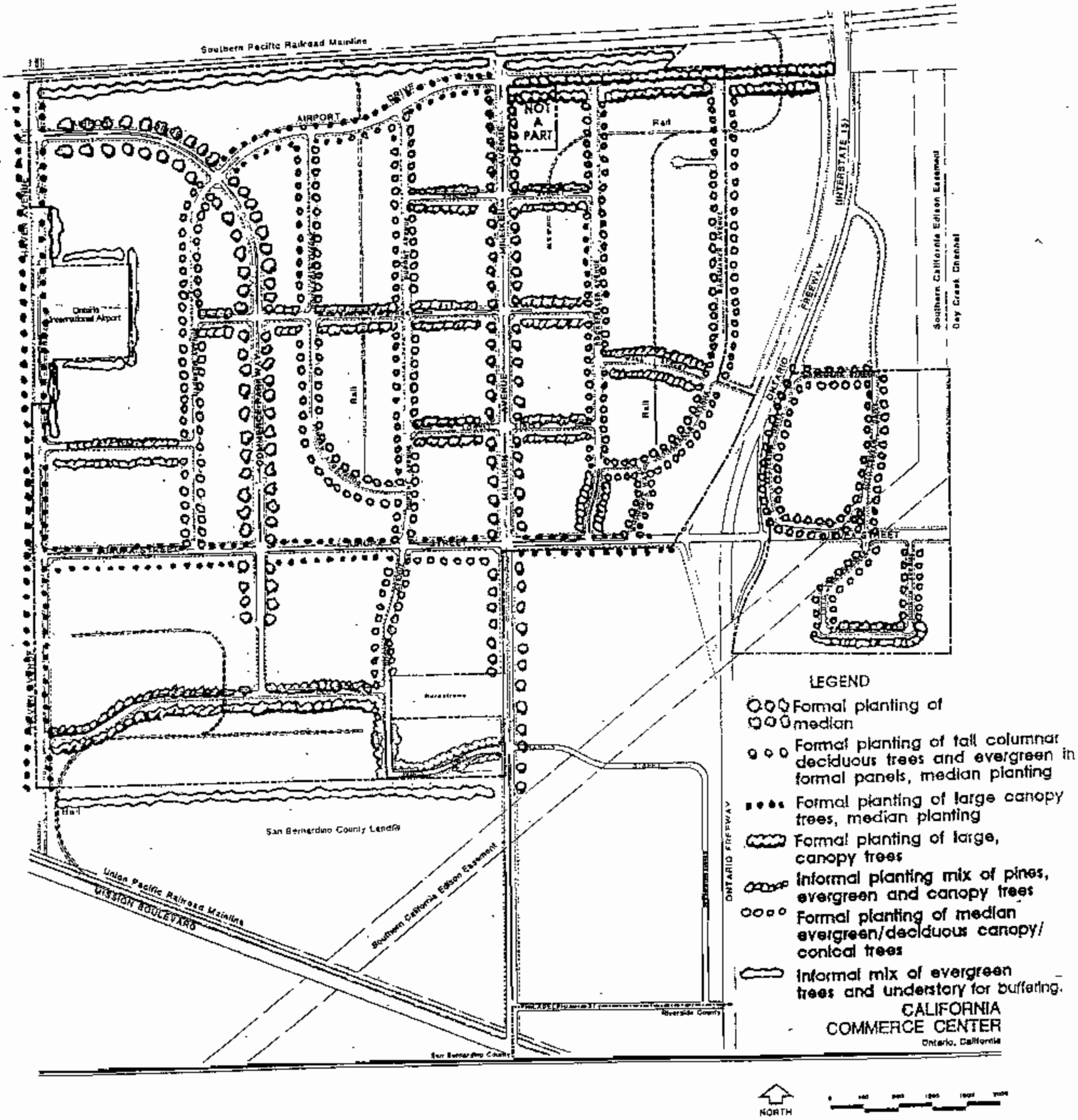


EXHIBIT 34

CONCEPTUAL LANDSCAPE PLAN



Generally, formal plantings of equally spaced trees are proposed for all north-south avenues, and an informal planting of randomly spaced trees proposed for all east-west streets. Linear berms are proposed throughout the project, within the landscape easement. These berms are to further enhance the landscape character, and to create topographic variation and interest to the site (see Exhibit 34I, Streetscape, Grading Concept). Shrubs, groundcover, and grass articulate the ground plane. These streetscape elements collectively give the project a coherence and structure, and an identity achievable only through the development of a large scale project such as this.

Upon the development of parcels, owners of the parcels shall be required to install the following streetscape treatments.

a. Parkway

Commerce Parkway
(from Airport Drive extending approximately 700' south of Jurupa)

Commerce Parkway functions as a spine for the entire development. Local streets generate out from it on a grid system. Access rights are limited and shall be dedicated to the City of Ontario. The Parkway is proposed as the most significant street in the project, and is one of the major entrances to Ontario International Airport. As such, a formal planting of double rows of equally spaced Tristinia conferta, (see Exhibit 34B, Streetscape/Divided Arterial), are proposed for each side of the Parkway and a single row along the median. Landscape berms and a linear hedge along the crest of the berms are proposed for each side of the parkway. The intent is to give the visual impression of a depressed parkway (see Exhibit 34A, Streetscape/Divided Arterial, Commerce Parkway).

b. Arterials

Airport Drive
Haven Avenue
Jurupa Street*
Milliken Avenue

Large trees formally planted and equally spaced, are proposed for the arterials within the project.

For Milliken Avenue, tall, columnar, alternating panels of Pinus canariensis (Canary Island Pine) and Gingko biloba (Maidenhair Tree) are proposed, with complementing linear hedge panels of shrubs.

Haven Avenue, Jurupa Street, and Airport Drive are articulated with a formal planting of large, predominantly evergreen canopy trees equally spaced (see Exhibit 34A, 34B, 34C, Streetscape/Divided Arterial and Exhibits 34D, 34E, Streetscape/Standard Arterial).

* Plant Palette at Jurupa/Auto Center Drive intersection may change due to Edison easement (height, access issues, etc.)

c. Local and Local Divided Industrial Streets and Divided Collectors

- Brickell Street
- Francis Street
- La Salle Street
- Lowell Street
- Rockefeller Avenue (south of Wanamaker Avenue)
- Santa Ana Street
- Vanderbilt Street
- Wall Street
- Rochester Avenue

An informal, random planting of pines, evergreen, and canopy trees, reinforced with berms and shrubs, is proposed for the collector streets and local (east-west) industrial streets (see Exhibit 34F, Streetscape/Divided Collector and Exhibit 34G, Streetscape/Local (Divided) Industrial Streets; and Exhibit 34H, Streetscape/Local Industrial Streets).

d. Local (North-South) Industrial Streets

- Auto Center Drive
- Carnegie Avenue
- Dupont Avenue
- Doubleday Avenue
- Hudson Avenue
- Kettering Drive
- Rockefeller Avenue (north of Wanamaker Avenue)
- Wanamaker Avenue
- Woodruff Way
- Commerce Parkway (extending approximately 700' north of Francis)

The local (north-south) industrial streets are expressed with a formal planting of equally spaced, medium evergreen/deciduous canopy or conical trees (see Exhibit 34H, Local Industrial Streets).

Cul-de-sacs are proposed for Vanderbilt Street only, and are expressed with unobstructed turning radii (see Exhibit 35D, Streetscape/Cul-de-sac).

NOTE: A PROPERTY OWNERS' ASSOCIATION WILL BE RESPONSIBLE FOR MAINTENANCE OF ALL LANDSCAPED AREAS WITHIN THE SPECIFIC PLAN BOUNDARIES AS ILLUSTRATED IN THE MATRIX, TABLE 3, SUMMARY OF MAINTENANCE RESPONSIBILITIES.

2. BUFFER PLANTING

Buffer planting is proposed along the San Bernardino County Sanitary Landfill and Southern Pacific Railroad right-of-way. The planting visually screens both the landfill and the railroad line, and also provides some noise reduction along the railroad. The buffer area, 10' in width, consists of a mixture of plant material. Tall, upright evergreen trees will be planted, infilled with a planting of dense, spreading trees, reinforced with shrubs (see Exhibit 34J, Buffer Planting, San Bernardino County Sanitary Landfill and Exhibit 34K, Buffer Planting, Southern Pacific Railroad).

3. INTERSECTIONS

The landscape treatments proposed for the intersections within the project site are based on an hierarchical concept. Three levels of intersections have been identified:

(1) Major
(2) Secondary
(3) Tertiary

(See Exhibit 35, Conceptual Intersection Landscape Plan.)

Major intersections occur at the intersection of major arterials and serve as gateways to the project. They will offer project identity with low walls displaying the project name. Grading, planting of columnar/vertical trees, and terraces of seasonal color groundcover in a circular pattern will be used to delineate and highlight these intersections (see Exhibit 35A, Conceptual Major Entrance/Identity Statement).

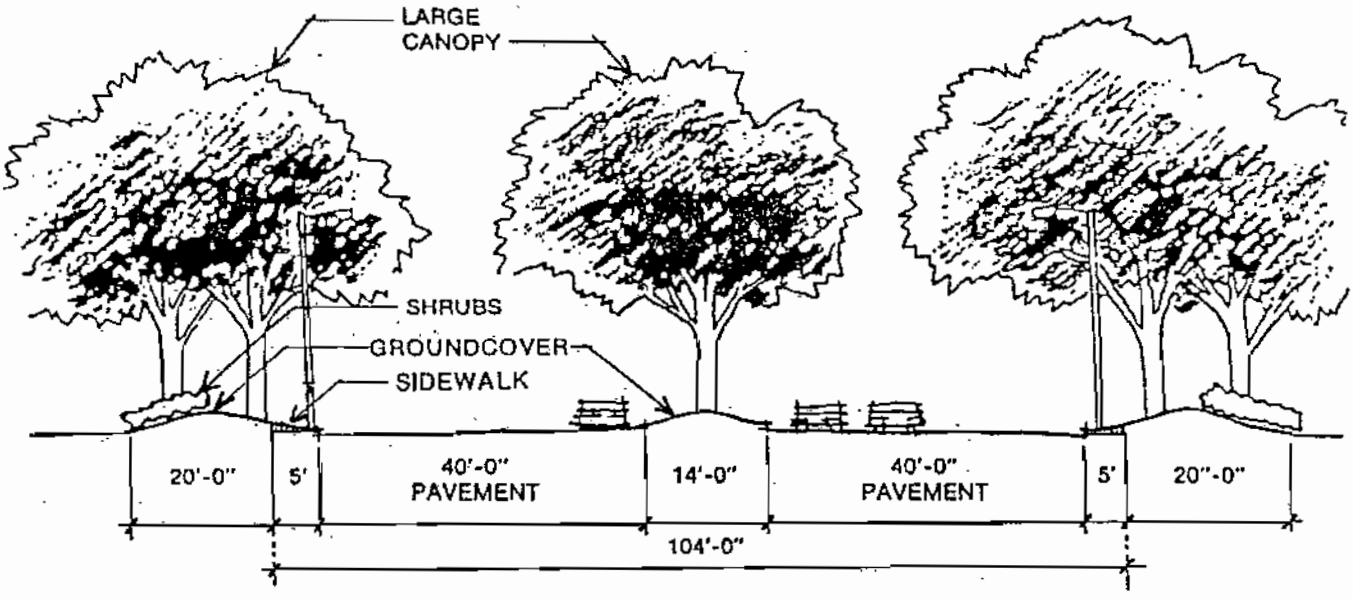
Secondary intersections will have a similar circular pattern treatment, although of smaller nature. Predominantly evergreen flowering trees will be planted at the intersections to complement the adjacent streetscape treatments. Seasonal color groundcover will also be used, again with a terrace wall. These low walls may contain project identification signs (see Exhibit 35B, Conceptual Secondary Entrance/Identity Statement).

Landscape treatment of the tertiary intersections will be similar to the treatment of the major and secondary intersections. These intersections give neighborhood level identity, and offer visual open spaces throughout the overall development. The intersection setback, however, will be smaller. Evergreen trees, flowering accent trees, and groundcover or turf will be used to delineate these intersections (see Exhibit 35C, Conceptual Tertiary Identity Statement).

EXHIBIT 34A

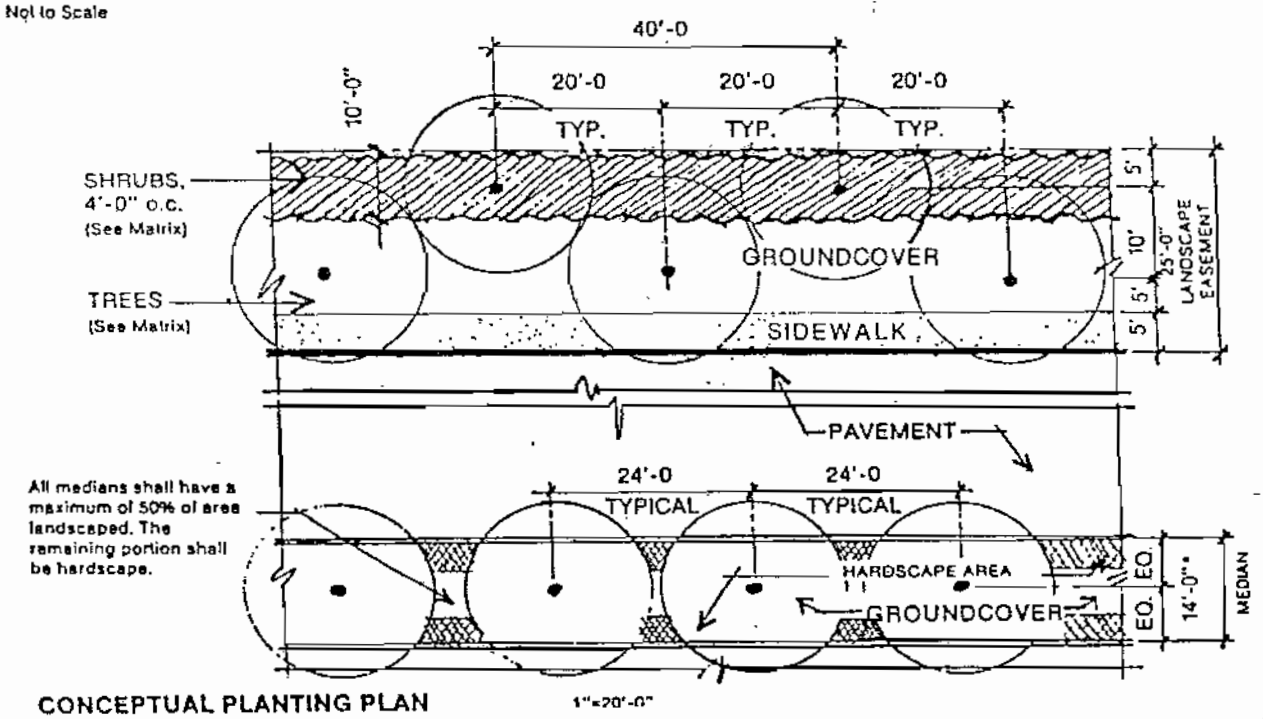
STREETSCAPE • STANDARD DIVIDED ARTERIAL

Airport Drive
(West of Milliken Avenue
and East of Commerce Parkway)



SECTION

Not to Scale



CONCEPTUAL PLANTING PLAN 1"=20'-0"

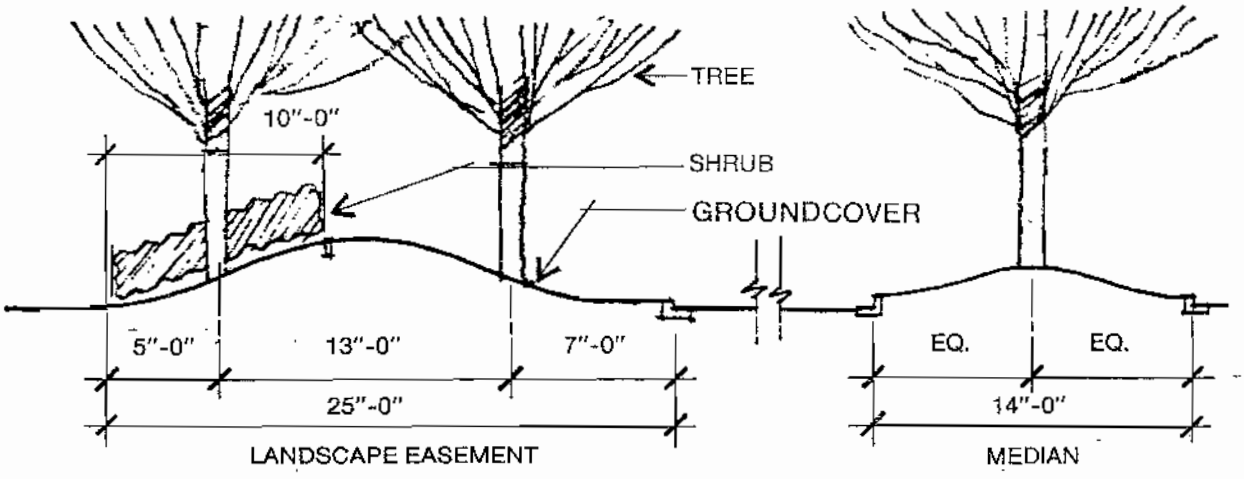
EXHIBIT 34A (Continued)

STREETSCAPE • STANDARD DIVIDED ARTERIAL

Airport Drive
(West of Milliken Avenue
and East of Commerce Parkway)

PLANT PALETTE

STREET	TREE	SHRUB	GROUNDCOVER
AIRPORT DRIVE (W. of Milliken and E. of Commerce)		• CARISSA GRANDIFLORA Natal Plum	• GAZANIA Trailing Gazania • ALYSSUM Alyssum
AIRPORT DRIVE (Median)	• ZELKOVA SERRATA Japanese Zelkova (24' o.c.)		• ACACIA REDOLEN Acacia • GAZANIA Trailing Gazania • ALYSSUM Alyssum

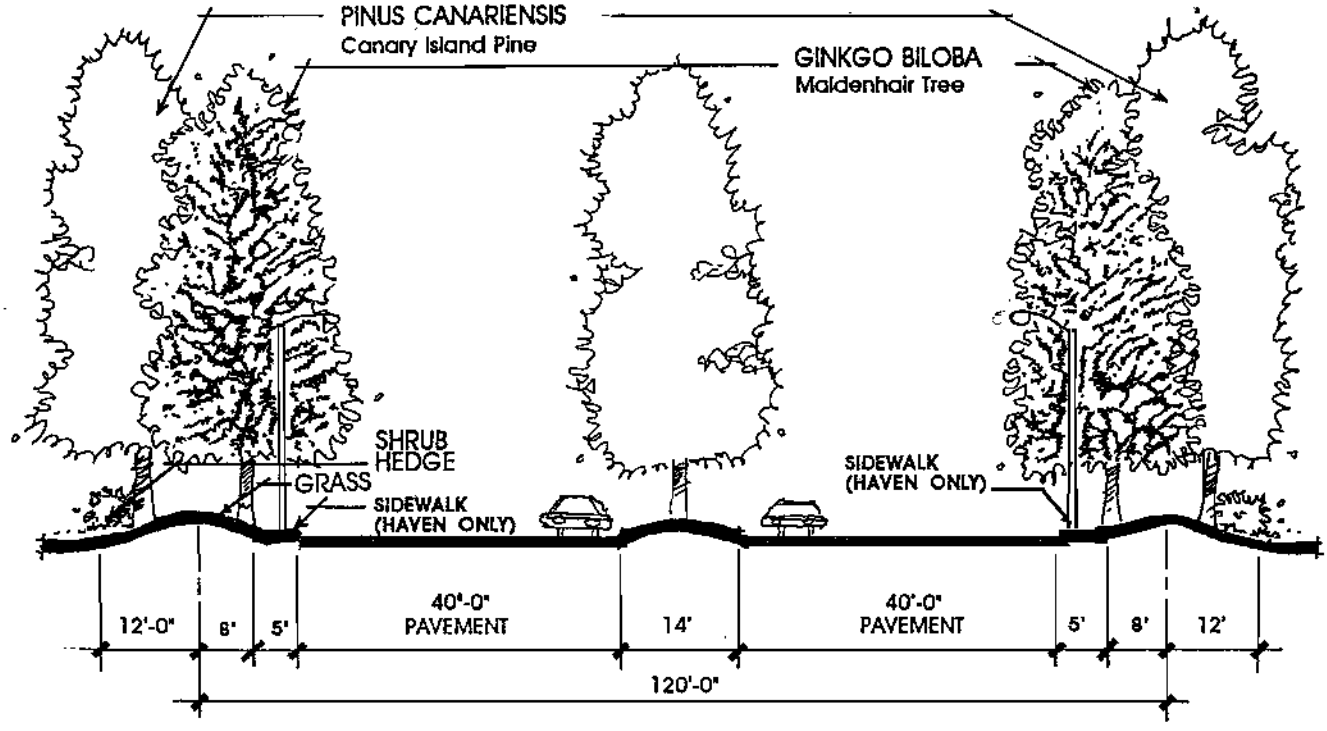


CONCEPTUAL PLANTING SECTION
⅛"×1'-0"

EXHIBIT 34B

STREETSCAPE • DIVIDED ARTERIAL

Milliken Avenue Haven Avenue



SECTION
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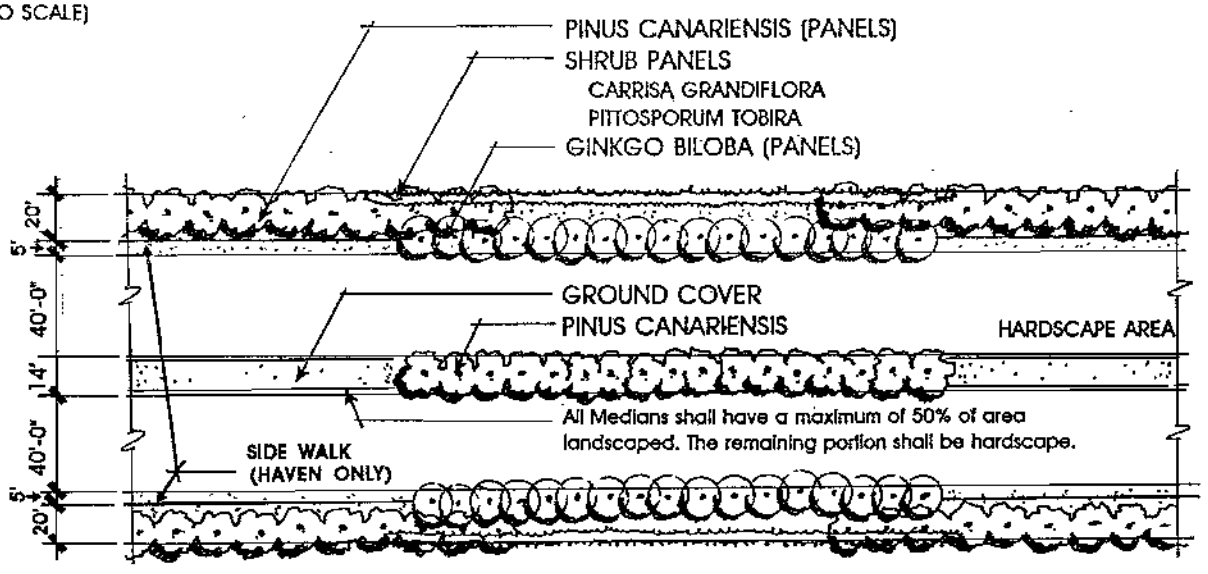


CONCEPTUAL PLAN
(NOT TO SCALE)

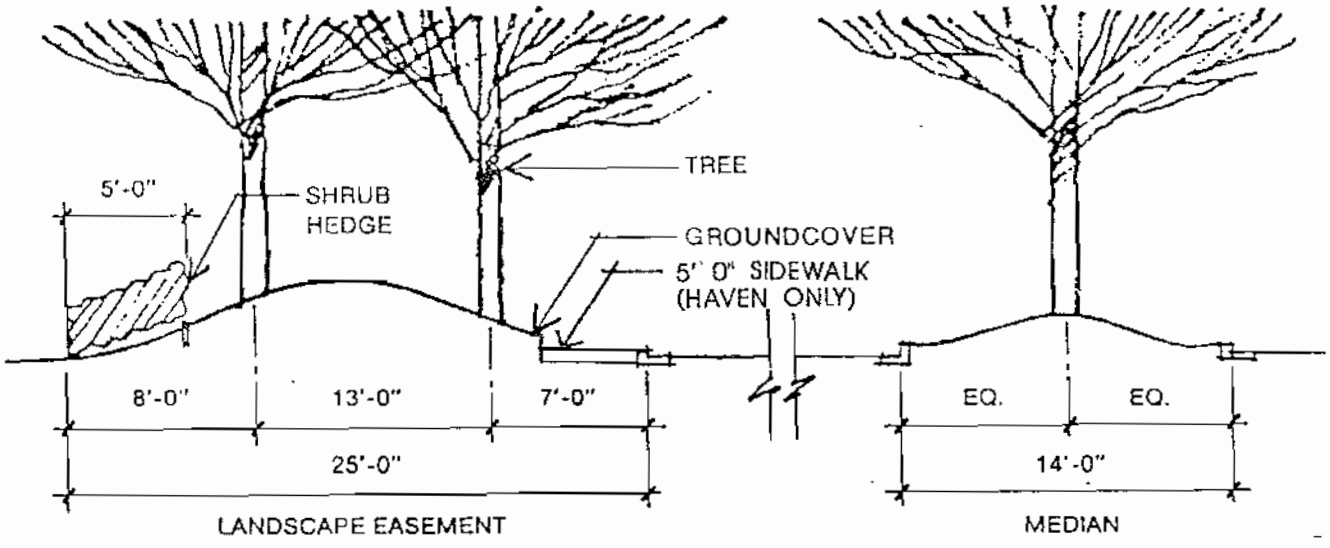
EXHIBIT 34B (Continued)

STREETSCAPE • DIVIDED ARTERIAL

Milliken Avenue Haven Avenue
(Plant Palette)

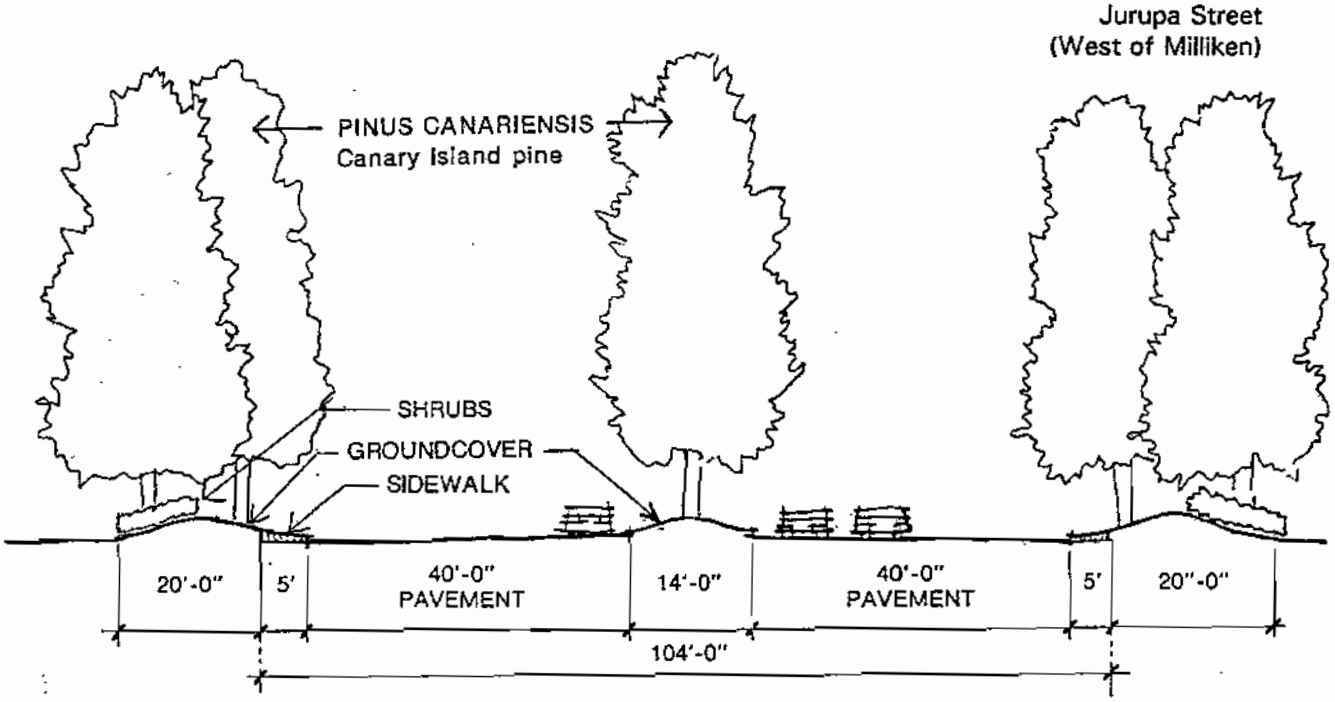
PLANT PALETTE

STREET	TREE	SHRUB	GROUNDCOVER
MILLIKEN AVENUE	• PINUS CANARIENSIS Canary Island Pine	• CARISSA GRANDIFLORA Natal Plum	• TURF
	• GINKGO BILOBA Maidenhair Tree	• PITTOSPORUM TOBIRA "WHEELER'S DWARF" Tobira	• ROSEMARY • ALYSSUM Alyssum
MILLIKEN AVENUE (Median)	• PINUS CANARIENSIS Canary Island Pine		• ROSEMARY • ALYSSUM Alyssum
HAVEN AVENUE	• PLATANUS RACEMOSA California Sycamore	• MELALEUCA NESOPHILA Pink Melaleuca (50%)	• GAZANIA Brisbane Box
		• LIGUSTRUM OVALIFOLIUM California Privet	• GAZANIA



CONCEPTUAL PLANTING SECTION
⅛"×1'-0"

STREETSCAPE • STANDARD DIVIDED ARTERIAL



SECTION

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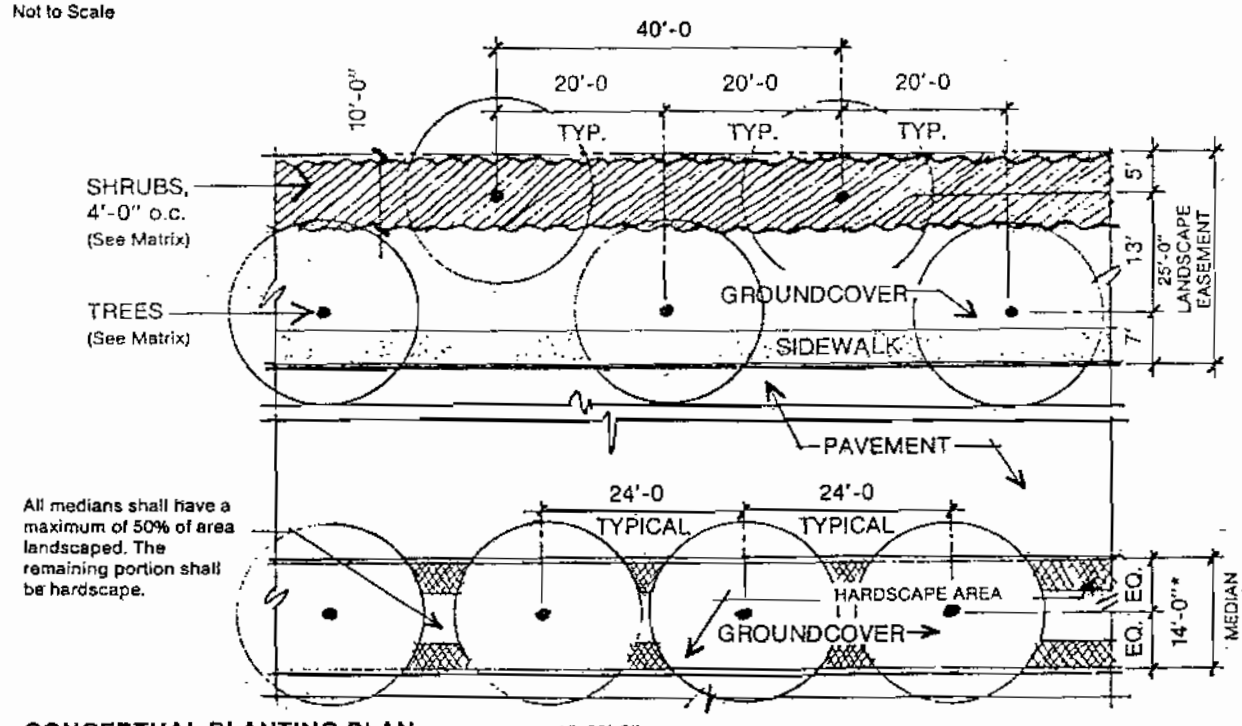


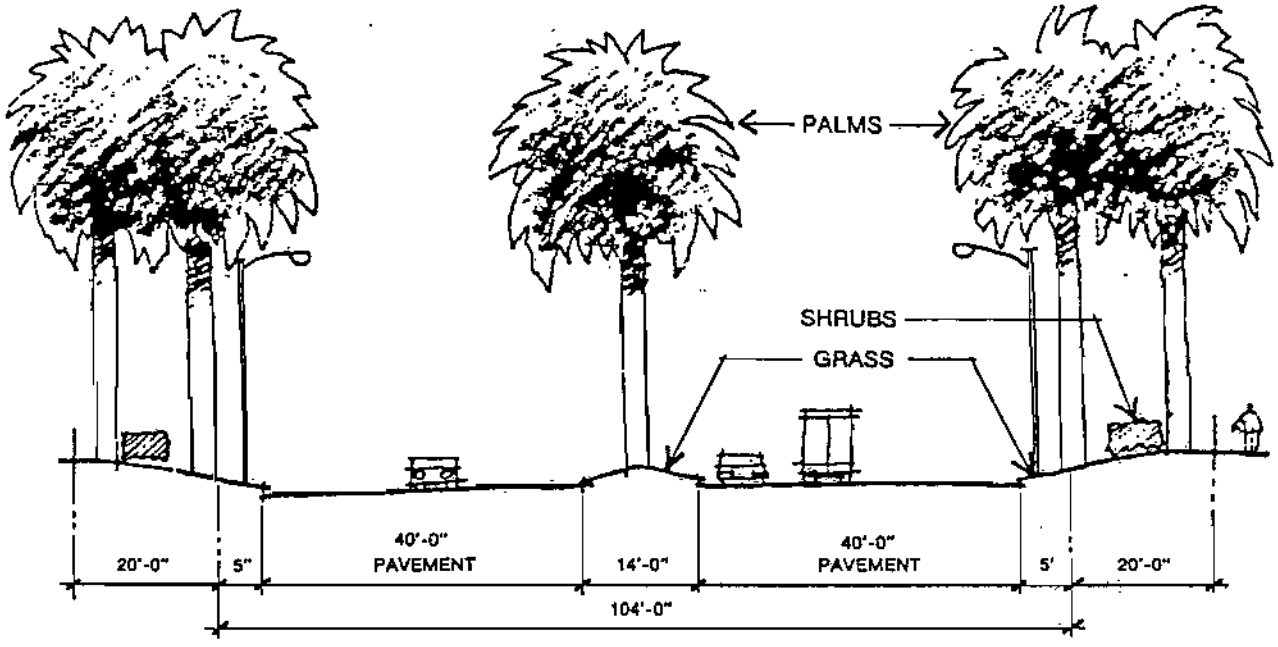
All medians shall have a maximum of 50% of area landscaped. The remaining portion shall be hardscape.

CONCEPTUAL PLANTING PLAN 1"=20'-0"

EXHIBIT 34C (Continued)

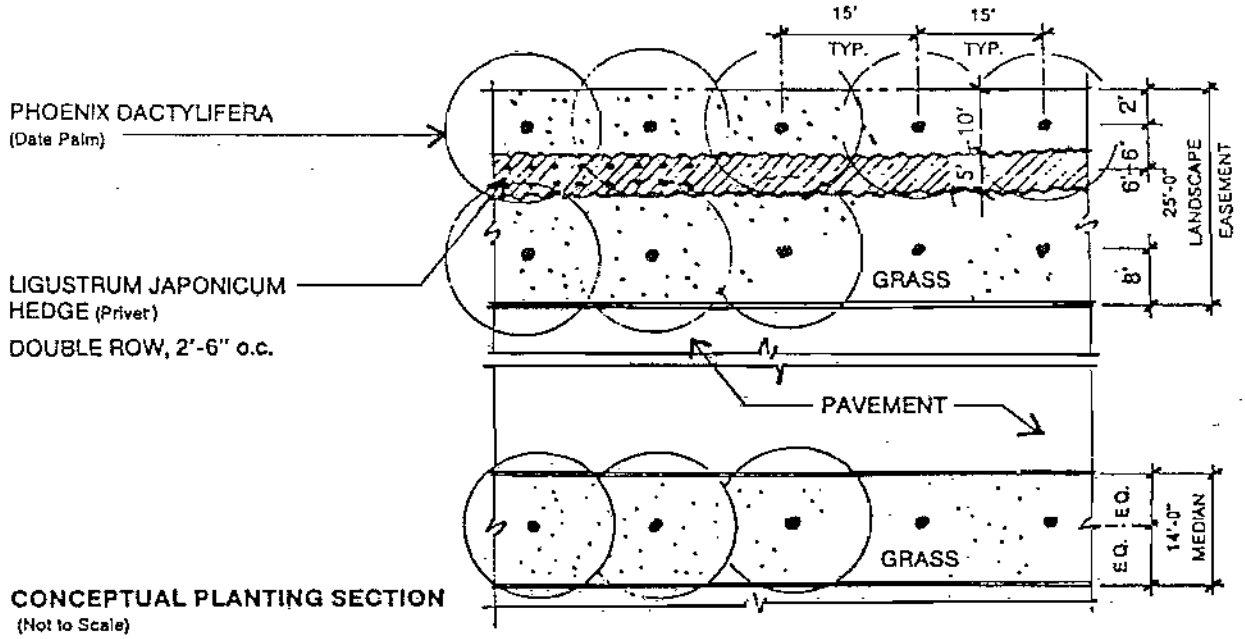
STREETSCAPE • STANDARD DIVIDED ARTERIAL

Jurupa Street
(East of Milliken to West of I-15 Fwy)



SECTION
(Not to Scale)

NOTE: The "Date Palms" are under review for possible replacement.

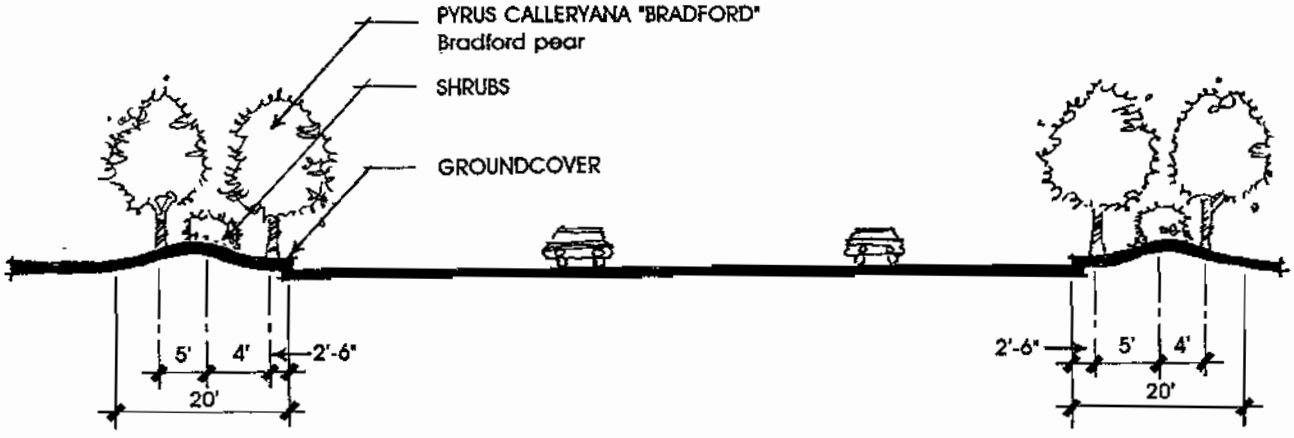


CONCEPTUAL PLANTING SECTION
(Not to Scale)

EXHIBIT 34C (Continued)

STREETSCAPE • STANDARD ARTERIAL I

Jurupa Street
(East of I-15 Freeway)



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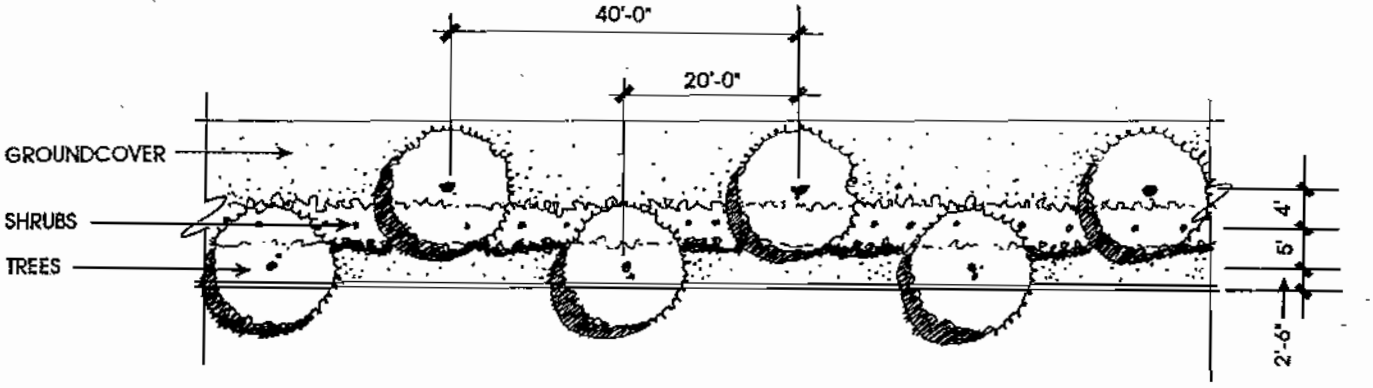


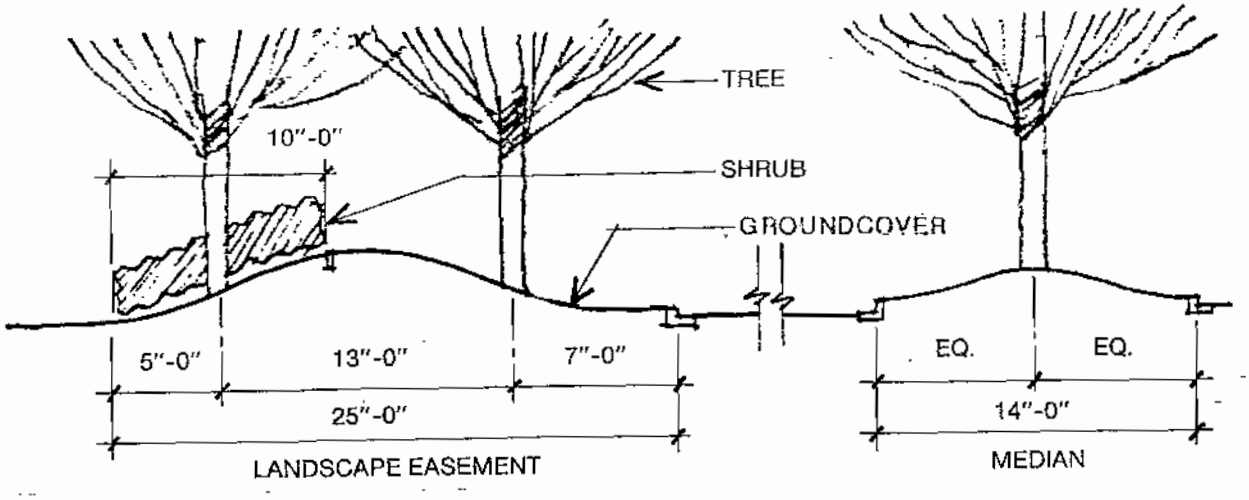
CONCEPTUAL PLANTING PLAN
Not to scale

STREETSCAPE • STANDARD DIVIDED ARTERIAL/ STANDARD ARTERIAL I

Jurupa Street
(West of I-15 Freeway)

PLANT PALETTE

STREET	TREE	SHRUB	GROUNDCOVER
JURUPA STREET (West of Milliken)	• PINUS CANARIENSIS Canary Island Pine • MAGNOLIA "Samuel Sommer • LAGERSTROEMIA INDICA Crepe Myrtle	• LIGUSTRUM JAPONICA "TEXANUM" Privet	• VINCA MAJOR
JURUPA STREET (East of Milliken to West of I-15 Freeway)	• PHOENIX DACTYLIFERA Date Palm*	• LIGUSTRUM JAPONICA "TEXANUM" Privet	• EURYOPES PECTINATUS N.C.N. • Turf
JURUPA STREET (East of I-15 Freeway) (No Median)	• PYRUS CALLERYANA "BRADFORD" Bradford Pear	• LIGUSTRUM JAPONICA "TEXANUM" Privet	• GAZANIA LEUCOLAENA "SUNGLOW" Trailing Gazania • LANTANA MONTEVIDENSIS N.C.N.



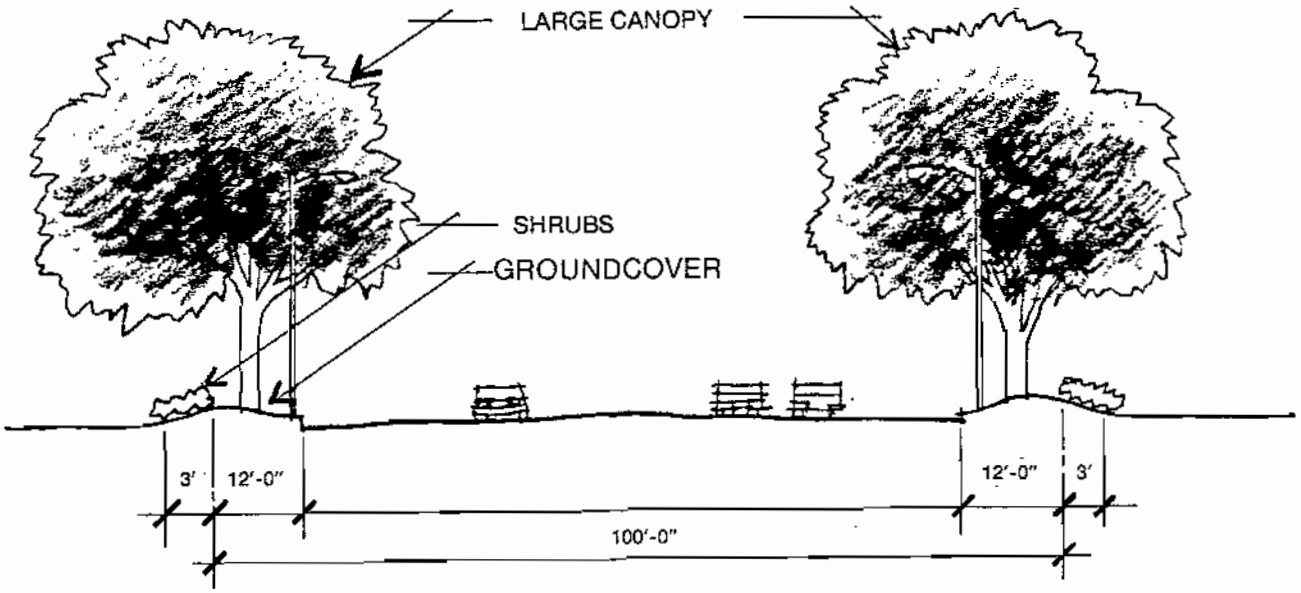
CONCEPTUAL PLANTING SECTION
⅛"x1'-0"

*The "Date Palms" are under review for possible replacement.

EXHIBIT 34D

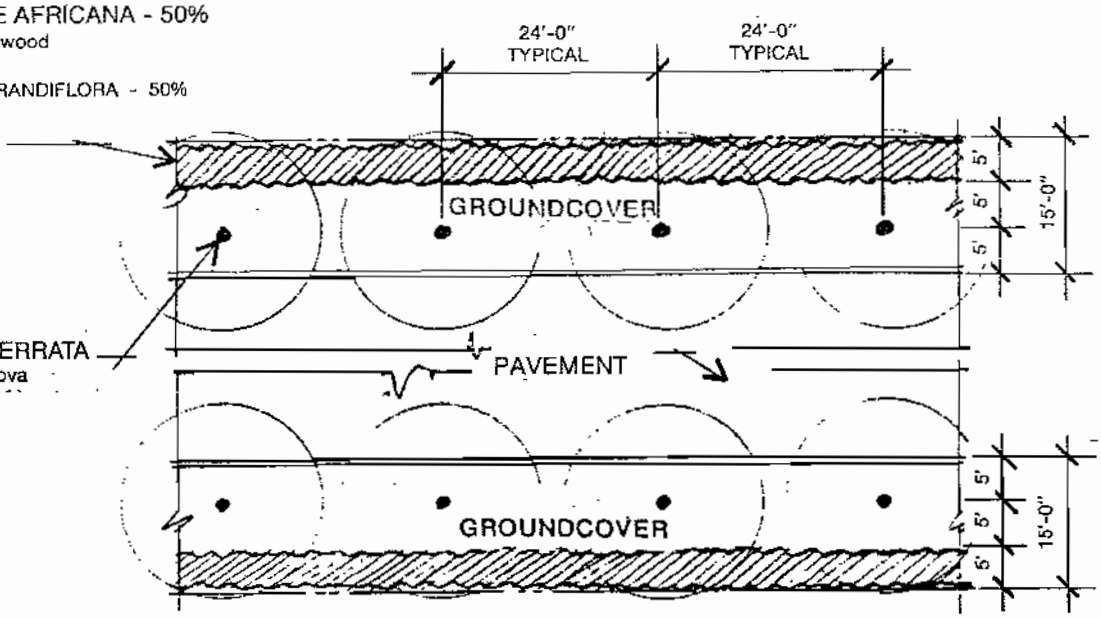
STREETSCAPE • STANDARD ARTERIAL

Airport Drive
(East of Milliken Avenue)



SECTION
(Not to Scale)

SHRUBS: 4'-0" Δ SPACING
- MYRSINE AFRICANA - 50%
  African Boxwood
- CARISSA GRANDIFLORA - 50%
  Natal Plum



CONCEPTUAL PLANTING PLAN
(1"=20'-0")

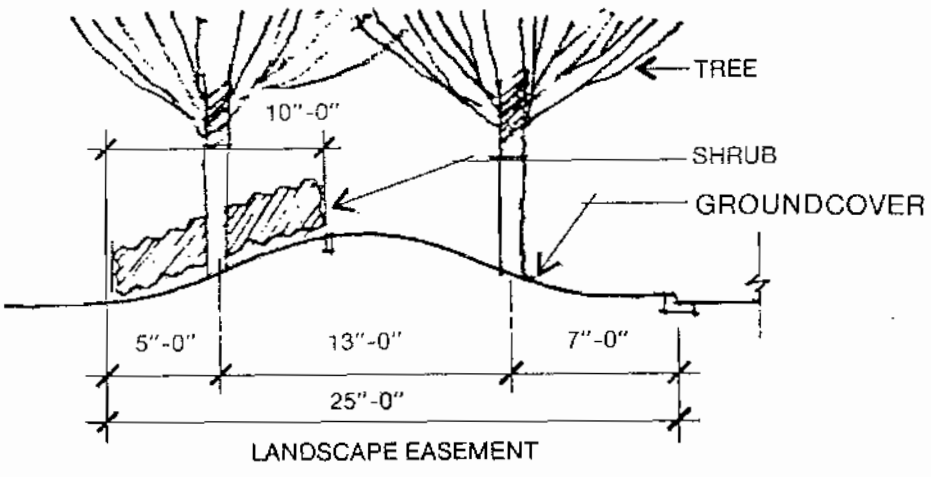
EXHIBIT 34D (Continued)

STREETSCAPE • STANDARD ARTERIAL

AIRPORT DRIVE
(East of Milliken Avenue)

PLANT PALETTE

STREET	TREE (Random Mix)	SHRUB (4' o.c. spacing)	GROUNDCOVER
AIRPORT DRIVE (EAST OF MILLIKEN AVENUE)	• ZELKOVA SERRATA Japanese Zelkova	• MYRSINE AFRICANA African Boxwood	• ACACIA REDOLEN Acacia
		• CARISSA GRANDIFLORA Natal Plum	• GAZANIA Trailing Gazania
			• ALYSSUM Alyssum

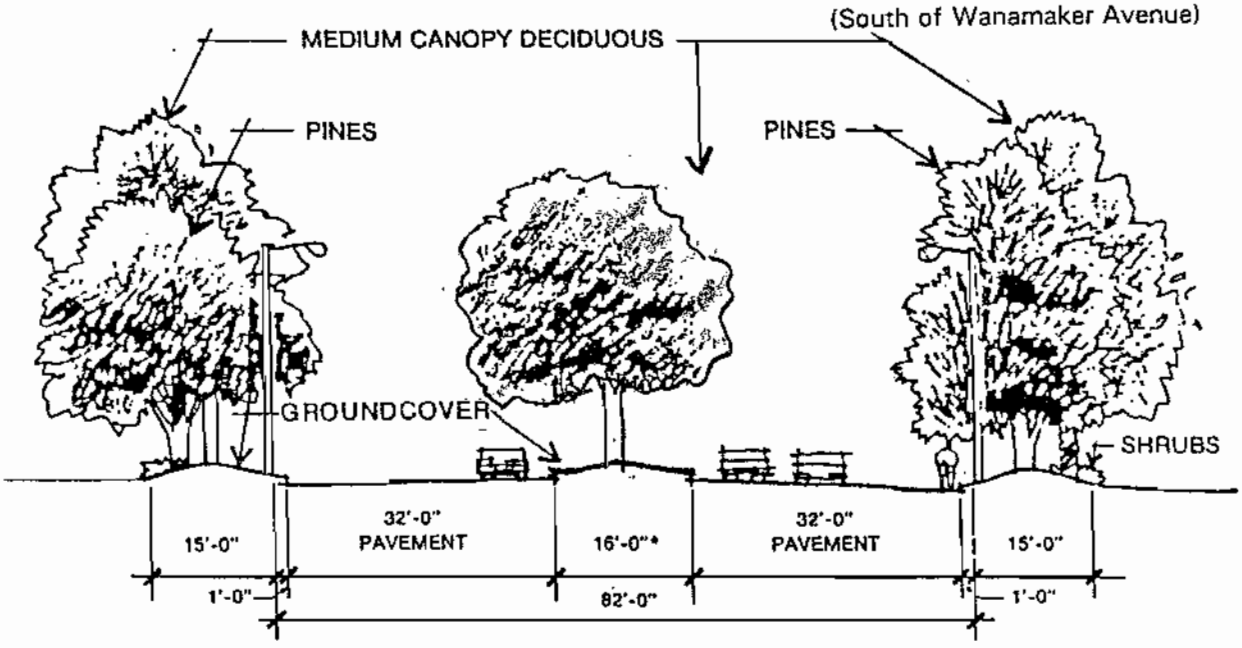


CONCEPTUAL PLANTING SECTION
⅛"x1'-0"

EXHIBIT 34F

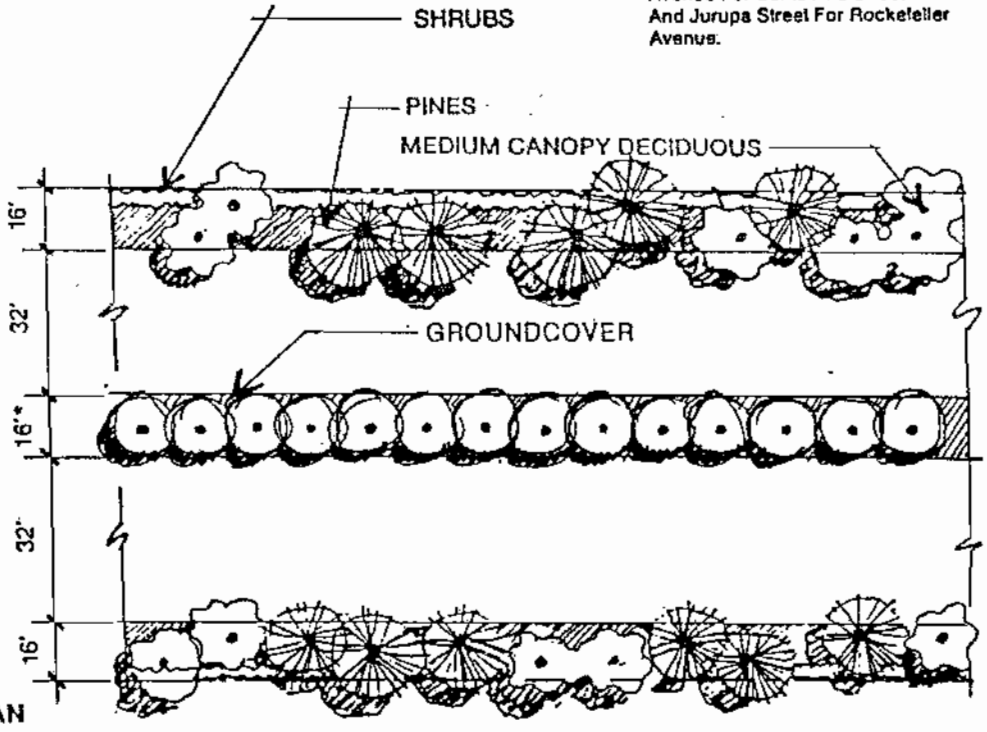
STREETSCAPE • DIVIDED COLLECTOR

Santa Ana Street
Rockefeller Avenue
(South of Wanamaker Avenue)



SECTION
(Not to Scale)

*Center Median Only Within 200' Of Commerce Parkway, Milliken Avenue For Santa Ana Street And Jurupa Street For Rockefeller Avenue.

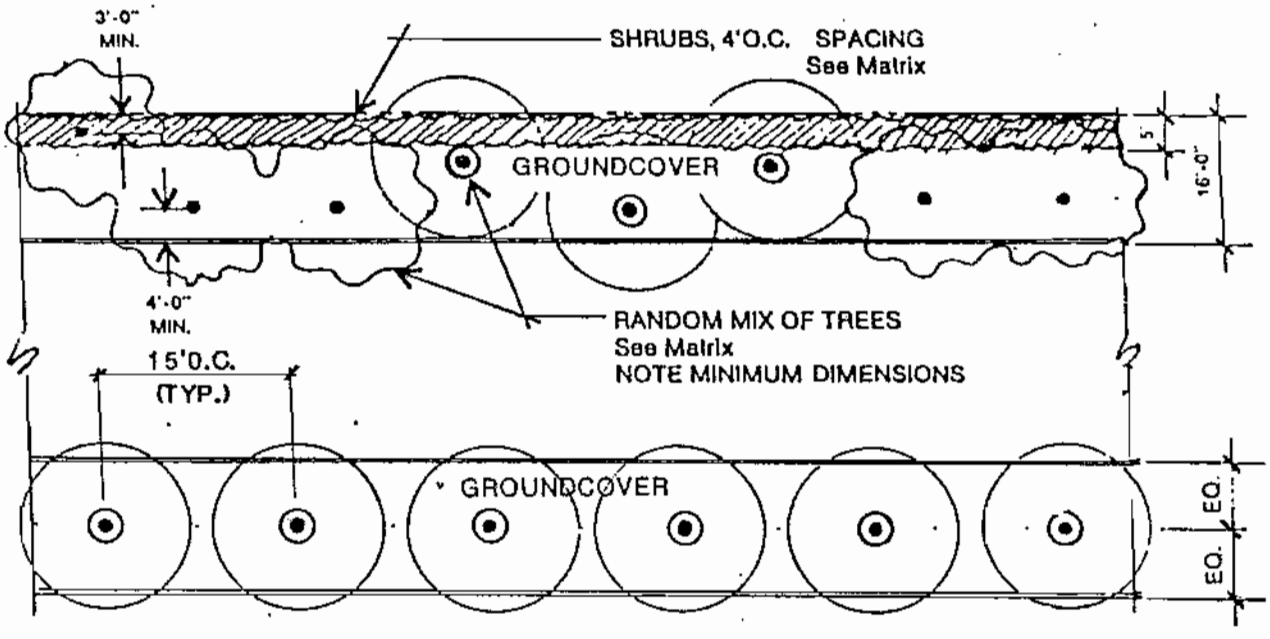


CONCEPTUAL PLAN
(Not to Scale)

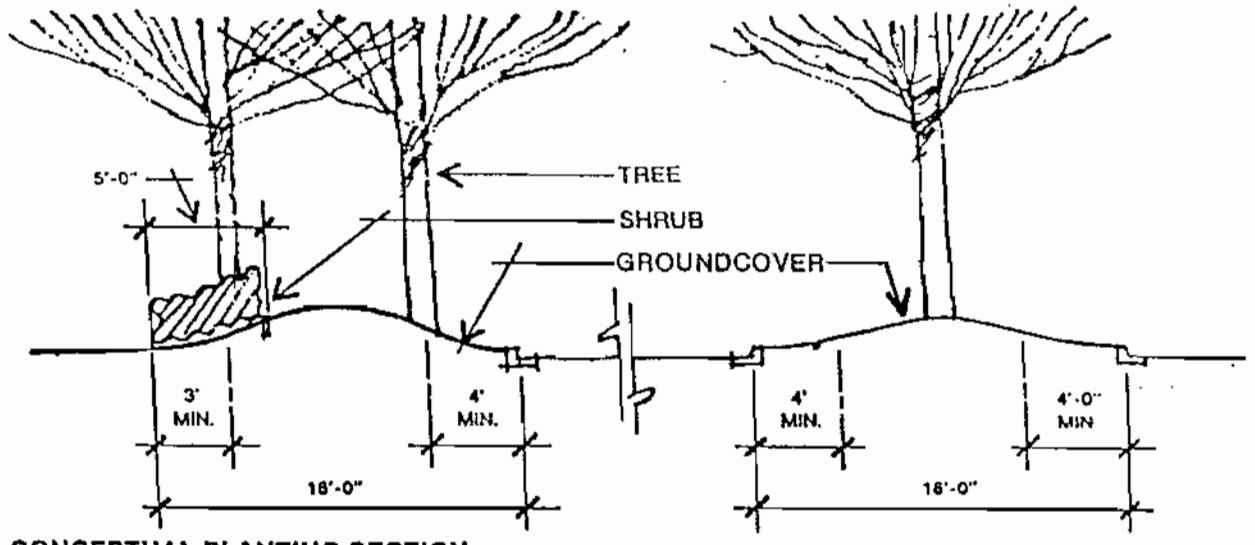
EXHIBIT 34F (Continued)

STREETSCAPE • DIVIDED COLLECTOR

Santa Ana Street
Rockefeller Avenue
(South of Wanamaker)



CONCEPTUAL PLANTING PLAN
1"= 20'-0"



CONCEPTUAL PLANTING SECTION
¼"=1'-0"

EXHIBIT 34F (Continued)

STREETSCAPE • DIVIDER COLLECTOR

Santa Ana Street
Rockefeller Avenue
(South of Wanamaker)

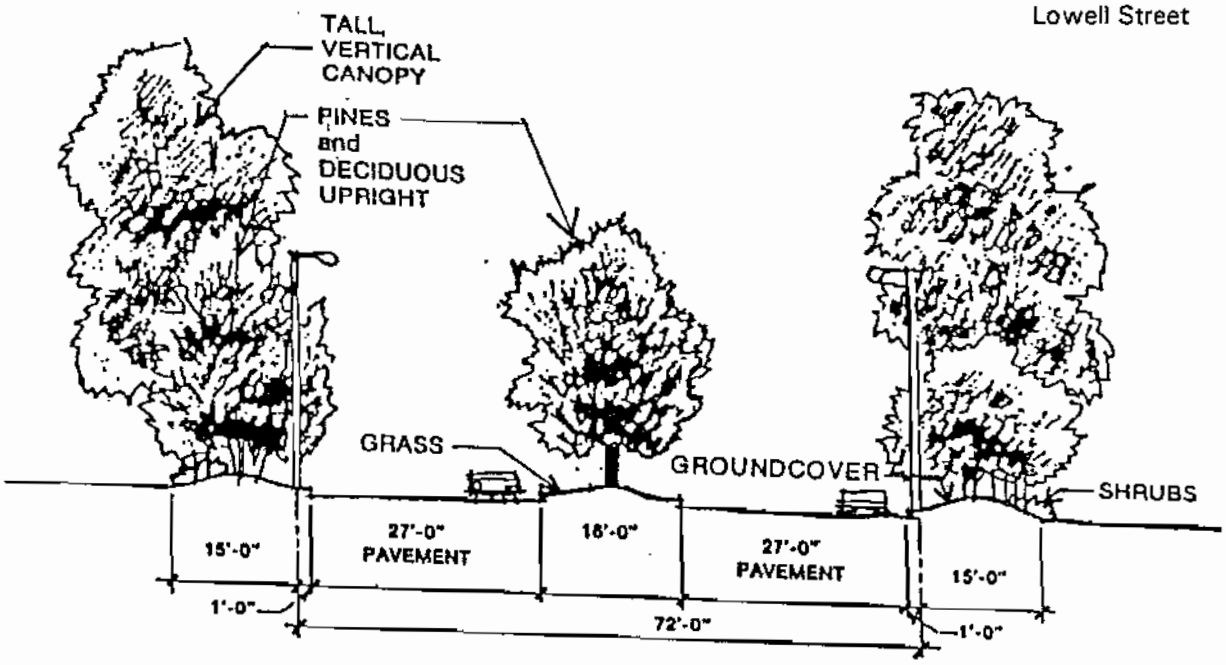
PLANT PALETTE

STREET	TREE (Random Mix)	SHRUB (4' o.c. SPACING)
ROCKEFELLER AVENUE (South of Wanamaker)	• PINUS HALEPENSIS Aleppo Pine 15'-20' o.c. • PLATANUS RACEMOSA California Sycamore 20'-25' • SCHINUS MOLLE California Pepper 20'-25' • TRISTANIA CONFERTA Brisbane Box 15'-20' • ULMUS PARVIFOLIA Chinese Elm 15'-20'	• ABELIA GRANDIFLORA Glossy Abelia
SANTA ANA STREET Phase I & II	• PINUS HALEPENSIS Aleppo Pine 15'-20' o.c. • PLATANUS RACEMOSA California Sycamore 20'-25' • TRISTANIA CONFERTA Brisbane Box 15'-20'	• ABELIA GRANDIFLORA Glossy Abelia

EXHIBIT 34G

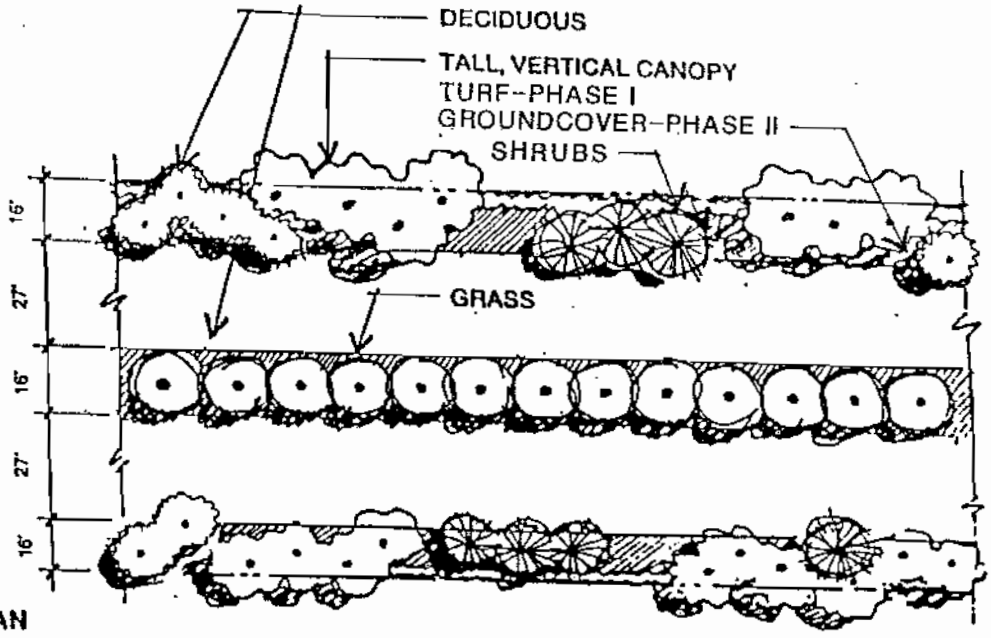
STREETSCAPE • LOCAL (DIVIDED) INDUSTRIAL STREETS

Brickell Street
Lowell Street



NOTE: Information presented applies to Brickell and Lowell east of Milliken, see Exh. 22, Section F.

SECTION
(Not to Scale)



CONCEPTUAL PLAN
(Not to Scale)

EXHIBIT 34G (Continued)

STREETSCAPE • LOCAL (DIVIDED) INDUSTRIAL STREETS

Brickell Street
Lowell Street

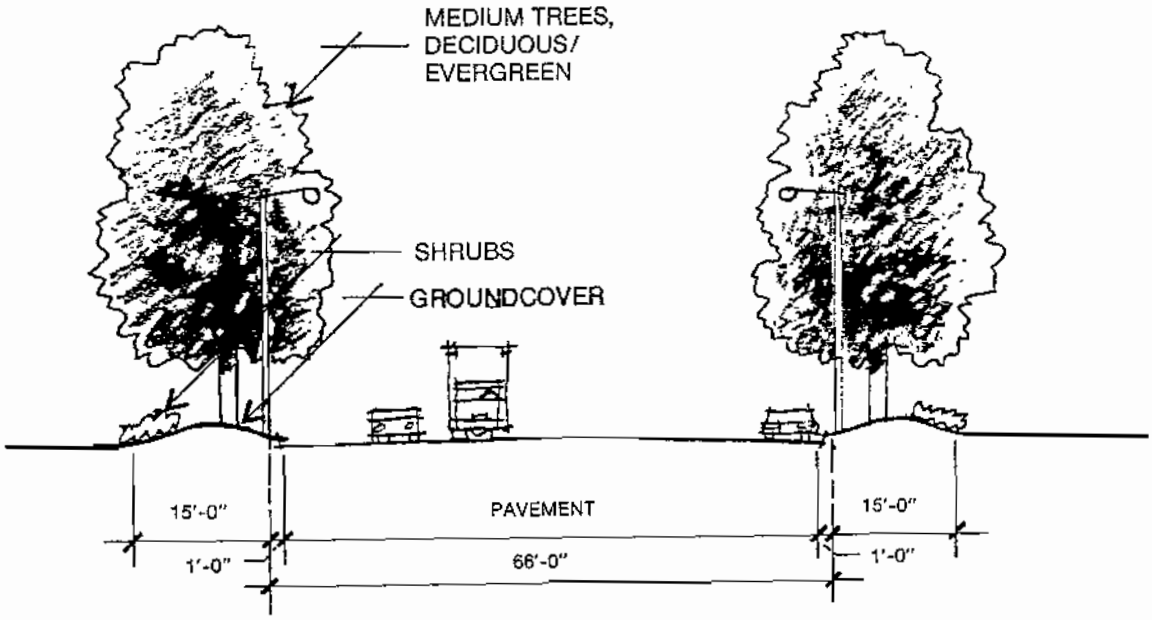
PLANT PALETTE

STREET	TREE	SHRUB	GROUNDCOVER
BRICKELL STREET Phase I & II	• BRACHYCHITON POPULNEUS Bottle Tree 20'-25' • TRISTANIA CONFERTA Brisbane Box 15'-20' • PINUS PINEA Italian Stone Pine 15'-20'	• PLUMBAGO AURICULATA Blue Cape Plumbago	• MYOPORUM PAVIFOLIUM Myoporum
LOWELL STREET Phase I	• GINKGO BILOBA Maidenhair Tree • PINUS HALEPENSIS Aleppo Pine 15'-20' • PLATANUE RACEMOSA California Sycamore	• PHOTINIA FRASERI	• TURF
Phase II	• PISTACIA CHINENSIS Chinese Pistache • PINUS PINEA Italian Stone Pine 15'-20' • EUCALYPTUS Maculata	• CEANOTHUS "Julia Phelps" Ceanothus	• MYOPORUM PARVIFOLIUM Myoporum

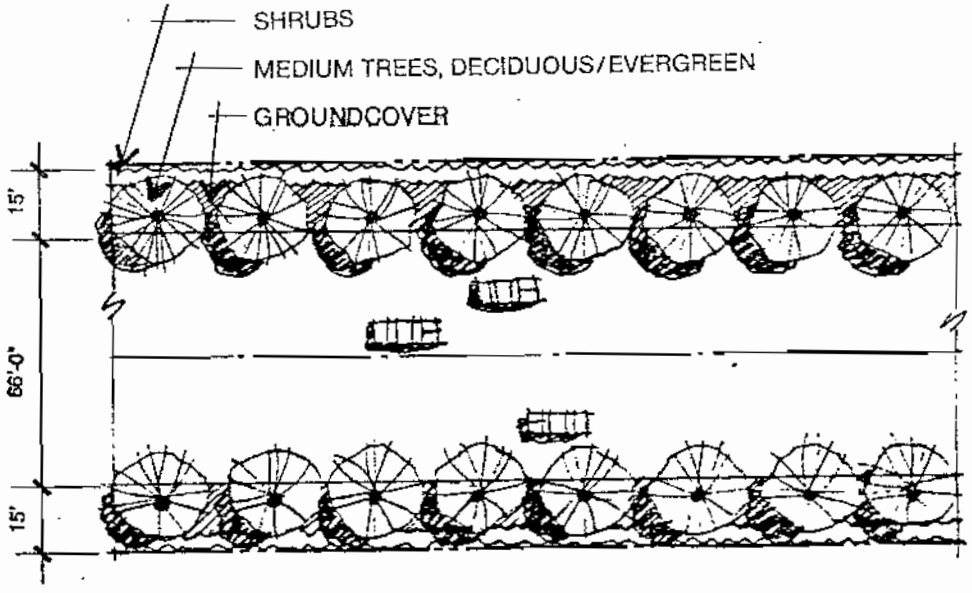
EXHIBIT 34H

STREETSCAPE • LOCAL INDUSTRIAL STREETS

~~Commerce Parkway (extending approximately 700' north of Francis)~~
Rockefeller Avenue (North of Wanamaker)
McNamara Street
Carnegie Avenue
Doubleday Avenue
Dupont Avenue
Wanamaker Avenue



SECTION
(Not to Scale)

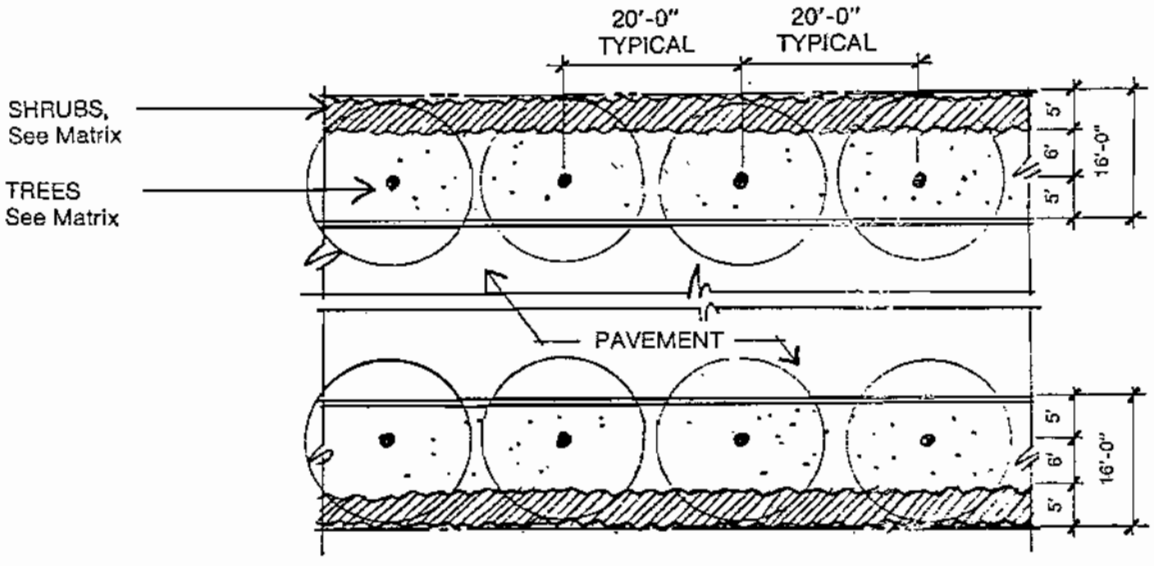


CONCEPTUAL PLAN
(Not to Scale)

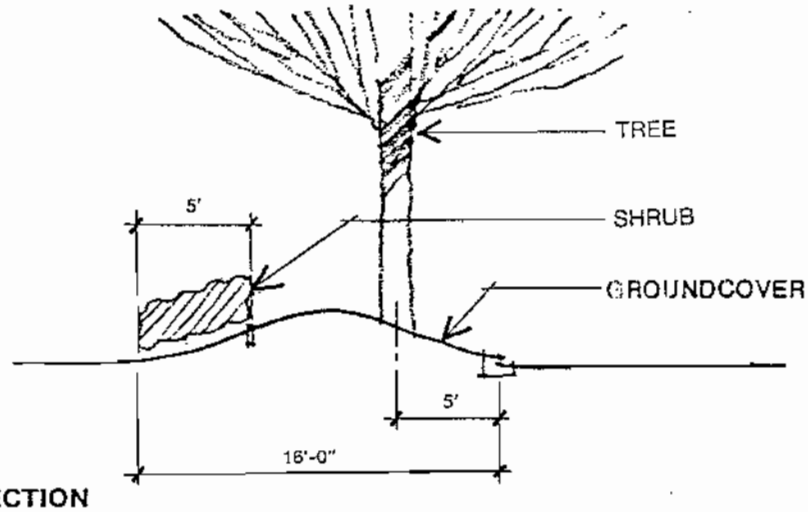
STREETSCAPE • LOCAL INDUSTRIAL STREETS

Commerce Parkway (extending approximately 700' north of Francis)
Rockefeller Avenue (North of Wanamaker)
McNamara Street

Carnegie Avenue
Doubleday Avenue
Dupont Avenue
Wanamaker Avenue



CONCEPTUAL PLANTING PLAN
(not to scale)

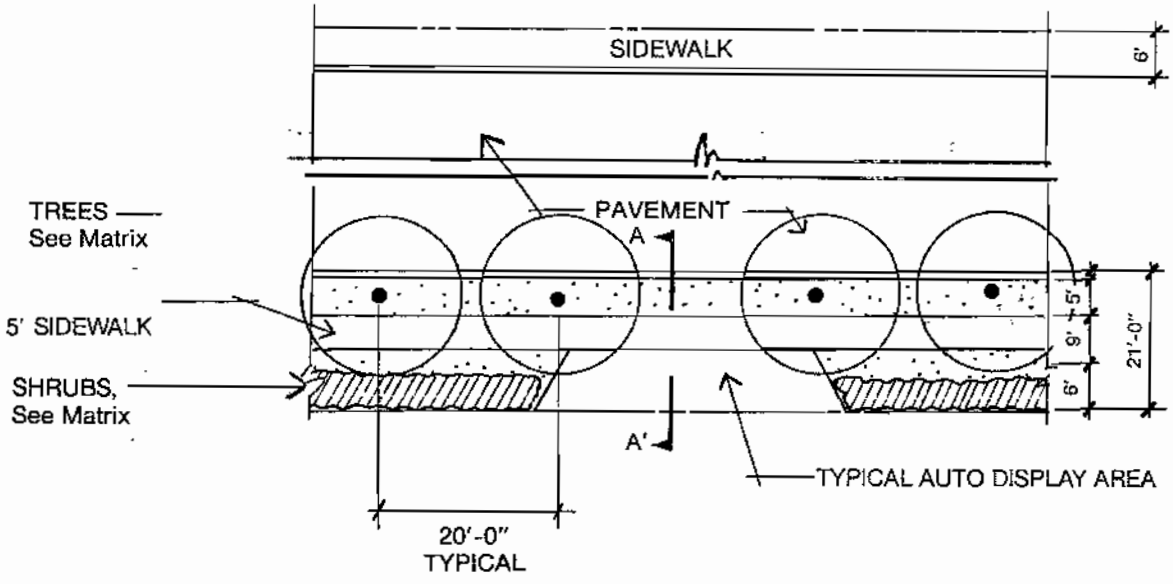


CONCEPTUAL PLANTING SECTION
(not to scale)

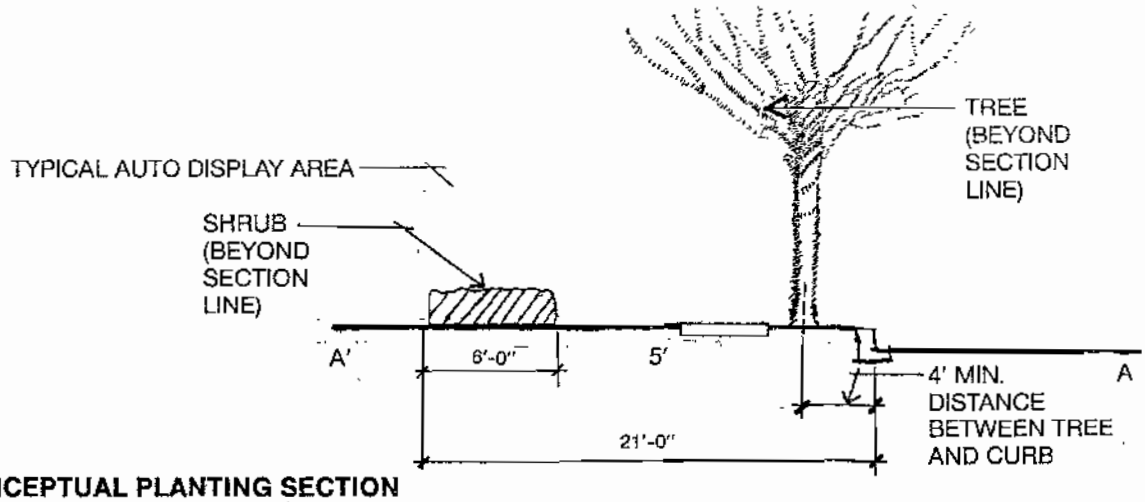
NOTE: McNamara Street and portions of Auto Center Drive in the Auto Center will receive landscaping treatment similar to Kettering Drive, including meandering sidewalks, display parking areas and varying landscaping design.

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Kettering Drive



CONCEPTUAL PLANTING PLAN
(Not to Scale)

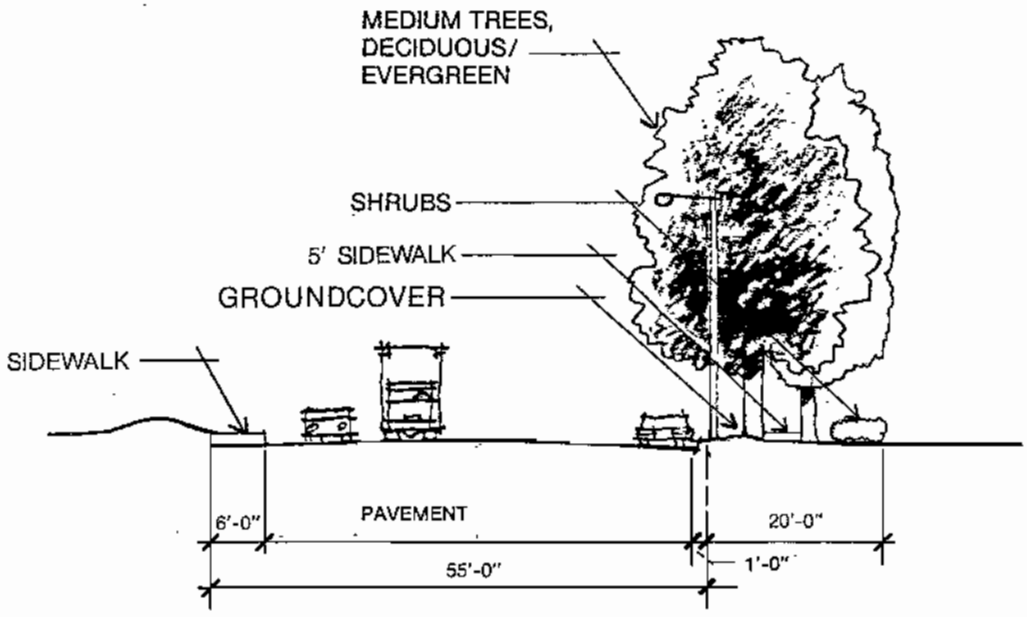


CONCEPTUAL PLANTING SECTION
(⅛=1'-0")

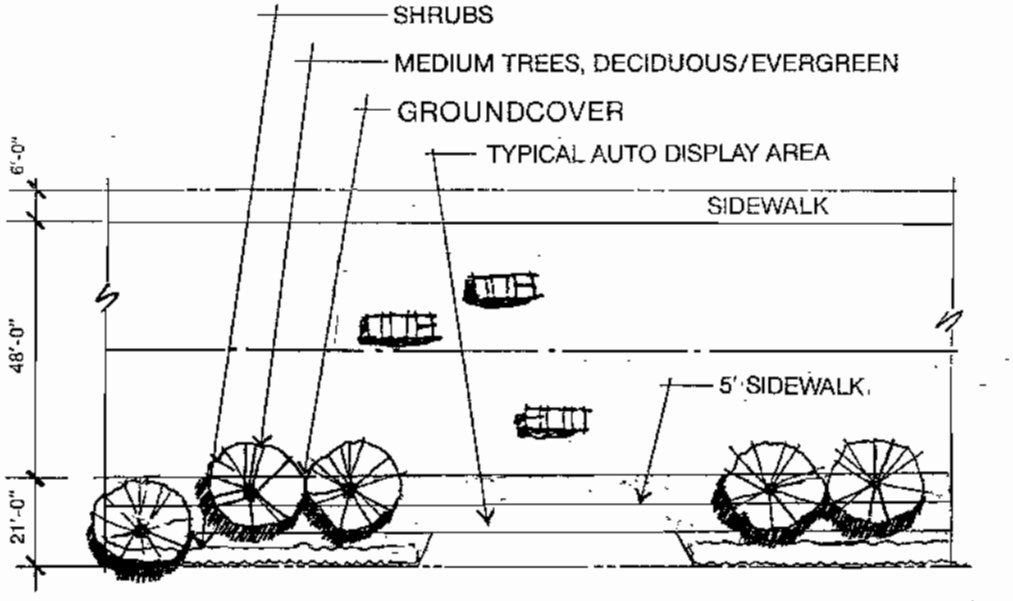
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Kettering Drive



SECTION
(Not to Scale)



CONCEPTUAL PLAN
(Not to Scale)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

~~Commerce Parkway (extending approximately 700' south of Jurupa)~~
Rockefeller Avenue (North of Wanamaker)
McNamara Street
Kettering Drive
Carnegie Avenue
Doubleday Avenue
Dupont Avenue
Wanamaker Avenue

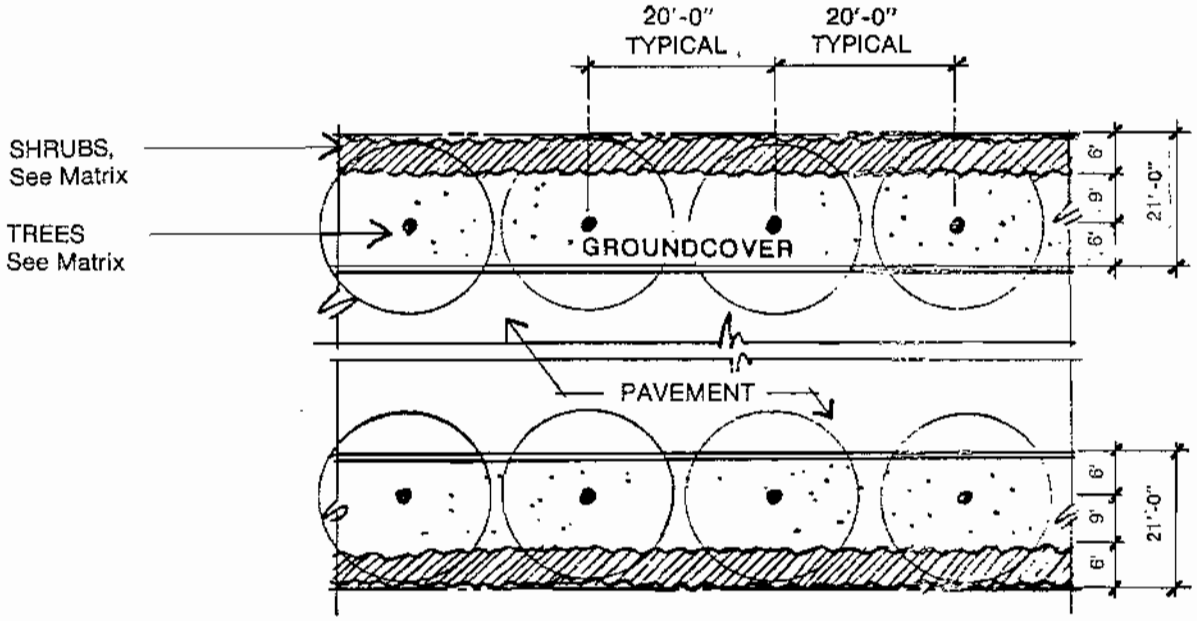
PLANT PALETTE

STREET	TREE	SHRUB (4' o.c.)	GROUNDCOVER
CARNEGIE AVENUE	• LIRIODENDRON TULEPIFERA Tulip Tree	• CARISSA GRANDIFLORA Natal Plum	• LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle
		• CEANOTHUS "JULIA PHELPS" Julia Phelps Ceanothus	
DOUBLEDAY AVENUE	• PISTACHIA CHINENSIS Chinese Pistache 20' o.c.	• ARBUTUS UNEDO "COMPACTA" Compact Strawberry Tree	• LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle
DUPONT AVENUE COMMERCE PARKWAY (Extending approximately 700' north of Francis)	• PISTACHIA CHINENSIS Chinese Pistache 20' a.c.	• LIGUSTRUM JAPONICUM "TEXANUM" Japanese Privet	• LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle
KETTERING DRIVE McNAMARA STREET	• TRISTANIA CONFERTA Brisbane Box 30' o.c.	• RAPHIOLEPIS INDICA "BALLERINA" India Hawthorne	• GAZANIA Trailing Gazania
			• TURF
ROCKEFELLER AVE (North of Wanamaker)	• LIQUIDAMBAR STYRACIFLUA American Sweetgum	• PITTOSPORUM TOBIRA Mock Orange	• TURF
		• OSMANTHUS ILICIFOLIUS Holly-Leaf Osmanthus	•
		• MYRTUS COMMUNIS True Myrtle	
WANAMAKER AVE	• TRISTANIA CONFERTA Brisbane Bos	• TEUCRIUM GERMANDER Bush Germander	• GAZANIA Trailing Gazania

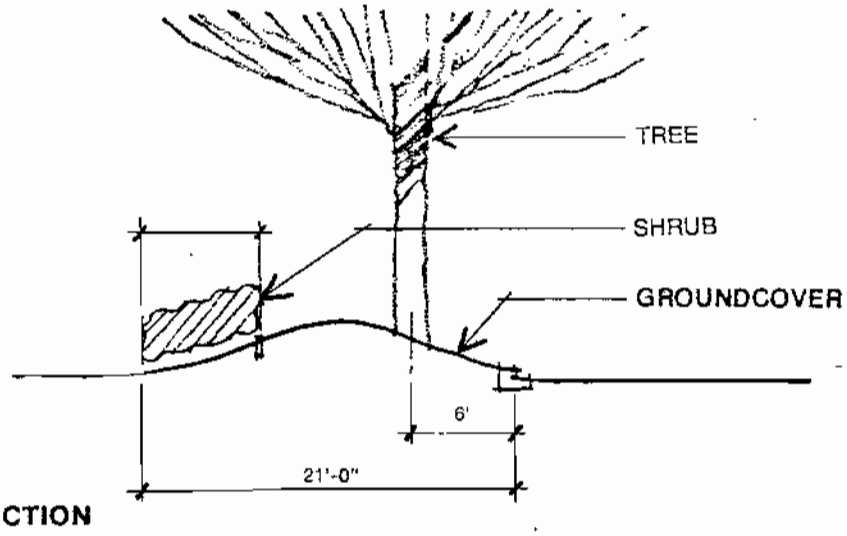
As noted on the Conceptual Landscape Plan, major landscaping along Kettering Drive will also be on the inner side of the street.

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Hudson Avenue
Auto Center Drive
Woodruff Way



CONCEPTUAL PLANTING PLAN
(not to scale)



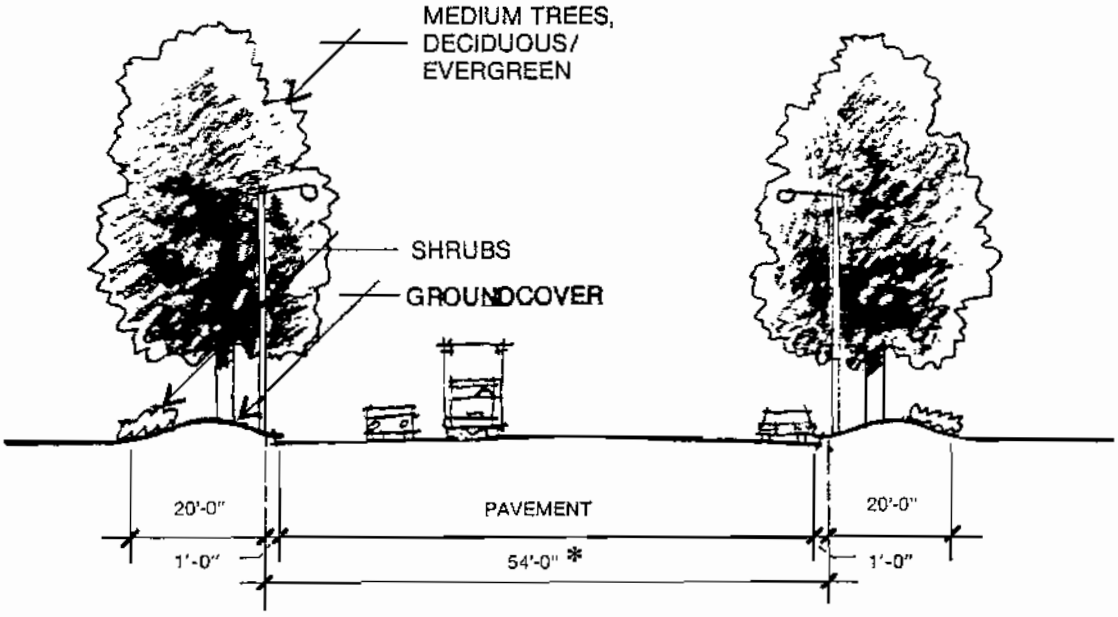
CONCEPTUAL PLANTING SECTION
(not to scale)

NOTE: McNamara Street and portions of Auto Center Drive in the Auto Center will receive landscaping treatment similar to Kettering Drive, including meandering sidewalks, display parking areas and varying landscaping design.

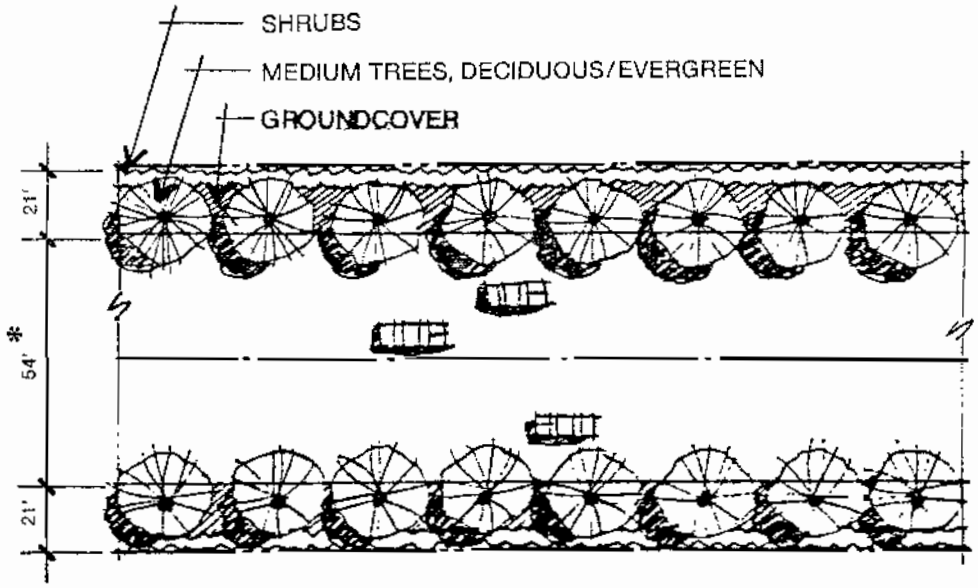
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Hudson Avenue
Auto Center Drive
Woodruff Way



SECTION
(Not to Scale)



CONCEPTUAL PLAN
(Not to Scale)

* except Woodruff Way 50' R-O-W

EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

Hudson Avenue
Auto Center Drive
Woodruff Way

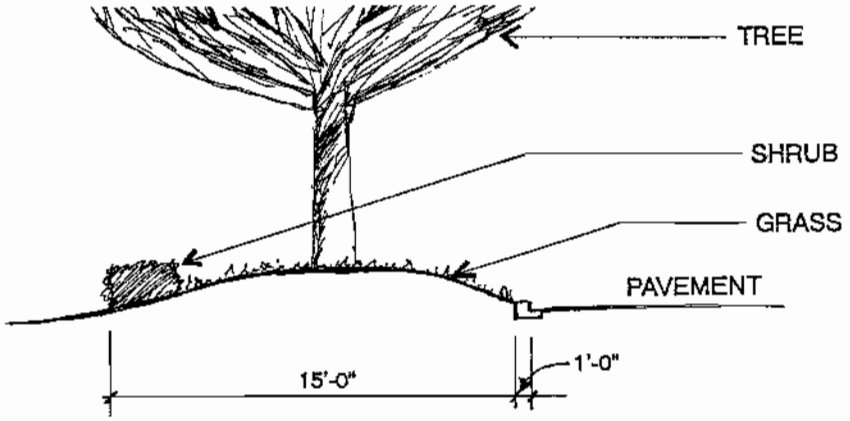
PLANT PALETTE

STREET	TREE	SHRUB (4' o.c.)	GROUNDCOVER
HUDSON AVENUE	• ZELKOVA SERRATA Japanese Zelkova	• NERIUM OLEANDER Oleander	• GAZANIA Trailing Gazania
		• COTINUS COGGYGRIA "Purpureus" Purple Smoke Tree	
AUTO CENTER DRIVE (South of Jurupa)	• PYRUS CALLERYANA "BRADFORD" Bradford Pear	• LIGUSTRUM JAPONICA "TEXANUM" Privet	• GAZANIA Trailing Gazania
AUTO CENTER DRIVE (South of Jurupa) (Median)	• PYRUS CALLERYANA "BRADFORD" Bradford Pear		• GAZANIA Trailing Gazania
WOODRUFF WAY	• ZELKOVA SERRATA Japanese Zelkova	• CEANOTHUS "JULIA PHELPS" Julia Phelps Ceanothus	• LONICERA JAPONICA "HALLIANA" Japanese Honeysuckle

EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

LaSalle Street
Rochester Avenue
Vanderbilt Street
Wall Street
Francis Street



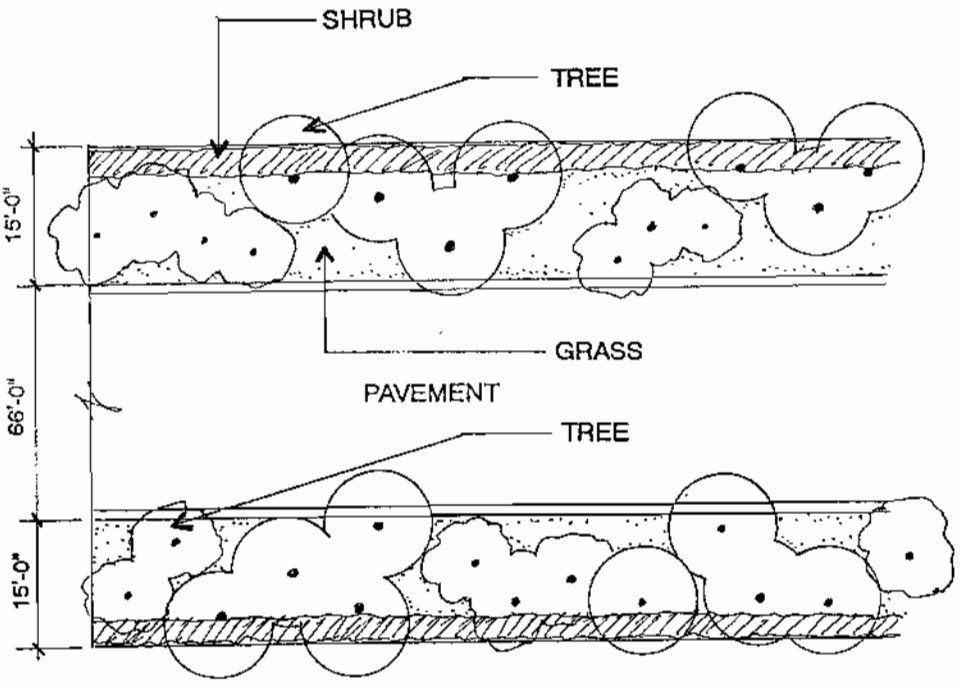
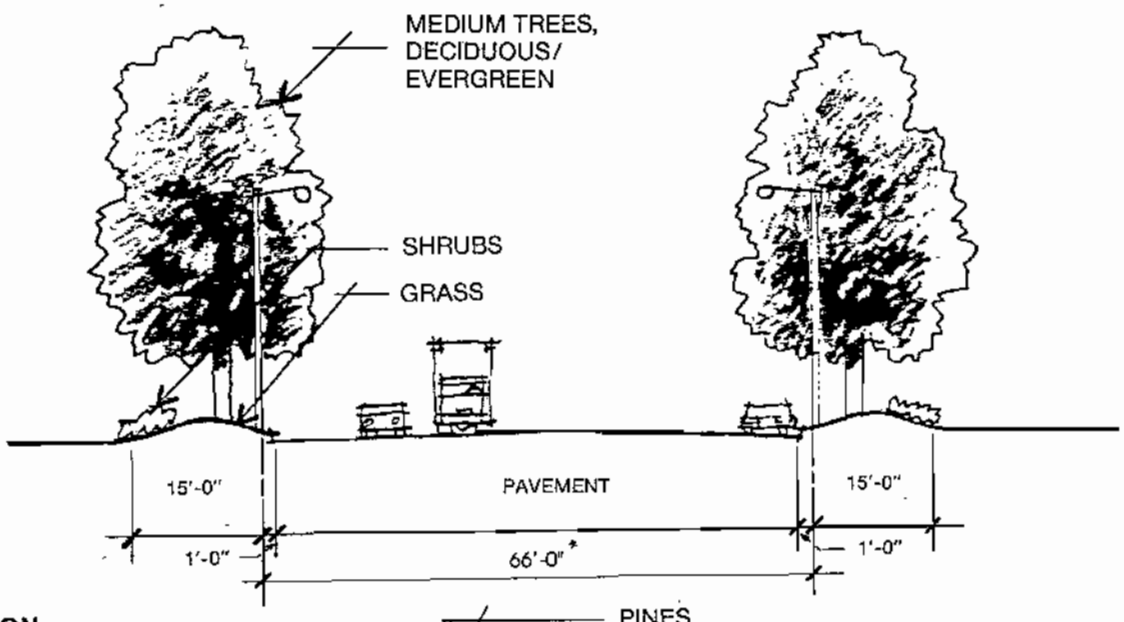


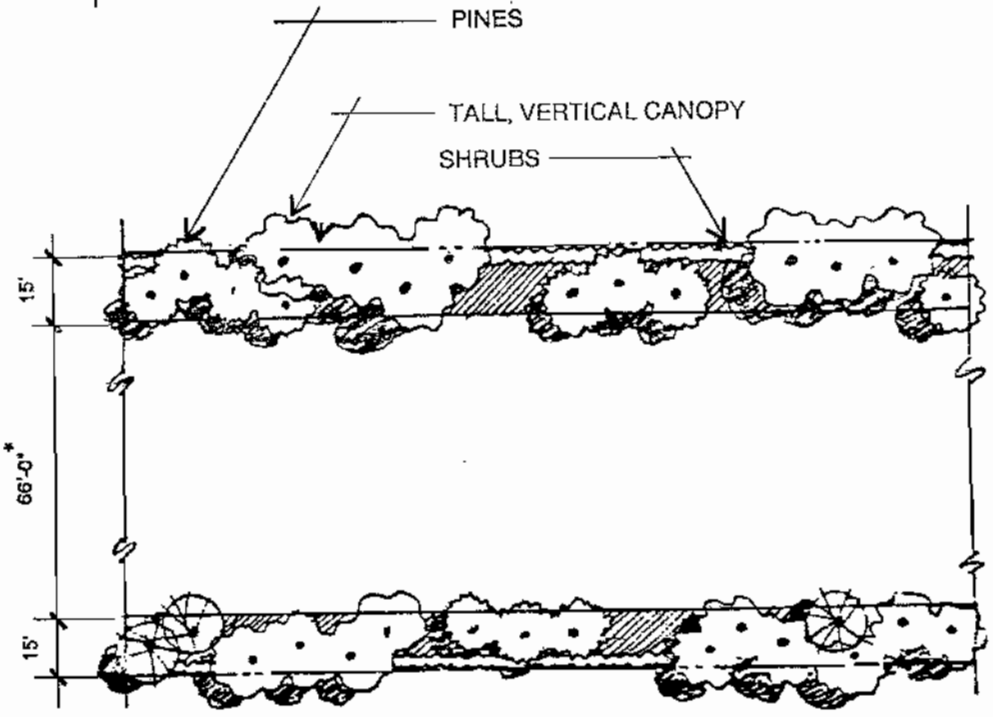
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

LaSalle Street
Rochester Avenue
Vanderbilt Street
Wall Street
Francis Street



SECTION
(Not to scale)



CONCEPTUAL PLAN
(Not to Scale)

*ROCHESTER AVENUE AND FRANCIS STREET EAST OF MILLIKEN HAVE A 50' RIGHT-OF-WAY.

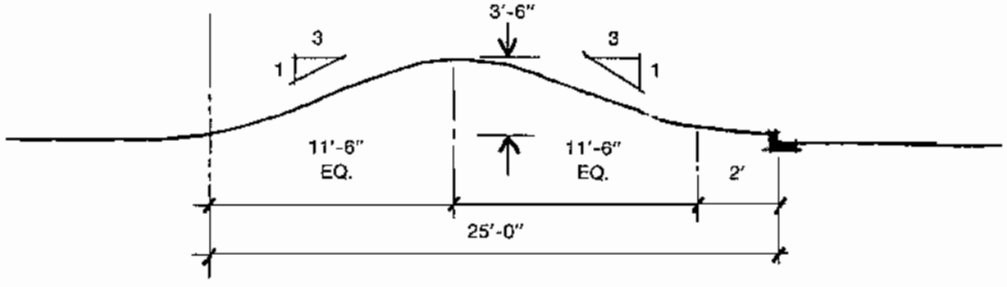
EXHIBIT 34H (Continued)

STREETSCAPE • LOCAL INDUSTRIAL STREETS

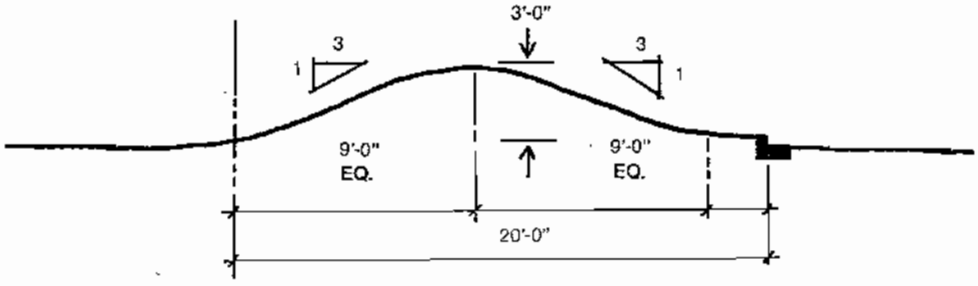
La Salle Street
Rochester Avenue
Vanderbilt Street
Wall Street
Francis Street

PLANT PALETTE

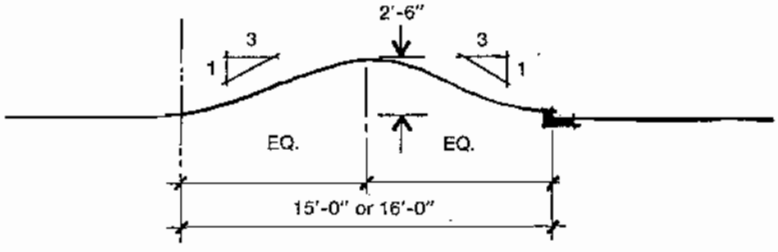
STREET	TREE (Spacing)	SHRUB (4' o.c.)
LaSALLE STREET	• EUCALYPTUS LEUCOXYLON White Ironbark 15'-20'	• GARRYA ELLIPTICA Coast Silktassel
	• LIQUIDAMBAR STYRACIFLUA American Sweetgum 20'-25'	• MYRSINE AFRICANA African Boxwood
	• PINUS COULTERI Coulter Pine 15'-20'	
FRANCIS STREET ROCHESTER AVENUE	• POPULUS FREMONTII Western Cottonwood 20'-25'	• TEUCRIUM FRUTICANS Bush Germander
	• PINUS CANARIENSIS Canary Island Pine 15'-20'	
VANDERBILT STREET	• EUCALYPTUS MACULATA Spotted Gum 15'-20'	• CEANOTHUS "Julia Phelps" Ceanothus
	• PISTACIA CHINENSIS Chinese Pistache	• LIGUSTRUM JAPONICUM "Texanum" Japanese Privet
	• PINUS PINEA Italian Stone Pine 15'-20'	
WALL STREET	• EUCALYPTUS CLADOCALYX Sugar Gum 15'-20'	• OSMANTHUS ILICIFOLIUS Holly-Leaf Osmanthus
	• PISTACIA CHINENSIS Chinese Pistache	• XYLOSMA CONGESTUM Shiny Xylosma
	• TRISTANIA CONFERTA Brisbane Box 15'-20'	



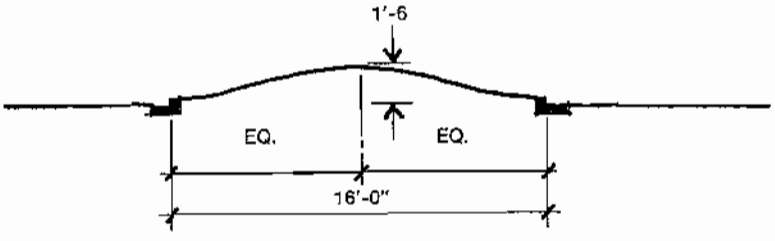
25' LANDSCAPE EASEMENT



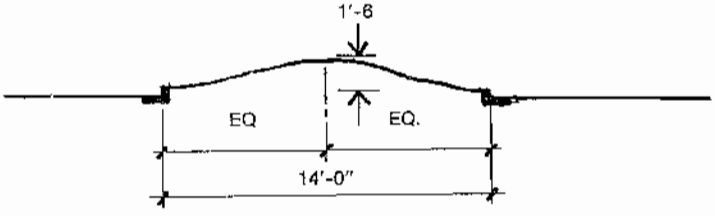
20' LANDSCAPE EASEMENT



15' and 16' LANDSCAPE EASEMENT



16' MEDIAN

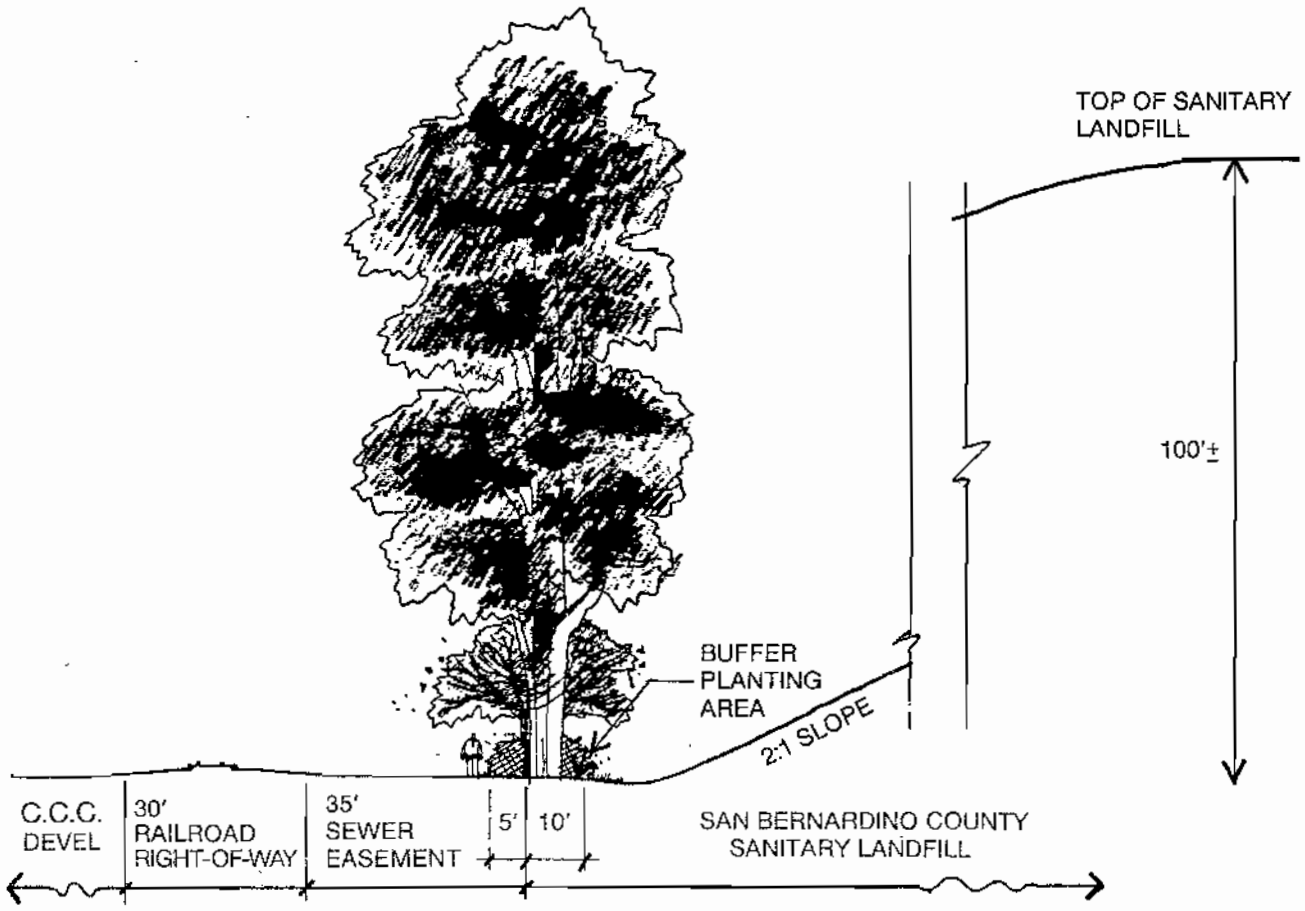


14' MEDIAN

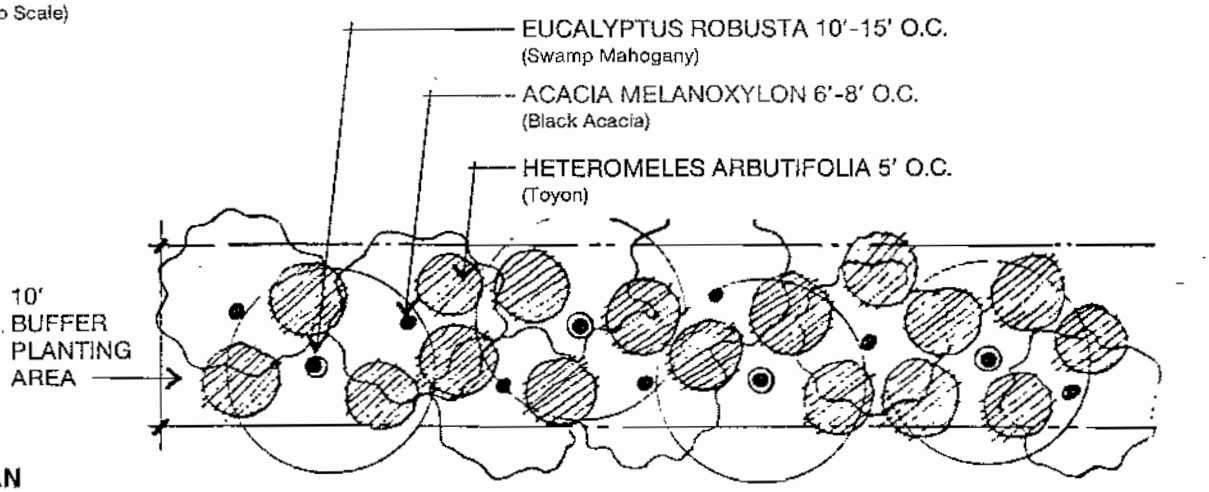
EXHIBIT 34J

BUFFER PLANTING

San Bernardino County Sanitary Landfill



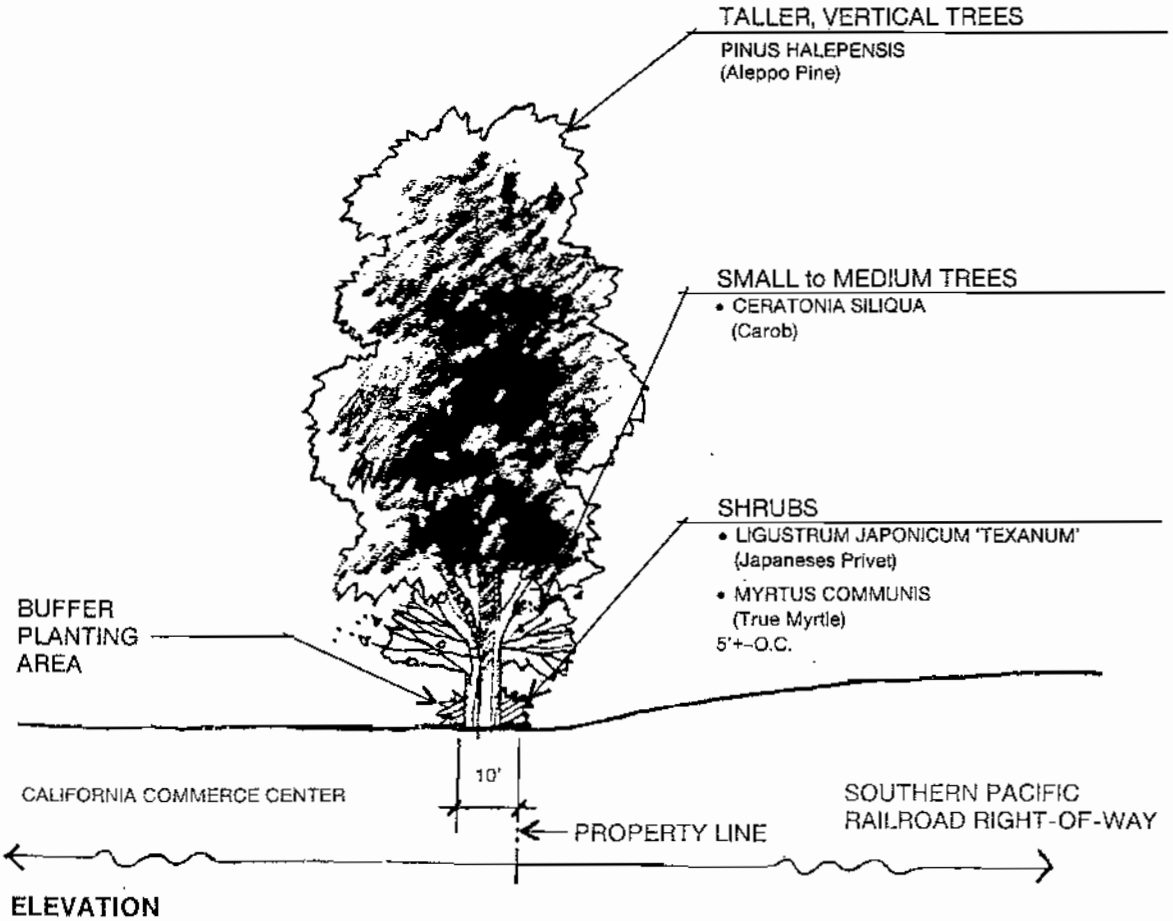
ELEVATION
(Not to Scale)



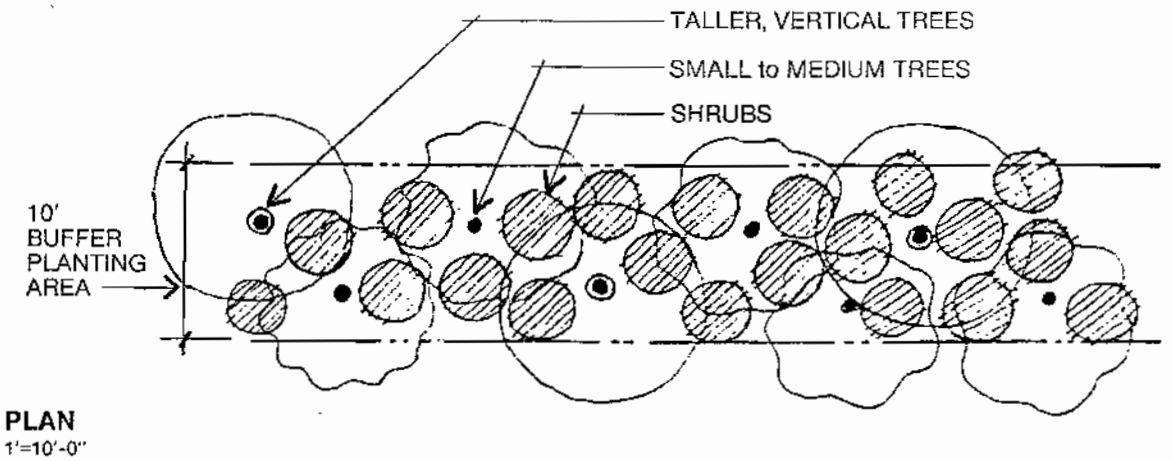
PLAN
1"=10'-0"

EXHIBIT 34K

BUFFER PLANTING
Southern Pacific Railroad



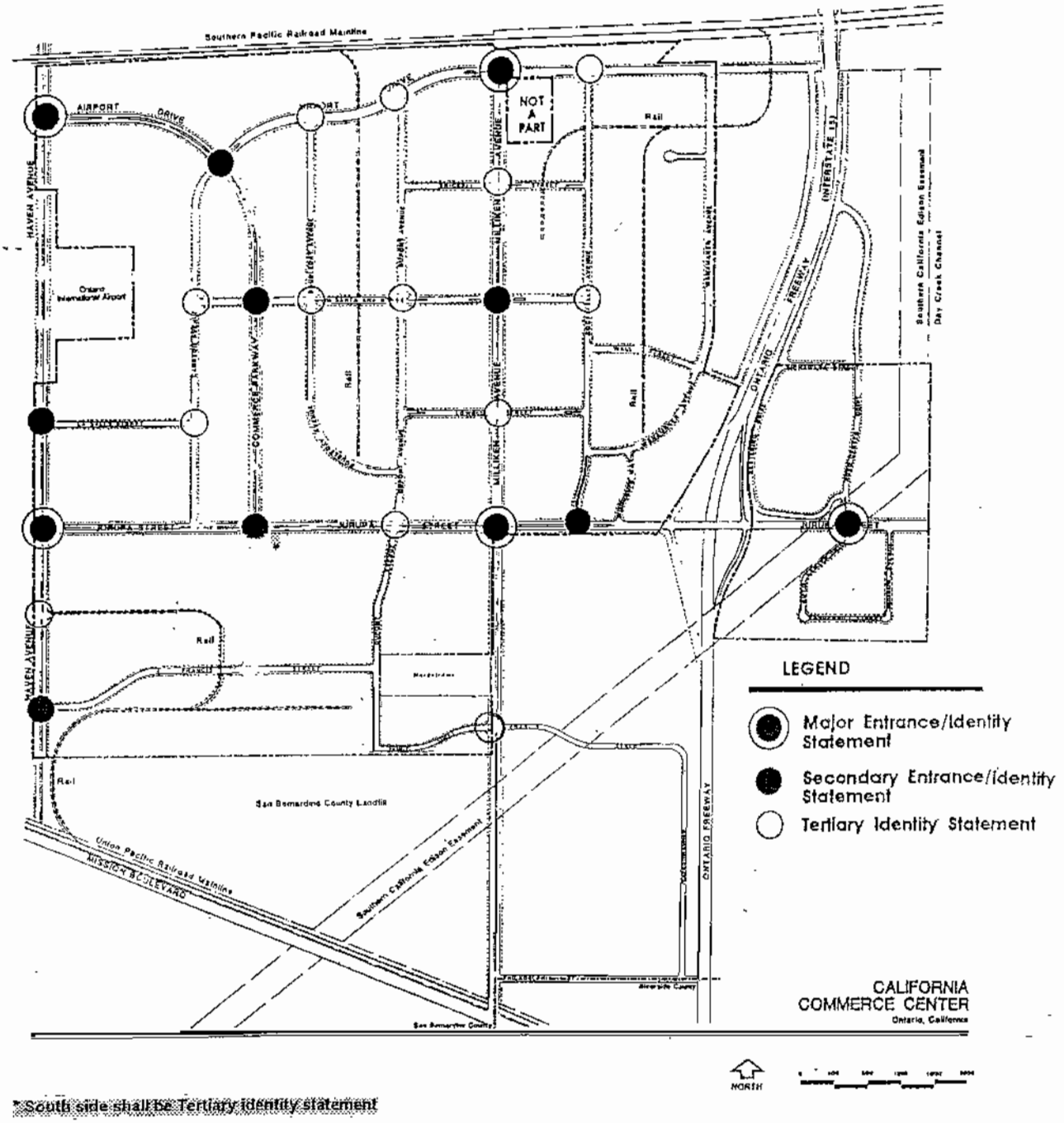
ELEVATION
(Not to Scale)



PLAN
1'=10'-0"

EXHIBIT 35

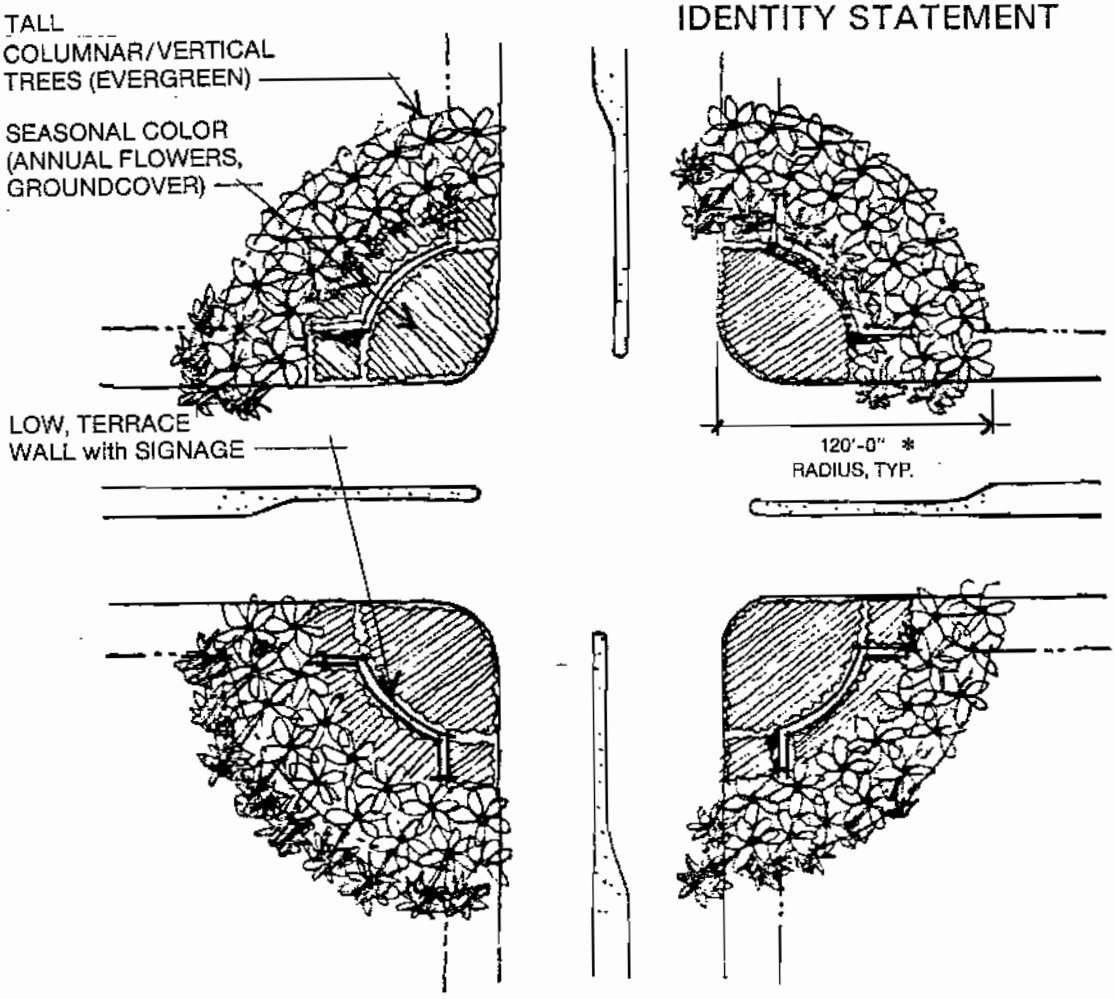
CONCEPTUAL INTERSECTION LANDSCAPE PLAN

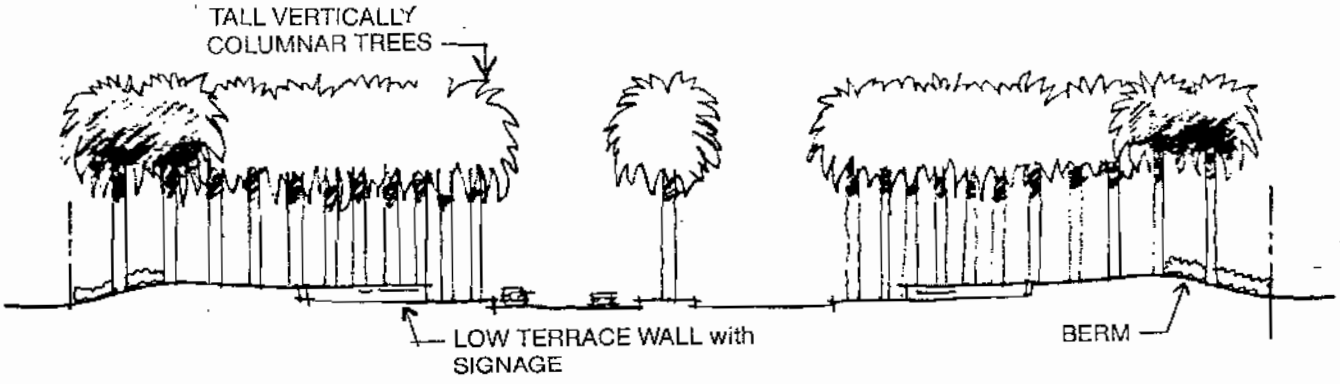


*South side shall be Tertiary identity statement

EXHIBIT 35A

CONCEPTUAL MAJOR ENTRANCE/ IDENTITY STATEMENT





CONCEPTUAL SECTION
(Not to Scale)

* Except Airport and Milliken which will be 78'.

EXHIBIT 35A (Continued)

CONCEPTUAL MAJOR ENTRANCE IDENTITY STATEMENT

PLANT PALETTE

TREE	GROUNDCOVER/SHRUB
• PHOENIX DACTYLIFERA Date Palm	• JUNIPERUS HORIZONTALIS BLUE CHIP Blue Chip Juniper
• WASHINGTONIA FILIFERA California Fan Palm	• ESCALLONIA Escallonia
	• GRASS
	• EURYOPS PECTINATUS
	• ANNUAL OR PERENNIAL COLOR

EXHIBIT 35B

CONCEPTUAL SECONDARY ENTRANCE IDENTITY STATEMENT

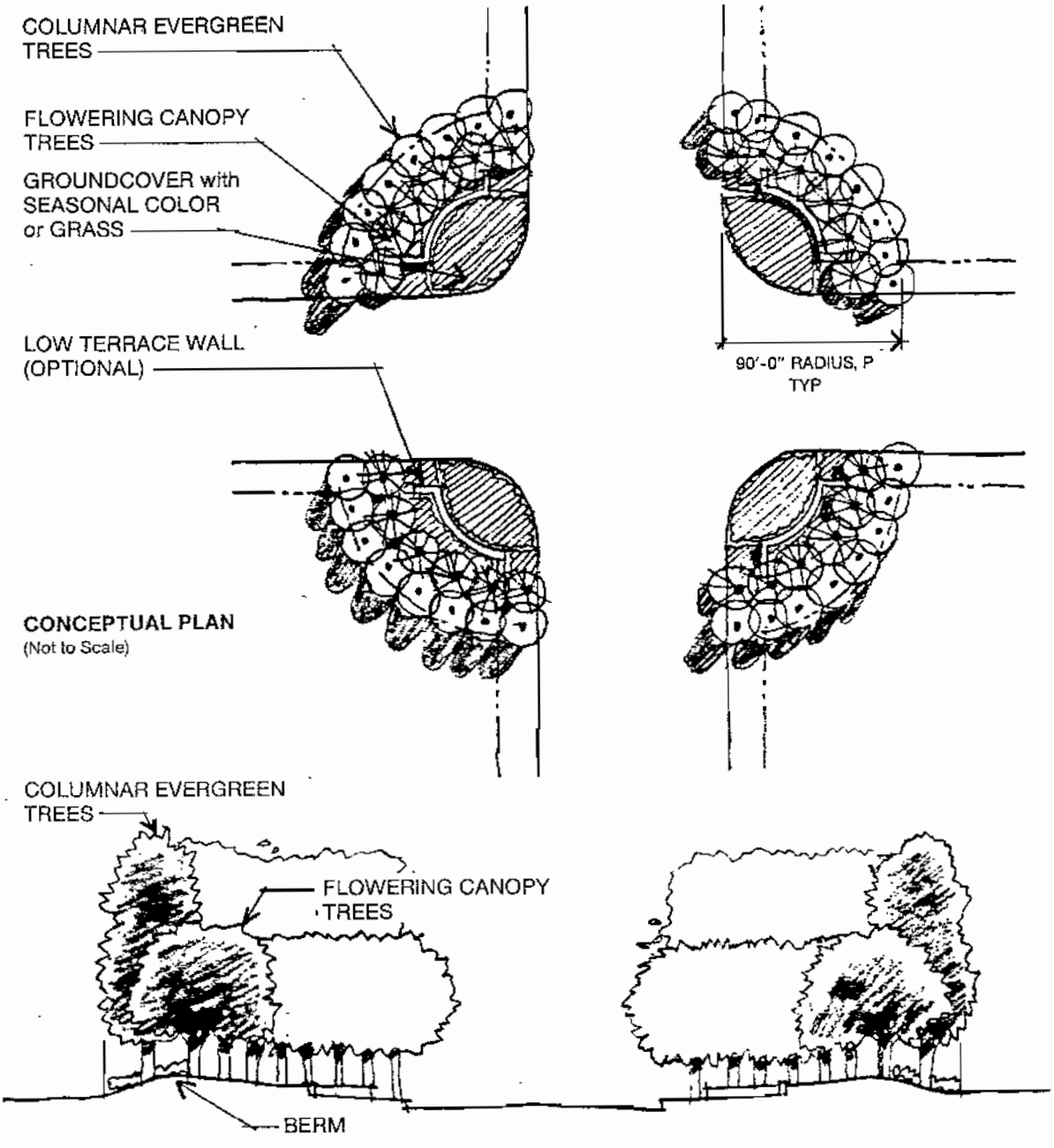


EXHIBIT 35B (Continued)

CONCEPTUAL SECONDARY ENTRANCE IDENTITY STATEMENT

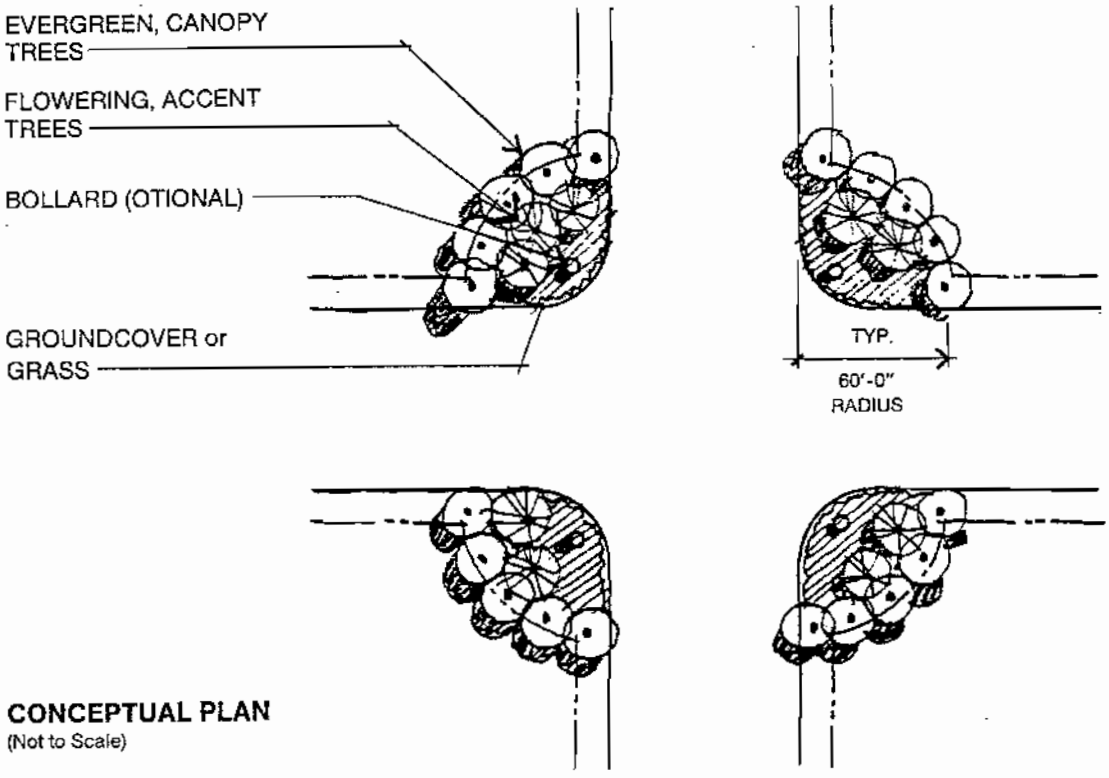
PLANT PALETTE

TREE	GROUNDCOVER/SHRUB
• BRACHYCHITON POPULNEUS Bottle Tree	• VINCA MAJOR Periwinkle
• LIRIODENDRON TULIPIFERA Tulip Tree	• LANTANA CAMARA "Dwarf" Lantana
• TRISTANIA CONFERTA Brisbane Box	• JUNIPERUS HORIZONTALIS "Douglasi" Waukegan Juniper
• LIQUIDAMBAR STYRACIFLUA "FESTIVAL" Sweetgum	• GRASS
• CHORISIA SPECIOSA "Majestic Beauty" Floss Silk Tree	• EURYOPS PECTINATUS
• LAGERSTROEMIA INDICA Crape Myrtle	• ANNUAL OR PERENNIAL COLOR
• MAGNOLIA GRANDIFLORA Samuel Sommer' Magnolia	
• PRUNUS CERASIFERA "Atropurpurea" Purple-leaf Plum	
• JACARANDA MIMOSIFOLIA Jacaranda	

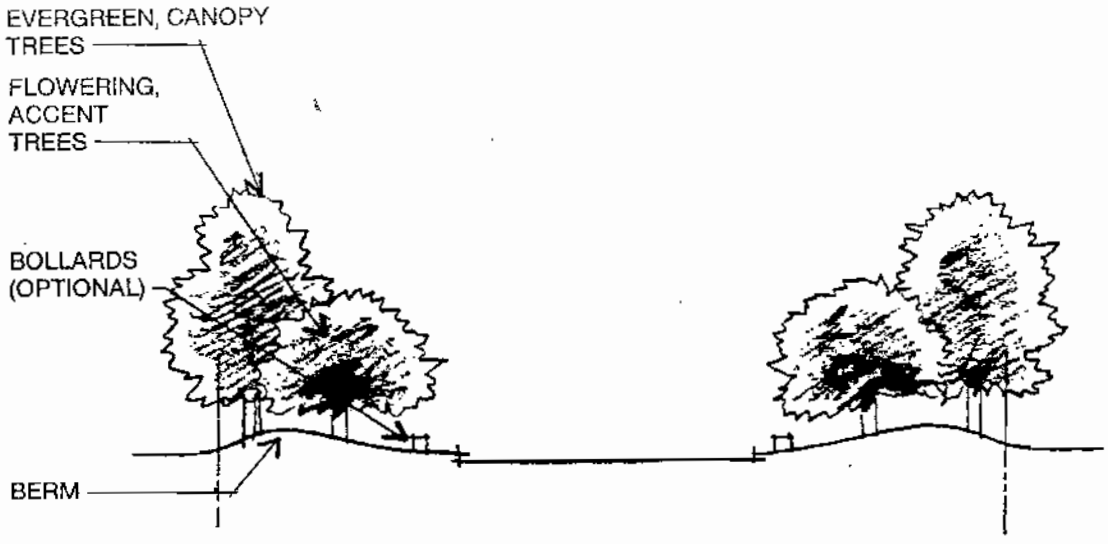
NOTE: As noted earlier, the plant palette at the intersection of Jurupa and Auto Center Drive within the Auto Center may be modified, due to location within the Southern California Edison fee-owned right-of-way (i.e. tree height, access issues).

EXHIBIT 35C

CONCEPTUAL TERTIARY IDENTITY STATEMENT



CONCEPTUAL PLAN
(Not to Scale)



CONCEPTUAL SECTION
(Not to Scale)

EXHIBIT 35C (Continued)

CONCEPTUAL TERTIARY
IDENTITY STATEMENT

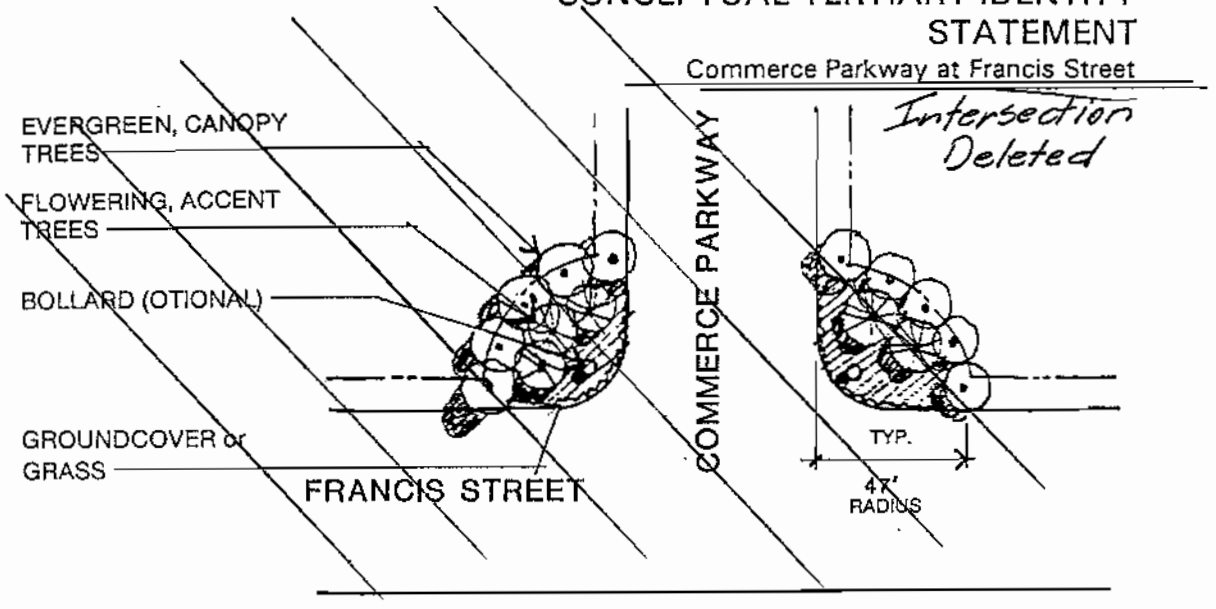
PLANT PALETTE

TREE	GROUNDCOVER/SHRUB
• LIRIODENDRON TULIPIFERA Tulip Tree	• VINCA MAJOR Periwinkle
• TRISTANIA CONFERTA Brisbane Box	• LANTANA CAMARA "Dwarf" Lantana
• LIQUIDAMBAR STYRACIFLUA "FESTIVAL" American Sweetgum	• JUNIPERUS HORIZONTALIS "Douglasi" Waukegan Juniper
• LAGERSTROEMIA INDICA Crape Myrtle	• GRASS
• MAGNOLIA GRANDIFLORA "Samuel Sommer" Magnolia	• EURYOPS PECTINATUS
• CHORISIA SPECIOSA "Majestic Beauty" Floss Silk Tree	• ANNUAL OR PERENNIAL COLOR
• PRUNUS CERASIFERA "Atropurpurea" Purple-leaf Plum	

EXHIBIT 35D

CONCEPTUAL TERTIARY IDENTITY STATEMENT

Commerce Parkway at Francis Street



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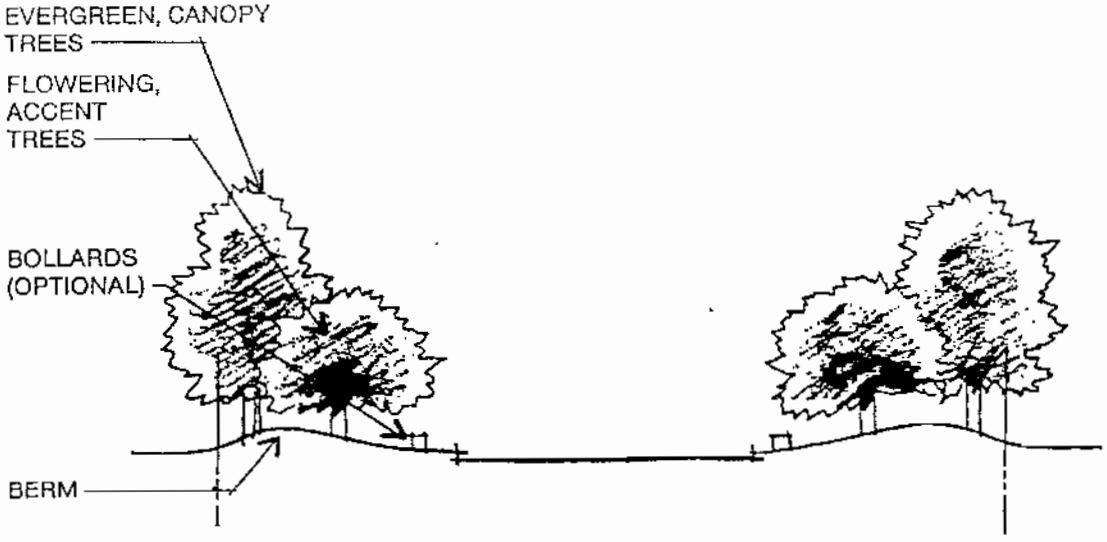
CONCEPTUAL PLAN
(Not to Scale)



CONCEPTUAL SECTION
(Not to Scale)

H. ON-SITE LANDSCAPING

Landscape criteria has also been established for landscaping of on-site areas. This landscaping will be the responsibility of individual parcel owners, and will be reviewed and approved by California Commerce Center as part of the development site plan approval process.

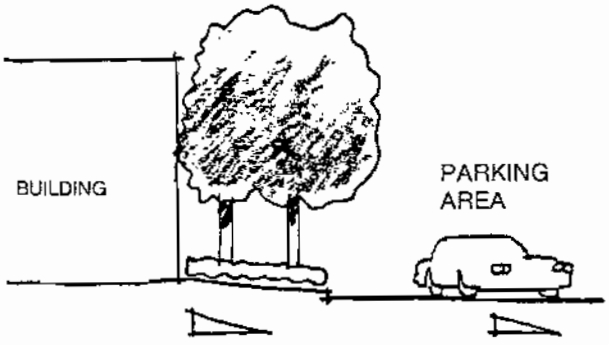
These landscaped areas will include building and parking setbacks, parking areas, buffers, and areas directly adjacent to buildings. The landscape for these areas will provide a mixture of trees, shrubs, vines, groundcover and turf, as appropriate (see Exhibit 36, On-Site Landscaping). A recommended plant palette has been provided that offers a variety of plant material that do well in this climate (see Exhibit 37, Recommended Plant Palette for On-Site Landscape Development Plans). However, since the water requirements of plant materials may vary extensively, attention should be given to selecting plants with similar water requirements in particular planting areas. Attention should also be given to installing irrigation systems that can regulate water requirements as needed. Minimum sizes for tree plant material shall be 15 gallons; minimum sizes for shrub plant material must be 5 gallons. Smaller container-size plant material must be approved by California Commerce Center and the City of Ontario's Public Facilities Department Coordinator.

The quantity and actual placement of trees, shrubs, groundcover, and turf shall be adequate to screen and soften buildings and their associated loading and parking areas from adjacent public streets. Such landscaping shall be designed with consideration given to parcel size and the intended building use.

Note: As noted earlier, the plant palette at the intersection of Jurupa Street and Auto Center Drive within the Auto Center may be modified, due to location within the Southern California Edison fee-owned right-of-way (i.e. tree height, access issues).

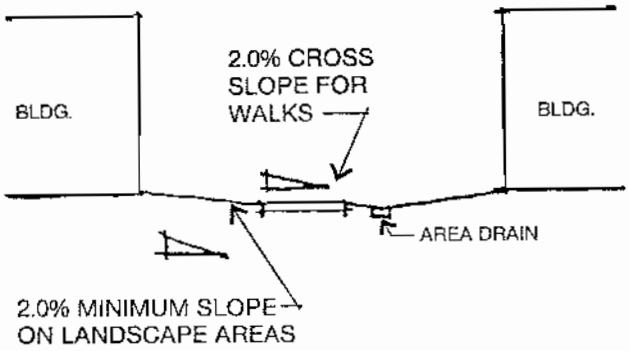
EXHIBIT 36

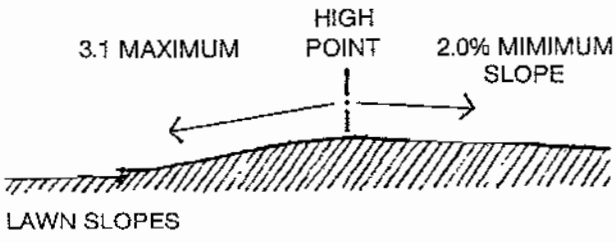
ON-SITE LANDSCAPING



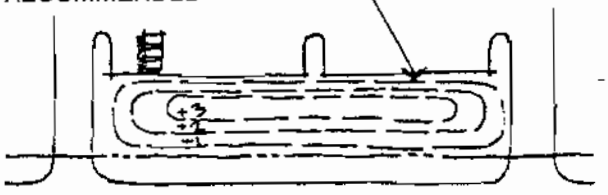
GRADING CONCEPT
(Not to Scale)

SMOOTH TRANSITIONS WITH SOFT, NATURAL FORMS ARE RECOMMENDED FOR BERMS





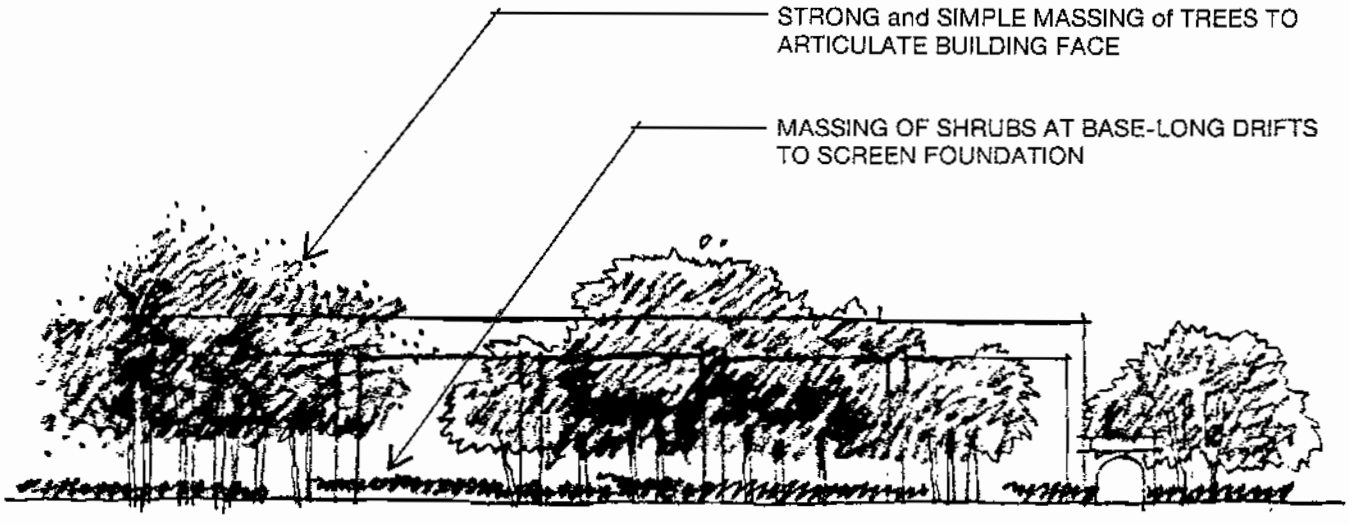
IN AREAS OF LIMITED HORIZONTAL RUN, A CONTINUOUS BERM IS RECOMMENDED



BERMING CONCEPT
(Not to Scale)

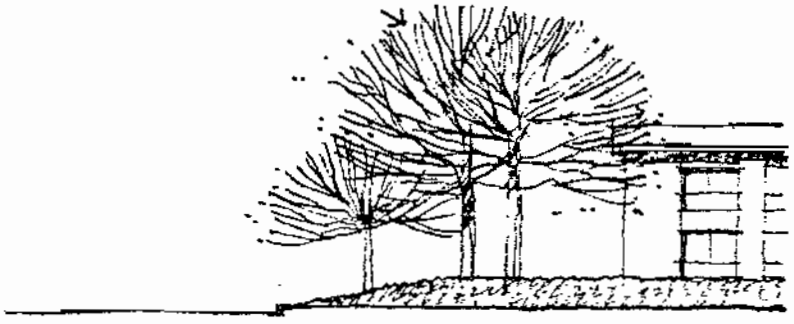
EXHIBIT 36 (Continued)

ON-SITE LANDSCAPING



GENERAL NOTE: TREES PLANTED ALONG WEST and SOUTH SIDES SHOULD BE PREDOMINANTLY EVERGREEN

LARGE, TALL TREES AGAINST BUILDINGS, APPROPRIATELY SCALED



THE USE OF THE SAME TREES AS THE STREETSCAPE IS RECOMMENDED FOR THE FRONT OF THE PROPERTY FOR LANDSCAPE CONTINUITY and COHERENCE

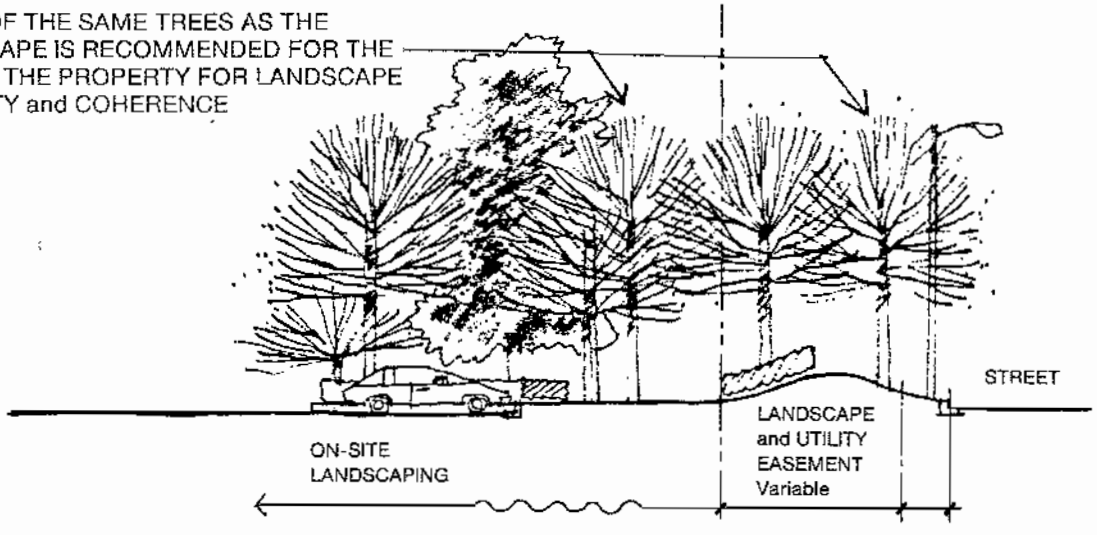
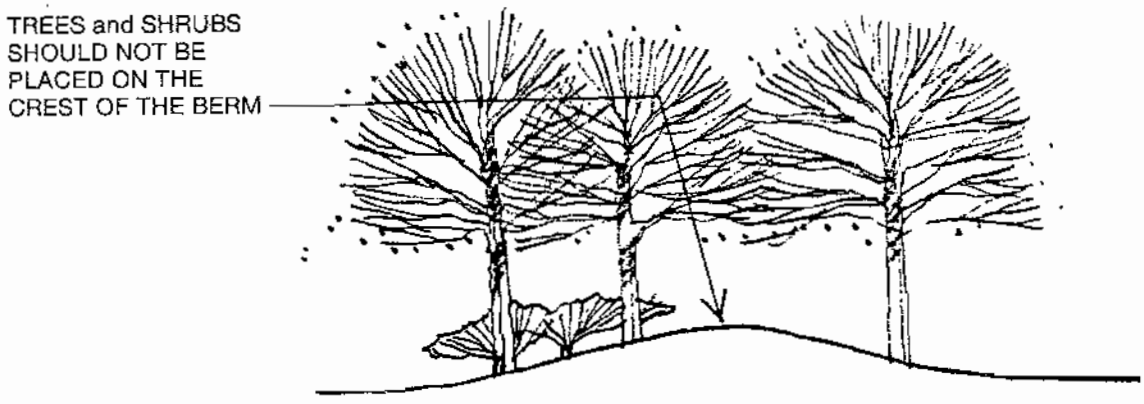


EXHIBIT 36 (Continued)

ON-SITE LANDSCAPING



DESIGN CONCEPT • ON-SITE LANDSCAPING

THE OVERALL INTENTION IS THE CREATION OF A SIMPLE, STRONG LANDSCAPE SETTING, IN SCALE WITH LARGE BUILDINGS, WIDE STREETS, and LARGE PARKING AREAS OF AN INDUSTRIAL/BUSINESS CENTER. THIS RESULT CAN BE ACHIEVED THROUGH THE USE OF A LIMITED PALETTE, WITH SKILLFULLY ARRANGED MASSING OF SIMILAR PLANT MATERIALS, ESPECIALLY ALONG STREET FRONTAGES and AT VEHICULAR ENTRIES. LARGE SWEEPS OF SINGLE SPECIES ARE RECOMMENDED. MORE DETAIL, ACCENT TREES and SHRUBS ARE RECOMMENDED FOR COURTYARDS, GARDENS and FORMAL ENTRIES.

TABLE 3

	PROPERTY OWNERS' ASSOCIATION	MAINTENANCE DISTRICT	INDIVIDUAL PROPERTY OWNER	CITY OF ONTARIO
LANDSCAPE PARKWAY	•			
LANDSCAPE MEDIANS	•			
LANDSCAPE COMMON AREAS	•			
STREET LIGHTING		•		
PUBLIC STREETS				•
SIDEWALKS/ HARDSCAPE OFF-SITE/ COMMON AREAS	•			
SIDEWALKS/ HARDSCAPE ON-SITE			•	
PUBLIC STORM DRAINS				•
BUFFER PLANTING	•			
PROJECT/INDIVIDUAL SIGNAGE	•		•	

EXHIBIT 37

RECOMMENDED PLANT PALETTE FOR ON-SITE LANDSCAPE DEVELOPMENT PLANS

A	Medium to Large Trees
B	Small Trees
C	Specimen/Accent Trees
D	Columnar Trees
E	Conifers
F	Buffer Plants • Trees
G	Buffer Plants • Shrubs
H	Shrubs
I	Vines
J	Groundcover Accents
K	Groundcovers

EXHIBIT 37 (Continued)

A. MEDIUM to LARGE TREES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
BRACHYCHITON POPULNEUS Bottle Tree	•		40'	•	•	M		Wind tolerant
CHORISIA SPECIOSA "Majestic Beauty" Floss-Silk Tree		•	50'	•		M	Fall Pink	
EUCALYPTUS CAMADULENSIS Red Gum	•		100'	•	•	F		Some litter
EUCALYPTUS CLADOCALYX Sugar Gum	•		85'	•	•	F		Some litter
EUCALYPTUS LEUCOXYLON White Ironbark	•		50'	•		F		Wind tolerant Some litter
EUCALYPTUS MACULATA Spotted Gum	•		60'			F		Some litter
EUCALYPTUS MICROTHECA Flodded Box	•		35'		•	F		Wind tolerant Some litter
EUCALYPTUS SIDEROXYLON "Rosea" Red Ironbark	•		50'			M	Fall to Spring Pink	Some litter
EUCALYPTUS VIMINALIS Manna Gum	•		100'			F		Some litter
GINKGO BILOBA "Autumn Gold'-Male Only Maidenhair Tree		•	50'	•	M	F	Fall Gold	
GINKGO BILOBA "Saratoga"-Male Only Maidenhair Tree		•	50'	•	M	S	Fall Pink	
GLEDITSIA TRIACANTHOS Honey Locust		•	50'	•	L	F		Wind tolerant Surface roots Some litter
GREVILLEA ROBUSTA-Milliken Parkway Only Silk Oak	•		50'	•		F		
LIQUIDAMBAR FORMOSANA Chinese Sweet Gum		•	50'		L	M	Spring & Fall Red	Surface roots
LIQUIDAMBAR STYRACIFLUA American Sweet Gum		•	60'			M	Fall Red	Surface roots
LIQUIDAMBAR STYRACIFLUA "Burgundy" Burgandy Sweet Gum		•	60'		L	M	Fall Winter Purple	Surface roots
LIRIODENDRON TULIPIFERA Tulip Tree		•	50'		L	F	Fall Yellow	Surface roots
MAYTENUS BOARIA Mayten Tree	•		40'		M	M		
MELALEUCA LINARIFOLIA Flaxleaf Paperback	•		35'	•	•	F		
MALALEUCA STYPHELIOIDES	•		40'	•	•	F		
PISTACIA CHINENSIS Chinese Pistache		•	60'	•	M	M	Fall Crimson	Some litter
PLATANUS ACERIFOLIA London Plane Tree		•	80'		L	F		
PLATANUS RACEMOSA California Sycamore		•	80'	•	M	F		Wind tolerant Some litter
POPULUS FREMONTII-Male Only Western Cottonwood		•	50'	•	M	F		
SCHINUS MOLLE California Pepper	•		35'		•	F		Surface roots
TRISTANIA CONFERTA Brisbane Box	•		50'	•	•	F	Summer White	Some litter
ULMUS PARVIFOLIA-Drake or Brea		•	50'		M	F		
ZELKOVA SERRATA Japanese Zelkova		•	60'	•	L	F	Fall Yellow	

EXHIBIT 37 (Continued)

B. SMALL TREES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ACACIA BAILEYANA Bailey Acacia	•		25'	•	•	F	Spring Yellow	Wind tolerant Surface roots
ACACIA BAILEYANA "Purpurea" Purple-leaf Acacia	•		25'	•	•	F	Spring Yellow	Wind tolerant Surface roots
ACACIA MELANOXYLON Black Acacia	•		40'	•	•	F	Spring Yellow	Wind/smog tolerant Surface roots
ALBIZIA JULIBRISSIN "Rosea" Silk Tree		•	40'	•	•	F	Summer Pink	
CERATONIA SILIQUA Carob	•		35'	•	•	M		Surface roots
GEIJERA PARVIFLORA Australian Willow	•		25'	•	M	F		
JACARANDA MIMOSIFOLIA Jacaranda		•	30'	•	L	M	Spring,Summer Lavender-blue	
KOELREUTERIA PANICULATA Golden Rain Tree		•	25'	•	•	M	Summer, Fall Yellow	Wind, smog tolerant
LIQUIDAMBAR ORIENTALIS Oriental Sweet Gum		•	25'		M	M	Fall Red	
RHUS LANCEA African Sumac	•		25'	•	•	M		

C. SPECIMEN/ACCENT TREES

BRACHYCHITON ACERIFOLIUS Flame Tree		•	50'	•	M	S	Summer Red	
CHORISIA SPECIOSA "Majestic Beauty" Floss-Silk Tree		•	50'	•		M	Fall Pink	
CINNAMOMUM CAMPHORA Camphor Tree	•		40'			S	Spring Flowers	Surface roots
FAGUS SYLVATICA "Atropunicea" Purple Beech		•	60'	•	No	M		
LAGERSTROEMIA INDICA Crape Myrtle		•	20'	•	•	S	Spring,Summer White, Pink	
MAGNOLIA GRANDIFLORA "Samuel Sommer" Samuel Sommer Magnolia	•		50'	•		M	Summer, Fall White	Surface roots Some litter
MELIA AZEDARACH "Umbraculifera" Texas Umbrella Tree		•	30'	•		M		
PRUNUS CERASIFERA "Atropurpurea" Purple-leaf Plum		•	30'	•	No	M	Spring White	

D. COLUMNAR TREES

LIQUIDAMBAR STYRACIFLUA "Festival" Sweetgum		•	50'	•	L	M	Fall Orange	Surface roots
POPULUS NIGRA "Italica"-Milliken Parkway Only Lombardy Popular		•	60'		L	F		

EXHIBIT 37 (Continued)

E. CONIFERS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
PINUS CANARIENSIS Canary Island Pine	•		70'	•	M	F		Wind tolerant
PINUS COULTERI Coulter Pine	•		50'	•	•	M		Wind tolerant
PINUS HALEPENSIS Aleppo Pine	•		40'	•	•	F		Wind tolerant
PINUS PINEA Italian Stone Pine	•		50'	•	•	M		Wind tolerant

F. BUFFER PLANTS • TREES

CERATONIA SILIQUA - Male only Carob	•		25'	•	•	M		
EUCALYUPTUS SIDEROXYLON "Rosea" Red Ironbark	•		50'	•		M	Fall to Spring Pink	Some litter
PINUS HALEPENSIS Aleppo Pine	•		40'	•	•	F		Wind tolerant
PINUS PINEA Italian Stone Pine	•		50'	•	•	M		Wind tolerant
TRISTANIA CONFERTA Brisbane Box	•		50'	•	•	F	Summer White	Some litter

G. BUFFER PLANTS • SHRUBS

ACACIA MELANOXYLON Black Acacia	•		40'	•	•	F	Spring Yellow	Wind/smog tolerant Surface roots
DODONAEA VISCOSA "Purpurea" Hopseed Tree	•		15"	•	•	F		Wind/smog tolerant
FEIJOA SELLOWIANA Pineapple Guava	•		12'	•	•	M		
LEPTOSPERMUM LAEVIGATUM Australian Tea Tree	•		15'	•	•	F	Some White	Wind tolerant
LIGUSTRUM JAPONICUM "Texanum" Japanese Privet	•		9'	•	No	M	Spring, Summer White	
LIGUSTRUM OVAFOLIUM California	•		15'	•	No	M	Spring, Summer White	
MELALEUCA NESOPHILA Pink Malaeuca	•		20'	•	•	F	Summer Pink-Purple	Wind tolerant
MYRTUS COMMUNIS True Myrtle	•		15'	•	•	S	Summer White	
NERIUM OLEANDER Oleander	•		12'	•	•	F	Spring, Fall White, Pink	Wind/smog tolerant
OSMANTHUS ILICIFOLIUS Holly-Leaf Osmanthus	•		8'		L	M	Fall White	
VIBURNUM JAPONICUM Japanese Viburnum	•		15'		L	M	Spring White	

EXHIBIT 37 (Continued)

H. SHRUBS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ABELIA GRANDIFLORA Glossy Abelia	•		8'	•	L	F	Summer Pink	Good hedge
ARBUTUS UNEDO "Compacta" Compact Strawberry Tree	•		5'	•	M	M	Fall, Winter Pink	
CALLISTEMON CITRINUS Lemon Bottlebrush	•		15'	•	M	F	Spring to Winter Red	Wind/smog tolerant Good hedge
CARISSA GRANDIFLORA Natal Plum	•		7'	•	M	F	Spring to Winter Red	Wind/smog tolerant Good hedge
CEANOTHUS "Julia Phelps" Julia Phelps Ceanothus	•		5'	•	•	F	Spring Blue	Wind tolerant
CEANOTHUS RIGIDUS "Snowball" Snowball Ceanothus	•		6'	•	•	F	Spring White	Wind tolerant
CISTUS LADANIFER Spotted Rock Rose	•		6'	•	•	F	Spring, Summer White	Wind tolerant
CISTUS PURPUREUS Orchid-Spot Rock Rose	•		4'	•	•	F	Spring, Summer Orchid	Wind tolerant
COTINUS COGGYGRIA "Purpureus" Purple Smoke Tree	•		20'	•	•	M	Fall Yellow-Orange	Good hedge Not too much H_2O
DODONAEA VISCOSA "Purpurea" Purple Hop Bush	•		15'	•	•	F		Wind/smog tolerant Good hedge
ERYTHRINA BIDWILLII Bidwill's Coral Tree		•	15'	•	L	F		Wind tolerant
FEIJOWA SELLOWIANA Pineapple Guave	•		12'	•	•	M	Spring Pink	
FREMONTODENDRON CALIFORNICUM Flannel Bush	•		15'	•	•	F	Spring Yellow	Not too much H_2O
GARRYA ELLIPTICA Coast Silktassel	•		10'	•	M	M	Spring to Winter Red	Needs both Male and Female
HETEROMELES ARBUTIFOLIA California Holly	•		20'	•	•	M	Summer to Winter Cream and Red	Smog tolerant
LEPTOSPERMUM LAEVIGATUM Australian Tea Tree	•		15'	•	•	F	Spring White	Wind tolerant Good hedge
LIGUSTRUM JAPONICUM "Texanum" Japanese Privet	•		9'	•	No	M	Spring,Summer White	Good hedge
LIGUSTRUM OVAFOLIUM California Privet	•		15'	•	No	F	Spring,Summer White	Good hedge
MELALEUCA NESOPHILA Pink Melaleuca	•		20'	•	•	F	Summer Pink, Purple	Wind tolerant Good hedge
MYRSINE AFRICANA African Boxwood	•		8'	•	•	M		Smog tolerant
MYRTUS COMMUNIS True Myrtle	•		6'	•	•	S	Summer White	Good hedge
NERIUM OLEANDER Oleander	•		12'	•	•	F	Summer to Fall White, Pink	Wind/smog tolerant Good hedge
OSMANTHUS ILICIFOLIUS Holly-Leaf Osmanthus	•		8'	•	•	S	Fall White	Good hedge
PITTOSPORUM TOBIRA Mock Orange	•		15'	•	M	M	Spring White	
PITTOSPORUM TOBIRA "Wheeler" Mock Orange	•		2'	•	M	M	Spring White	

EXHIBIT 37 (Continued)

I. VINES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
PLUMBAGO AURICULATA Blue Cape Plumbago		•	6'	•	•	M	Spring to Winter Blue	
RAPHIOLEPIS INDICA India Hawthorn	•		5'	•	M	S	Fall to Spring Pink	Smog tolerant
RHUS OVATA Sugar Bush	•		6'	•	M	M	Spring Pink	
TEUCRIUM FRUTICANS Bush Germander	•		6'	•	•	M	Summer Blue	Not too much H_2O
VIBURNUM JAPONICUM Japanese Viburnum	•		15'		L	M	Spring White	Need some shade
XYLOSMA CONGESTUM Shiny Xylosma	•		9'	•	M	F		
JUNIPERUS CHINENSIS "Pfitzerana" Pfitzer Juniper	•		15'	•	•	M		

I. VINES

AKEBIA QUINATA Fiveleaf Akebia		•		•	No	F	Spring Purple	Shade tolerant Needs support
CLEMATIS ARMANDII Evergreen Clematis	•			•	No	F	Spring White	Shade tolerant Needs support
CLYTOSTOMA CALLISTEGIODES Violet Trumpet Vine	•			•	No	F	Spring to Fall Violet	Shade tolerant Needs support
FICUS PUMILA Creeping Fig	•			•	M	F		Shade tolerant
JASMINUM GRANDIFLORUM Spanish Jasmine		•			L	F	Summer White	Shade tolerant Needs support
PASSIFLORA ALATOCAERULEA Passion Vine	•			•	No	F	Summer White	
PASSIBLORA JAMESONII Red Passion Flower	•			•	No	F	Summer Coral	
ROSA BANKSIAE "Lutea" Lady Bank's Rose		•		•	M	M	Spring, Summer Yellow	Needs support
SOLANUM JASMINOIDES Potato Vine		•		•	No	F	Spring to Winter White	Shade tolerant Need support
WISTERIA FLORIBUNDA Japanese Wisteria		•		•	No	F	Spring Purple	Shade tolerant Needs support
WISTERIA SINENSIS Chinese Wistena		•		•	No	F	Spring Purple	Shade tolerant Needs support

J. GROUNDCOVER ACCENTS

AGAPANTHUS AFRICANUS Lily-of-the-Nile	•		15'	•	•	F	Summer Blue	Shade tolerant
ARTEMISIA SCHMIDTIANA "Silver Mound" Angel's Hair			12'	•	•	M		
HERMEROCALLIS Day Lily			8'	•	No	M	Summer, Fall Yellow, Orange	Needs shade
LIRIOPE MUSCARI Lily Turf	•		8'		No	M	Summer Lavender	
MORAEA IRIDIODES African Iris	•			•	•	M	Spring to Fall White	

EXHIBIT 37 (Continued)

K. GROUNDCOVERS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ACACIA REDOLENS Acacia	•		3'	•	•	F	Spring Yellow	Wind/smog tolerant
ARCTOTHECA CALENDULA Cape Weed	•		18'	•	•	F	Spring to Winter Yellow	
ARMERIA MARITIMA Sea Pink	•		6"	•	•	M	Spring Pink	
BACCHARIS PILULARIS "Twin Peaks" Coyote Brush	•		12'	•	•	M		Wind/smog tolerant
CEANOTHUS GRISEUS HORIZONTALIS "Santa Ana"	•		2'	•	•	F	Spring Blue	Wind tolerant
COTONEASTER DAMMERI "Lowfast" Bearberry Cotoneaster	•		6'	•	•	F	Spring White	
GAZANIA RIGENS LEUCOLAENA Gazania	•		10'	•	M	F	Spring to Winter Yellow to Red	
HYPERICUM CALYCINUM St. Johnswort	•		1'	•	M	M	Spring Yellow	
JUNIPERUS CHINENSIS "Procumbens Nana" Japanese Garden Juniper	•		1'	•	•	M		
JUNIPERUS HORIZONTALIS "Blue Rug" Blue Rug Juniper	•		4'	•	•	M		
JUNIPERUS SABINA "Buffalo" Sabina Juniper	•		12'			M		
LANTANA MONTEVIDENSIS Lantana	•		2'	•	M	F	Spring to Winter Lilac	Smog tolerant
LONICERA JAPONICA "Halliana" Japanese Honeysuckle	•		18'	•	M	F	Srping, Summer White to Yellow	
MYOPORUM PARVIFOLIUM Myoporum	•		3'	•	M	F	Summer White	
O'CONNER'S LEGUME	•		6'	•	M	F		Wind/smog tolerant
ROSEMARINUM OFFICINALIS Rosemary	•		4'	•	•	F	Winter, Spring Orchid	
THYMUS HERBA-BARONA Caraway-Scented Thyme	•		6"	•	M	F	Summer, Fall Rose-Pink	
BERMUDA Santa Ana Tiffigreen								Warm season
TALL FESCUE Rebel, Houndog, Olympic								Cool season
ACHILLEA MILLEFOLIUM Yarrow								