

**CALIFORNIA  
COMMERCE  
CENTER**

---

AT ONTARIO

**VIII. APPROVAL PROCESS**

## VIII. APPROVAL PROCESS

### A. REQUIRED APPROVALS

#### 1. CALIFORNIA COMMERCE CENTER'S SUBMITTAL PACKAGES

Any proposed resubdivision of any parcel or the construction of any improvement within the California Commerce Center's development must be approved by California Commerce Center's Approving Agent. The Approving Agent shall not unreasonably withhold its approval of any such submittal. Subject to the provisions of California Commerce Center's Covenants Conditions and Restrictions (see Appendix), the Approving Agent shall be conclusively deemed to have given approval unless express written notice, specifying in reasonable detail items that are disapproved, is given within forty-five (45) days after receiving submittal. The Approving Agent shall endorse approval on one set of submittal documents and return same to the applicant.

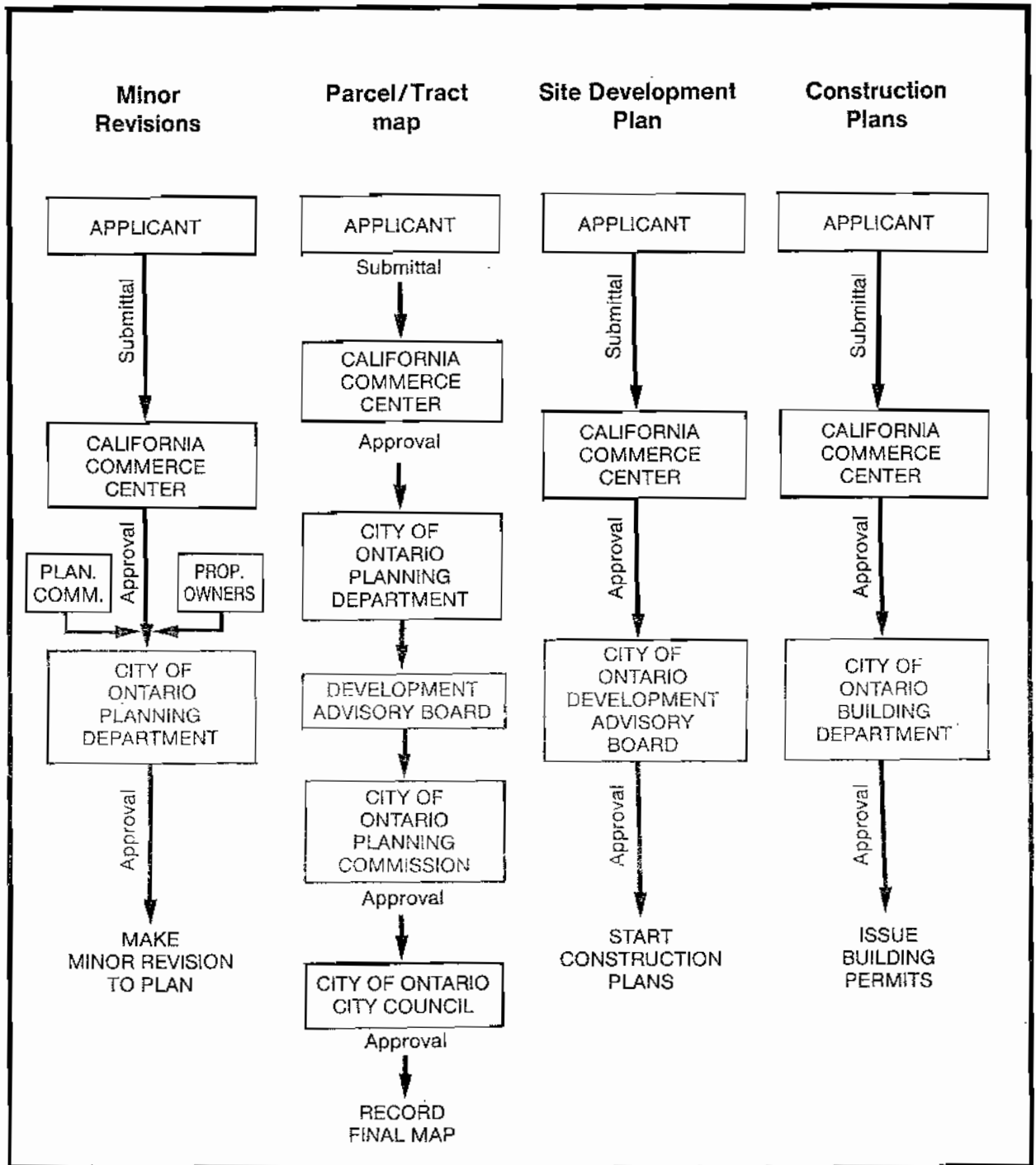
#### 2. DEVELOPMENT SITE PLANS

Site development plans shall be subject to review and approval by the City of Ontario DAB. The Development Plan Review Application Form, City of Ontario 84-4 (4/84) is included in the Appendix, for reference. Consult the City of Ontario Planning Department for DAB Scheduling (see Exhibit 59, Plan Submittal Guideline Flow Chart).

#### 3. ENVIRONMENTAL EVALUATION - NOTICE OF INTENT

An Environmental Evaluation - Notice of Intent is required by the City of Ontario with the submittal of any preliminary building or site plans. Applicants filing for this should refer to the Final Environmental Impact Report No. 81-4, prepared for this project, and the mitigation measures contained therein. The City of Ontario's planning staff reviews all Environmental Evaluations prior to the DAB meeting on development site plans.

PLAN SUBMITTAL GUIDELINE  
FLOW CHART



**B. ENVIRONMENTAL MITIGATION MEASURES**

An environmental impact report (Final Environmental Impact Report No. 81-4) has been prepared for this project. Listed below are the final mitigation measures that are a part of that document. Many of these mitigation measures have been directly addressed through the Specific Plan; others will be addressed through the site plan approval process. The following illustrates how the Specific Plan has addressed these measures, and which measures will be addressed at site plan approval. Developers submitting plans for Development Advisory Board site plan approval should insure that these mitigations are addressed through their building and construction processes.

Mitigation Measures No. 1 - 6

1. Drilling apparatus should be equipped with water or chemical dust control systems.
2. Land areas to be cleared and exposed should be kept at a minimum until field construction is scheduled to begin. All areas that are cleared or graded where construction is not scheduled to begin immediately shall be stabilized by hydroseeding or other means.
3. Water sprinkler trucks and chemical dust control should be used on all temporary roads.
4. Wind erosion measures, such as the following, should be incorporated during construction. A combination of any or all of these measures may be utilized.
  - a. The application of mulches.
  - b. The application of tackifiers.
  - c. Clearing and developing small acreages at a time.
  - d. The establishment of windbreaks for long term protection and fuel efficiency. This will be established project-wide through the planting of street trees.
  - e. Seed disturbed areas with one of the following mixtures and irrigate:

<u>Seed</u>	<u>Broadcast Rate</u>
Biando Brome	18 lb./acre
Rose Clover	12 lb./acre
California Poppy	2 lb./acre
Buggs Barley	216 lb./acre
Wimmera 62 Ryegrass	27 lb./acre

- f. The application of gravel mulches on exposed areas.
- g. The use of asphalt emulsifiers.

- h. The use of oil emulsifiers.
  - i. Provide sprinklers or other forms of water application as required.
5. Vacuum-equipped sandblasting systems should be used.
6. Concrete and asphalt patching operations should be equipped with dust collectors.

Measures No. 1 through No. 6 are applicable to the construction process. These measures shall be reviewed during the City of Ontario's site plan and Building Permit approval process. In addition, California Commerce Center shall require, through its CC&R's, that all construction within the Specific Plan area conform with applicable dust abatement requirements.

Measure No. 4.d., the establishment of windbreaks for long-term protection and fuel efficiency, is addressed in the Specific Plan. Street trees shall be planted project-wide as established in Section V.G.1., Component Plans; Landscape Concept; Streetscape.

Mitigation Measure No. 7

7. Extensive landscaping of the site shall be provided.

The Specific Plan establishes criteria and standards for landscaping streets and on-site areas within the project site. These areas include streetscape, building and parking setbacks, parking areas, buffers, and areas directly adjacent to buildings (see Section V.G.1, 2, 3, and 4, Component Plans; Landscape Concept; Streetscape; Buffer Planting; Intersections and On-Site Landscaping).

Mitigation Measure No. 8

8. Establish a transportation management plan, in coordination to the extent possible with SANBAG, with provisions for the following:
- a. Extensive bus services and local transit systems.
  - b. Reduce fares or other inducements for off-peak transit patronage.
  - c. Provisions of facilities for the securing and storage of small vehicles such as bicycles, motor scooters, and motorcycles.
  - d. Construction of additional amenities for transit patrons such as bus shelters, public telephones at bus stops, transit schedules at all transit stops, etc.
  - e. Companies locating in the project area shall be encouraged to allow flexible working hours.
  - f. Encouragement of vanpool services and incentives for carpooling such as special carpool lanes, parking fee reductions, and provision of carpool park-and-ride lots to alleviate regional transportation congestion.

The Specific Plan established a transportation management plan to minimize, to the extent possible, the number of vehicle miles travelled, and thus reduce air pollutant emissions and minimize traffic congestion. This program will be coordinated, to the extent possible, with SANBAG (see Section VII.B., Architectural Design Concepts; Transportation Management).

Mitigation Measure No. 9

9. Noise attenuation shall be implemented in construction of buildings to reduce the impact of noise levels from the existing runway configurations.

Section VI.F. (Development Standards and Criteria; Sound Attenuation Criteria) establishes maximum interior sound levels permitted for each land use. Specific noise attenuation measures typically incorporated into building construction will be reviewed as part of the site plan approval process. As the site is within the 65 CNEL noise print of the O.I.A., per Section 9-3.2425 of O.M.C., an Avigation Agreement is required prior to permit issuance. All block walls require separate building permits and approval prior to construction.

Mitigation Measure No. 10

10. In an effort to encourage the extension of the northerly runway (25R) east of the existing Ontario International Airport boundary, the Project Sponsor (California Commerce Center) has offered to dedicate approximately 30 acres of land to the City of Ontario for runway extension purposes.

Mitigation Measure No. 11

11. As specific land uses and facilities become more clearly identified, the Los Angeles Department of Airports should be consulted to minimize the impact of project-related aircraft operations on the capacity of existing future airfield operations.

As site plans for individual developments are submitted to Development Advisory Board for approval, the City of Ontario and the developer should consult the Los Angeles Department of Airports.

Mitigation Measure No. 12

12. In the event that cultural resources are encountered during the course of construction, a qualified archaeologist shall be consulted.

This will be addressed at either parcel map or site plan review.

Mitigation Measures No. 13 and 14

13. Landscaping of the project area shall be encouraged and, once established, well maintained. Plant species should include naturalized and well adapted plant types. Replacement vegetation should be emphasized where possible and appropriate. This will provide possible food and shelter resources capable of supporting some of the bird, mammal, and reptile species currently found in the area.
14. Low energy, drought-tolerant, and smog-tolerant planting shall be used in order to conserve water and energy, and to ensure landscaping that will continue to do well

The Specific Plan outlines standards and criteria for landscaping the project area. A recommended plant palette has been provided which includes a variety of naturalized and drought-tolerant plant material. Plants have also been recommended that have adapted well to the climatic conditions of this area (see Section V.G., Component Plans; Landscape Concept).

Mitigation Measures No. 15 - 20

15. Precautions shall be taken during construction to reduce the possibility of new termite infestations. Roots, stumps, vines, and other wood debris should be removed prior to construction. Burying of this material could in itself result in infestation. Finish grade around buildings should be gently sloped so that surface water will drain away from buildings, preventing moisture build-up.
16. Tinted glass, solar reflective glass, and insulated glass shall be used, where appropriate, to reduce heating and cooling loads. North-south orientation of buildings will also be encouraged where feasible to allow for passive solar conservation measures.
17. Thermal insulation that meets the standards established by the State of California and/or the Department of Building and Safety shall be used in walls and ceilings where heating or air conditioning is required.
18. Use fluorescent lighting rather than incandescent lighting wherever possible.
19. Public area lighting, both interior and exterior, shall be time-controlled and limited to that necessary for safety and protection.
20. Use lighting switches and multi-switch provisions for control by occupants and building personnel to permit optimum energy use.

Mitigation Measures No. 15 through No. 20 are building and site specific, and should be addressed by the Development Advisory Board as part of site plan approval and through the City of Ontario Building Permit process.

Mitigation Measure No. 21

21. Enforce maximum speed limits and minimize entry points for maximum vehicular efficiency.

As the project site develops, the City of Ontario should enforce maximum speed limits. The number of entry points into individual parcels will be reviewed as part of the site plan approval.

Mitigation Measure No. 22

22. A sufficient number of public transportation stops shall be provided where appropriate to encourage use of public transportation as and when determined by the City of Ontario in conjunction with the affected agencies.

Transportation stops shall be provided as appropriate during the development of the project. In addition, to encourage future use of commuter rail lines, the Specific Plan provides two potential sites for commuter rail terminals (see Section V.C.6., Component Plans, Circulation and Access; Public Transit System).

Mitigation Measure No. 23

23. Carpools shall be encouraged.

As part of the Development Advisory Board site plan approval, individual developers should be encouraged to implement carpooling as appropriate.

Mitigation Measure No. 24

24. Major streets within the project site should be designed to allow for bicycle lanes to provide for an alternative means of transportation.

Major internal streets have been designed to accommodate bicycle lanes (see Section V.C., Component Plans; Circulation and Access).

Mitigation Measure No. 25

25. Reduce trip lengths and ultimate vehicle miles travelled by locating shopping and support facilities within convenient distances from other uses.

The Specific Plan has located food parks and retail/service facilities within walking distance of many of the industrial/office uses in order to reduce automobile travel (see Section V.A.3., Component Plans; Land Use Concept, Commercial/Food/Hotel).

Mitigation Measure No. 26

26. It is the State's policy to conserve water. To encourage water conservation and to prevent flood damage, the following measures are recommended:

Required by law

- a. Low-flush toilets (Health and Safety Code Section 17921.3).
- b. Low-flow showers and faucets (California Administrative Code, Title 24, Part 6, Article 1, T20-1405F).
- c. Insulation of hot water lines in water recirculating systems (California Energy Commission Regulations).

Recommended to be implemented where applicable

Interior:

- a. Supply line pressure: recommend water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.



- b. Flush valve operated water closets: recommend 3 gallons per flush.
- c. Drinking fountains: recommend equipped with self-closing valves.
- d. Pipe insulation: recommend all hot water lines in dwelling be insulated.
- e. Hotel rooms: recommend posting conservation reminders in rooms and rest rooms\*.
- f. Laundry facilities: recommend use of water-conserving models of washers.
- g. Restaurants: recommend use of water-conserving models of dishwashers or retrofitting spray emitters. Recommend serving drinking water upon request only.\*

Exterior:

- a. Landscape with low water-consuming plants wherever feasible.
- b. Minimize use of lawn by limiting it to lawn-dependent uses, such as playing fields.
- c. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- d. Preserve and protect existing trees and shrubs. Established plants are often adapted to low water conditions, and their use saves water needed to establish replacement vegetation.
- e. Install efficient irrigation systems which minimize runoff and evaporation, and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.
- f. Use pervious paving material whenever feasible to reduce surface water runoff and aid in ground water recharge.
- g. Grading of slopes should minimize surface water runoff.
- h. Investigate the feasibility of utilizing reclaimed wastewater, stored rainwater, or household gray water for irrigation.
- i. Encourage cluster development which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created, and thereby aid in ground water recharge.

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The Department of Water Resources or local water district may aid in developing these materials.

- j. Preserving existing natural drainage areas encourages the incorporation of natural drainage systems in new developments. This would aid in ground water recharge.
- k. Flood plains and aquifer recharge areas which are the best sites for ground water recharge should be preserved as open space.

Recommendations for Flood Damage Prevention

In flood-prone areas, flood damage prevention measures required to protect a proposed development should be based on the following guidelines:

- a. All building structures should be protected against a 100-year flood.
- b. At least one route of ingress and egress to the development should remain open during a 100-year flood.
- c. The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for hillside developments.
- d. Revegetation of the slopes should be done as soon as possible.
- e. The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
- f. Grading should be limited to dry months, when possible, to minimize problems associated with sediment transport during construction.

The water conservation and flood damage Mitigation Measures outlined in Mitigation Measure No. 26 that are required by law and those recommended to be implemented are primarily addressed through the building process. These measures will be reviewed at either site plan review or prior to issuing Building or Grading Permits.

In addition, the Specific Plan provides for a Grading Master Plan that directs runoff away from buildings and into drainage facilities located within streets.

Any temporary drainage basin installed on-site will be designed to meet the requirements of the California Regional Water Quality Control Board and the Ontario City Engineer.

Mitigation Measure No. 27

- 27. The project Sponsor, California Commerce Center, shall agree to continue their participation in the Day/Etiwanda Creek Study to ensure its successful completion. Prior to actual completion of the construction of the Day/Etiwanda Creek system, California Commerce Center, shall agree, if required as a condition of the Bill Mann Study, to excavate additional capacity in the Wineville Basin to accommodate future increased drainage from their development. Further, in the event that an overall City or County program is formed to excavate the basins, California Commerce Center, shall agree to contribute their proportionate share toward the cost of such an excavation program. Furthermore, California Commerce Center shall agree, if required by the City to contribute their proportionate and equitable share towards the cost of construction of the Day/Etiwanda Creek.

System channel improvements and associated expenses, pursuant to the City of Ontario's responsibilities to complete the Day/Etiwanda system.

Mitigation Measures No. 28 - 30

28. As part of a required technical appendix, C.C.C. shall develop a Comprehensive Master Plan of drainage for the watershed area of Lower Deer Creek, along with a Master Plan for water conservation of the Specific Plan area. The Drainage Master Plan shall include, but not be limited to, hydrology, sizing of pipes and channels, cost estimates, and property owners. These Master Plans of drainage and water conservation shall be subject to regulatory agency approvals. Refer to City Engineer's letter dated March 31, 1983 for improvement requirements to Lower Deer Creek. Prior to commencing construction of the Specific Plan area west of Milliken Avenue, C.C.C. shall construct the Master Planned storm drain facilities from the Specific Plan area to Lower Deer Creek (including right-of-way acquisition). Master Planned culverts under Airport Drive adjacent to this Specific Plan shall also be constructed with the improvement of Airport Drive.
29. Develop a Master Plan of storm drains for the project area east of Ontario Freeway. This plan will provide for drainage southward into the Wineville Basin.
30. Continue to actively participate in the ongoing efforts of the Day/Etiwanda/San Sevine Drainage Area Study Program to insure the design, funding, and construction of the ultimate Day/Etiwanda/San Sevine Drainage Improvements.

The Specific Plan provides for a Master Plan of storm drains for the areas east of Milliken Avenue, west of Milliken Avenue and east of Ontario Freeway. See Section V.D.2. (Component Plans, Infrastructure; Storm Drain System). In addition, California Commerce Center will continue to participate in the ongoing efforts of the Day/Etiwanda/San Sevine Drainage Area Study Program.

Mitigation Measure No. 31

31. For visual and aesthetic purposes, any uses other than rail industrial that are adjacent to a railroad, freeway, or the landfill site shall be screened by landscaping.

Section VI.G. of the Specific Plan, Development Standards and Criteria, Criteria for Developing Adjacent to Freeways, establishes criteria for landscaping areas adjacent to freeways. In addition, the development standards and criteria for each land use establish minimum landscape requirements. Site plans should be reviewed for their conformance to these landscape standards.

- 31.A. Guidelines of the City Public Services Department will also be followed for landscaping and irrigation. These include:
  - All medians shall be 50% landscape/50% hardscape.
  - All landscape and irrigation drawings shall be approved by the Community Services Agency and Planning Department (Section 9-3.2530(c)).

- Landscape and irrigation drawings of entire project site must be submitted to the Building Department and approved by Community Services and Planning Department prior to issuance of building permits.
- All existing established plant materials shall be saved, if possible.
- No work within the project in regards to landscape and irrigation shall be permitted until all water meters are installed.
- All parkway trees shall be designated by the Community Services Agency.
- All landscape and irrigation designs shall incorporate drought tolerant plant materials and water efficient irrigation systems.
- Information on design requirements, drought tolerant plant material and street tree staking can be obtained in Community Services.

Mitigation Measure No. 32

32. Streets adjacent to the airport shall be heavily landscaped. Although this will not provide significant noise reductions, the Department of Airports feels that shielding a noise source visually can make the noise more acceptable.

The Specific Plan establishes landscape criteria for Haven Avenue, as well as all other streets within the project area (see Section V.G., Component Plans; Landscape Concept) and Exhibit 34 (Conceptual Landscape Plan).

Mitigation Measures No. 33 and 34

33. Site plans submitted to the City for review shall have building elevations plotted to indicate conformance with FAA height restrictions.
- 33.A. Any structures exceeding 45' in height shall be reviewed to conform with City of Ontario High Rise Ordinance 2188.
34. The City of Ontario, through its permit approval processes, shall notify the FAA, in accordance with Regulations Part 77, prior to building construction.

The Specific Plan addresses height and building restrictions in accordance with Revised Part 77 of the Federal Aviation Administration Regulations (see Section VI.E., Development Standards and Criteria; Federal Aviation Administration's Regulations on Building Heights).

These measures will be specifically addressed during site plan review, prior to issuing Building Permits.

Mitigation Measure No. 35

35. The Project Sponsor shall work with the City of Ontario and the Ontario International Airport Authority (OIAA) to analyze alternatives for taxiway access crossing or bridging Haven Avenue.

The Specific Plan establishes a phasing program for development which will allow sufficient time for the Project Sponsor, the City of Ontario, and the Ontario International Airport Authority (OIAA) to analyze alternatives for taxiway access crossing or bridging Haven Avenue. See Section V.B. (Component Plans; Phasing).

Mitigation Measure No. 36

Refer to the ONT ALUCP for Safety Zone and Airspace criteria and policies.

Mitigation Measures No. 37 - 40

37. Special design treatment shall be given to private office uses and in some cases, general office uses, depending on their specific locations, as indicated by acoustical analysis.
38. Should the proposed hotel facility be constructed near Haven Avenue and the Southern Pacific Railroad mainline, substantial design features shall be incorporated to reduce interior noise levels as indicated by acoustical analysis.
39. All building plans shall be subject to acoustical analysis prior to issuance of a Building Permit, and all construction plans must be certified by an acoustical engineer.
40. If residential uses are developed on-site, they must conform to Title 25, Section 1092 of the California Administrative Code, and the City of Ontario's Noise Element.

Maximum interior sound levels have been established for each land use within the project area (see Section VI.F., Development Standards and Criteria; Sound Attenuation Criteria). Building plans will be reviewed for their conformance with these standards, as part of site plan approval prior to the issuance of Building Permits.

Mitigation Measures No. 41 - 44

41. Site specific soils testing shall be performed prior to grading and construction to determine the degree of compaction, the potential for settling, and the strength of the soil materials.
42. The structural engineering and design of buildings shall take into account the possibility of ground shaking.

43. Building construction shall be in compliance with the Uniform Building Code (1876), Chapter 23, relative to Seismic Shaking and Structural Engineering for California, Bluebook for Earthquake Design, 1976.
44. Vibrations, which may result from the close proximity of certain portions of the site to the Southern Pacific Railroad mainline, shall be analyzed prior to the construction of facilities other than industrial.

These measures are site specific and should be reviewed prior to the issuance of Building Permits.

- 44.A. Prior to approval of any proposed project within Phase 4 (see Exhibit 18, Phasing Plan) the applicant shall be required to:
  - (a) Conduct a test to determine any incidence of methane gas on the project site. The test and analysis shall be conducted by a qualified and registered engineer with appropriate expertise in landfill gas migration.
  - (b) Where methane gas is detected, appropriate mitigation measures shall be established to be included in the development of the subject project site. These measures shall include but not be limited to the following minimum control standards:
    - i) install a methane gas monitoring system
    - ii) incorporate sub-floor membranes designed to control gas movement into the building
    - iii) incorporate appropriate ventilation systems, both passive and active mechanical air injection, designed to minimize explosive concentrations of methane gas within the building(s).

#### Mitigation Measure No. 45

45. Grading plans shall be submitted to the West End Resource Conservation District for review and comment.

The City of Ontario shall review grading plans in coordination with other various agencies, as appropriate, prior to issuing Grading Permits. Site clearing or grading requires a dust control program be approved by the City Building Department.

#### Mitigation Measures No. 46 - 55

46. Airport Drive shall have six through lanes on both approaches to Haven Avenue to maximize the signal green time allocation to Haven Avenue. For continuity, the six through lanes should be carried east to the intersection with Commerce Parkway. With this improvement, the Haven Avenue/Airport Drive intersection is projected to operate at Level of Service "D" even under the proposed project plus C.C.C. Alternative.

47. Phasing of roadway improvements and signalization will be planned and constructed to accommodate trip generation levels at the various development phases. Traffic shall not exceed service level "D". At such time traffic levels reach service level "C", a transportation management plan shall be prepared by a registered traffic engineer. This plan shall implement the measures listed in Mitigation Measure No. 8.
48. Entrances to Haven and Milliken Avenues shall be restricted to right turns in and out, and limited to locations that provide access to either a large grouping of small parcels or one large individual parcel.
49. Driveways along Airport Drive and Jurupa Street shall be at least 500 feet from any signalized intersection, and prohibition of left turn entrance/exit maneuvers considered on a case-by-case basis. Again, the number of entrances shall be kept to the minimum necessary for access to either groupings of small parcels or single large parcels. There shall be no vehicular driveway access points along Commerce Parkway (See Exhibit 60, Restricted Parking Access). Rights-of-way shall be dedicated to the City of Ontario.
- 49.A. All rail-served parcels shall be specifically reviewed by emergency service agencies in regards to appropriate access. In some cases, it is anticipated that reciprocating access agreements would be required.
50. All other driveways or other internal projects streets shall be located at least 200 feet from each other and from the nearest intersection.
51. Cul-de-sacs shall be provided with a turnaround loop that will accommodate emergency vehicles and trucks.
52. Bicycle lanes shall be provided on major internal streets to separate autos and bicycles and encourage commuting by bicycles.
53. Bus stops and pullouts shall be provided in the future as development occurs and transit service is introduced. Precise locations cannot yet be determined, but candidate locations are at internal street intersections with Haven and Milliken Avenues, Jurupa Street and Commerce Parkway, and the intersections of these major arterials. A certain width to be determined by the City Engineer shall be offered for dedication to the City for transit use purposes at the time of approval of subdivision map or site plan.
54. Pedestrian sidewalks shall be provided near future bus stops and near restaurants, banks, and other businesses likely to generate walk-in traffic from nearby employment sites.
55. The Project Sponsor shall fund on-site circulation improvements, and will work with the City of Ontario, Caltrans, SANBAG, and other local and regional agencies to insure a satisfactory regional solution to making necessary improvements, and participate financially on a fair share basis for required off-site improvements, as specified in the traffic monitoring study program, and as outlined in a proposed development agreement.

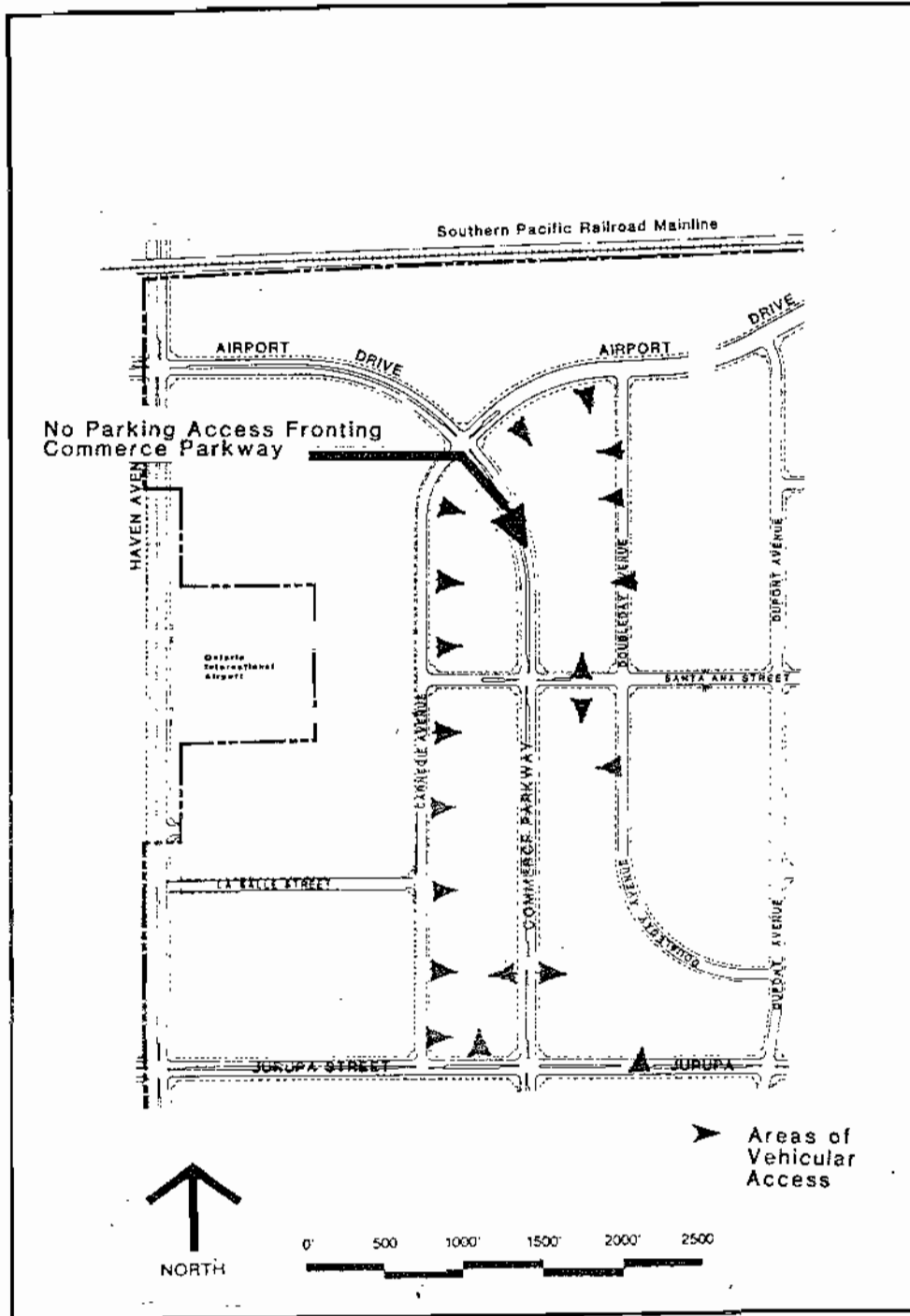
The Specific Plan provides for the implementation of these measures through the standards established in Section V.C., Component Plans; Circulation and Access.

Mitigation Measures No. 56 - 59

56. Public Transit: Omnitrans should expand bus service to serve the project areas as the project and adjacent land develops.
57. Ride-Sharing Incentives: Carpools, vanpools, and subscription bus (commuter club bus) services shall be encouraged.



RESTRICTED PARKING ACCESS



58. Modified Work Hours: Modified work hours may involve flextime programs (where employees are free to set their own work hours around a specified core period), or staggered work hours (where work hours of different employee groups are staggered by, say, 15 or 30 minute intervals). Both types of programs attempt to reduce the amount of peak period traffic by spreading employee arrivals and departures over a longer period. Daily traffic is unaffected.
59. Actions that could be taken by future employers in the project shall include:
- a. Distribute ride-sharing matching forms to all new employees and on a regular basis to continuing employees.
  - b. Designate a staff member to assist other employees in finding carpool matches.
  - c. Advertise and promote to generate interest and awareness of such a program.
  - d. Tailor work hours to facilitate ride-sharing.
  - e. Provide preferentially located or priced parking for carpoolers.
  - f. Lease vans, at cost, for employees who carpool.
  - g. Provide company fleet cars at nominal cost for carpool commuters.
  - h. Subsidize subscription bus services, particularly in the early period of program formation.

These measures should be reviewed with individual developers and encouraged by the Development Advisory Board during site plan approval.

Mitigation Measures No. 60 and 61

60. Develop an overall landscape concept that will lend coherence and identity to the entire project.
61. Develop a landscape palette for roadways that identifies a hierarchy of streets, with implementation as outlined in the Specific Plan.

An overall landscape concept plan and a plant palette for roadways have been established in the Specific Plan (see Section V.G., Component Plans; Landscape Concept).

For specific information on City Public Services Department landscaping guidelines, please refer to Mitigation Measure No. 31.

Mitigation Measure No. 62

62. Provide a unified lighting and signage program throughout the site. Special attention shall be given to major entrances. All signing requires separate building permits and approvals by Planning and Building Departments.

A lighting and signage program has been established as part of the Specific Plan (see Section VII.A. and C., Architectural/Design Concepts; Signage and Graphics; Lighting).

Mitigation Measures No. 63 and 64

63. Buildings fronting on major streets shall have sufficient setbacks from the road to provide room for landscaping. Such setbacks will be identified in the Specific Plan.
64. Parking and loading areas fronting public streets shall be bermed and landscaped to screen cars from view.

The Specific Plan establishes landscape criteria for building and parking setbacks, and parking and loading areas (see Section VI., Development Standards and Criteria) for each land use.

Mitigation Measure No. 65

65. Buildings along the freeways shall be given special architectural and landscaping treatment in conformance with the City of Ontario's Criteria for Developing Adjacent to Freeways.

The Specific Plan has established standards for buildings developed adjacent to freeways (see Section VI.G., Development Standards and Criteria; Criteria for Developing Adjacent to Freeways).

Mitigation Measure No. 66

66. The proposed sewer system shall be designed and constructed to meet standard practices and be in compliance with all applicable codes.

A sewer system has been established in the Specific Plan that is designed to meet standard practices and applicable codes (see Section V.D.4., Component Plans; Infrastructure; Wastewater).

Mitigation Measures No. 67 - 69

67. A special one-time sewer assessment must be paid to the City prior to permit issuance. All water and sewer construction shall be inspected by the City of Ontario on a regular basis to ensure that normal practices of good construction are used to prevent contamination.
68. A competent backflow prevention program shall be implemented and maintained by the City of Ontario.
69. The City of Ontario shall provide continued maintenance and monitoring of the water quality from their wells.

These mitigation measures should be reviewed and implemented throughout the construction process.

Mitigation Measure No. 70

70. To reduce the potential of lowering the area's water table, the project plans to utilize a recharge/retention basin to return flood runoff to the water table.

The Specific Plan proposes a recharge/retention basin to return flood runoff to the water table (see Section V.D.2., Component Plans; Infrastructure; Storm Drain System).

Mitigation Measure No. 71

71. Street and utility improvements shall be phased to meet the expanding needs of the project as it develops. Exhibit 37 of the Draft EIR No. 81-4 outlines a phasing program for implementing these improvements.

A street and utility phasing plan has been established in the Specific Plan, to insure that improvements are phased to meet expanding needs of the project as it develops (see Section V.D.1., Component Plans; Infrastructure; Phasing of Utilities).

Mitigation Measure No. 72

72. The Project Sponsor will comply with recycling programs adopted by the City of Ontario to decrease the amount of solid waste generated by uses on-site.

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

This measure shall be complied with during site plan review.

Mitigation Measures No. 73 - 79

73. As higher intensity uses develop, the City of Ontario should investigate the cost/benefit of securing a second 100-foot ladder truck to respond to calls at multi-story buildings.
74. Paramedic services should be evaluated as the project develops.
75. As specific plans are developed and users more clearly identified, the City's fire department shall be consulted so that their capability in handling chemical and toxic spills can be expanded as necessary. Fire department requirements regarding access, structural height, cul-de-sac dimensions, street names, and addresses will be observed.
76. The number of police officers should be increased as necessary over the buildout time of the project. At the completion of development, one full-time mobile patrol unit should be in the vicinity twenty-four hours a day.
77. The contract agreement with the San Bernardino County Sheriff's Department should be expanded at a later date to include evening surveillance of the project site.

The City of Ontario Police Department guidelines will be observed as follows:

- The police department agrees with the conditions set by the fire department in regard to Cul-de Sacs within this development.
- The police department will review each development on a case-by-case basis. These developments will be required to meet the police department's commercial requirements.
- The police department is currently requiring all commercial developments to install rooftop numbers on all buildings, to include existing developments.

#### SECURITY LIGHTING

- a. All parking lots and storage lots must have security lighting. These areas are to be lighted from sunset to the opening of business. Lights are to be on photo-censored cell.
- b. All buildings are to have minimal security lighting to eliminate dark areas around the outside of the buildings, with direct lighting to be provided by all entrance ways, to come on between the hours of sunset and sunrise. Lights are to be on photo-censored cell.
- c. Lighting in exterior areas shall be enclosed to prevent vandalism.
- d. Placement of lights shall be approved by both Police and Building Departments.
- e. Lighting is to be consistent around entire project. Lighting is to be of non-glare type with moveable refractors.
- f. Lighting to be minimal maintained 1-1-1/2 foot candle-power.

#### SECURITY HARDWARE

- a. Locking slide-bolts will be installed on all sliding glass doors.
- b. One-inch single cylinder deadbolts will be installed on all entrance doors. If windows are within forty inches of any locking device, tempered glass must be used.
- c. Large garage doors are to have slide-bolts, one on each side of the door.

#### SECURITY FENCING

- a. No obscuring materials will be used on any entrance gate.
- b. Block or chain link fencing will be a minimum of 8 feet tall around storage areas.

### WINDOWS

- a. All sliding glass windows are to have secondary locking devices and be equipped with anti-lift devices.
- b. Storm front window systems with shrubbery located in front shall have decorative steel panels installed.

### NUMBERING

- a. Street address numbering shall adhere to standards set forth in the City Ordinance 9-3.2746(3). Numbers and the background to which they are attached shall be of contrasting colors or shades, and shall be of reflective material for nighttime visibility. Samples of the materials used shall be submitted to and approved by the Development Advisory Board (DAB).
- b. Developer shall install rooftop numbers on all roofs of this development. Developer shall contact the Ontario Police Department for numbering requirements.

### SECURITY SHRUBBERY

- a. Security shrubbery shall be installed next to all fences/walls that adjoin all common/public access areas. Placement of such shrubbery will meet all requirements of the DAB.

### ALARM SYSTEMS

- a. Recommend that all businesses install a burglar alarm system, if needed.

\* If an alarm system is installed, an alarm permit must be obtained from the Ontario Police Department. Also, subscribers should acquaint themselves with Ontario's False Alarm Ordinance, #1990, Chapter 9, Title 4, of the Ontario Municipal Code.

### ADDITIONAL REQUIREMENTS

- All roof openings giving access to the building shall be secured with either iron bars, metal gates and stamped metal, or alarmed, meeting with police department approval.
- Interior night lighting shall be constructed and maintained in those areas that are visible from the street (ground floor level only).
- The placement of outside public telephones shall be restricted to an area immediately adjacent to the front door of the development.

78. The Ontario International Airport Ground Access Study Committee is studying the possibility of funding from the Public Utilities Commission (PUC) from its \$15 million annual grade separation fund. The Project Sponsor will work with the Ontario International Airport Ground Access Study Committee, the City of Ontario, SANBAG and other local agencies to insure a satisfactory solution for implementing grade separation improvement. C.C.C. will contribute financially on a fair share basis towards grade separation project at the S.P.R.R. and U.P.R.R. tracts.
79. Sources that could provide capital funds for interchange improvements are:
- a. State Department of Transportation - Capital Improvement Budget
  - b. Proposed increase in the State Gas Tax
  - c. Tax Increment Financing
  - d. Road Tolls
  - e. Assessment Districts
  - f. Taxes on Motor Vehicle Ownership
  - g. Parking Charges
  - h. Motor Fuel Taxes
  - i. Retail Sales Tax
  - j. Severance Taxes
  - k. Personal Income and Payroll Taxes
  - l. Employer Payroll Taxes

The Project Sponsor will contribute financially on a fair share basis with the City of Ontario, Caltrans, SANBAG, and other local, regional, and state agencies to ensure that a satisfactory regional solution to improving interchanges is made as outlined in a proposed development agreement.

The City of Ontario and other appropriate agencies should review for implementation, Mitigation Measures No. 74 - 79 as the project develops.

Additional Note: All new construction must provide handicapped facilities per Title 24 of the State Building Code and City Building Department requirements.