

3.0 DEVELOPMENT PLAN

This chapter provides the framework to guide the development of the West Ontario Commerce Center Specific Plan. The chapter presents the proposed planning areas, infrastructure plans for water, sewer, utilities, and circulation, and discusses the provision of public services such as fire, police, and solid waste disposal to support the project.

3.1 LAND USE PLAN

The West Ontario Commerce Center Specific Plan consists of two Planning Areas that will accommodate a variety of commercial, office, technology, light manufacturing, and warehouse/distribution uses. The Land Use Plan implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, research and development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions. A list of allowable uses by Planning Area is shown in Chapter 4 (Land Use and Development Standards).

The two Planning Areas in the West Ontario Commerce Center Specific Plan are described below:

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

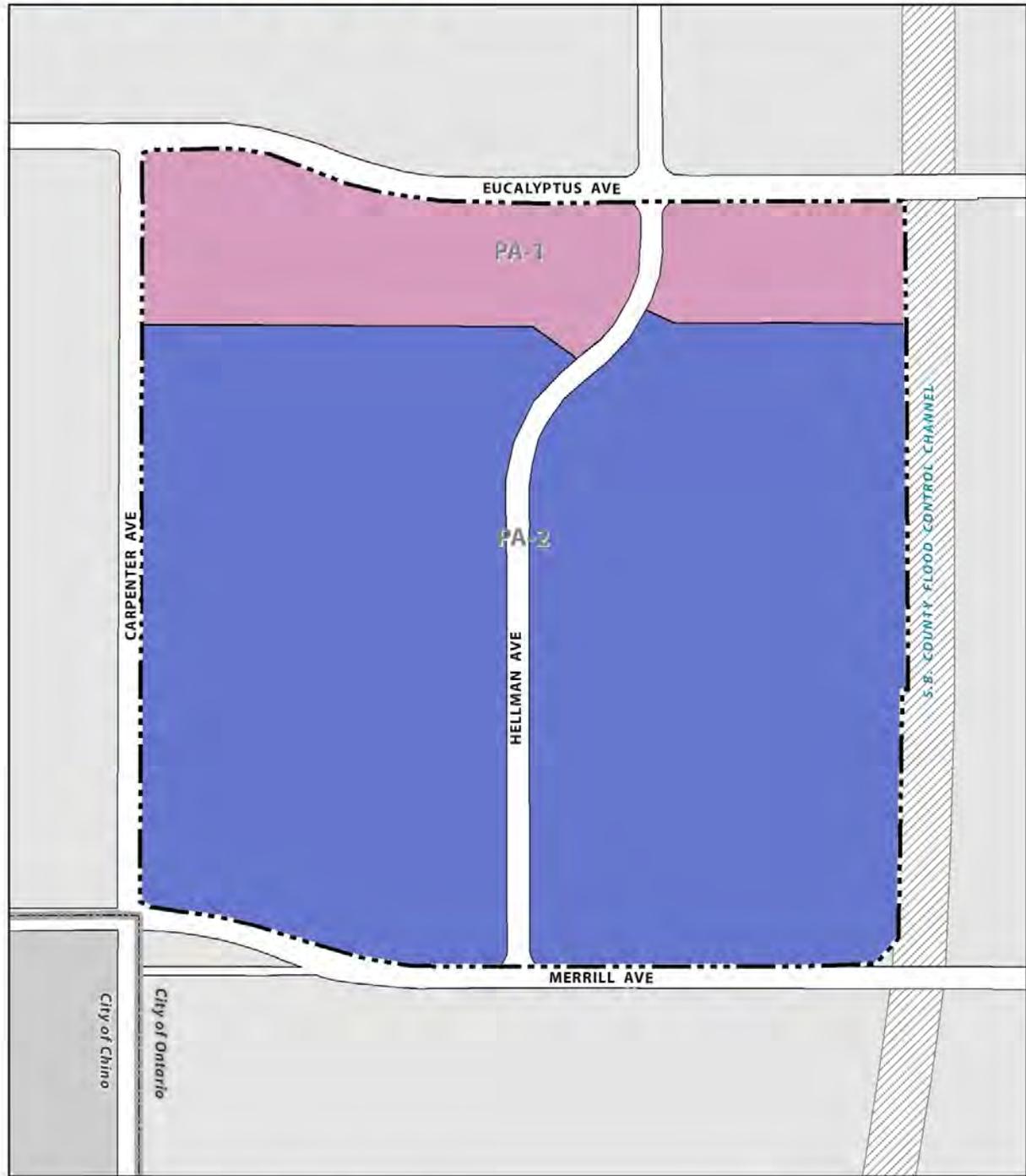
IG (General Industrial) Zoning District: The IG zoning district is intended to accommodate storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce uses and development of high cube warehouses or distribution uses. A wide-range of manufacturing uses and assembly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

Table 3.1 (Land Use Summary) identifies the Planning Areas by acreage and zoning district as defined below. Figure 3.1 (Land Use Plan) identifies the location of the Planning Areas.

Table 3.1 Land Use Summary

Planning Area	Zoning District	Ontario Plan Land Use Designation	Existing Acreage (Net)	Maximum SF per Existing TOP (The Ontario Plan)	Proposed Acreage	Maximum SF per Proposed
1	AG Specific Plan	Business Park (0.6 FAR)	61	1,600,933	21	555,505
2	AG Specific Plan	Industrial (0.55 FAR)	58	1,391,641	98	2,350,005
TOTAL			119	2,992,634	119	2,905,510

FIGURE 3.1: LAND USE PLAN

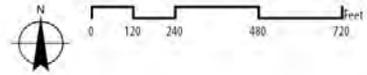


Legend

- Specific Plan Boundary
- Planning Areas

Land Use Districts

- BP - Business Park
- IG - General Industrial



Date: November 2016
Source: ESRI World Imagery, 2015
Base Map Prepared by: MKG, Inc.

Table 3.2 shows the maximum allowable gross building area for each planning area at its associated floor area ratio. Development standards (found in Chapter 4), such as setback requirements, streets, drive aisles, parking, landscaping, storm drainage facilities, and site design, may reduce the maximum gross square footage.

Table 3.2 Build-Out Summary

Planning Area	Maximum Floor Area Ratio	Maximum Building Square Footage
PA-1: Business Park	0.60	555,505
PA-2: General Industrial	0.55	2,350,005
TOTAL		2,905,510 SF

3.2 CONCEPTUAL SITE PLAN

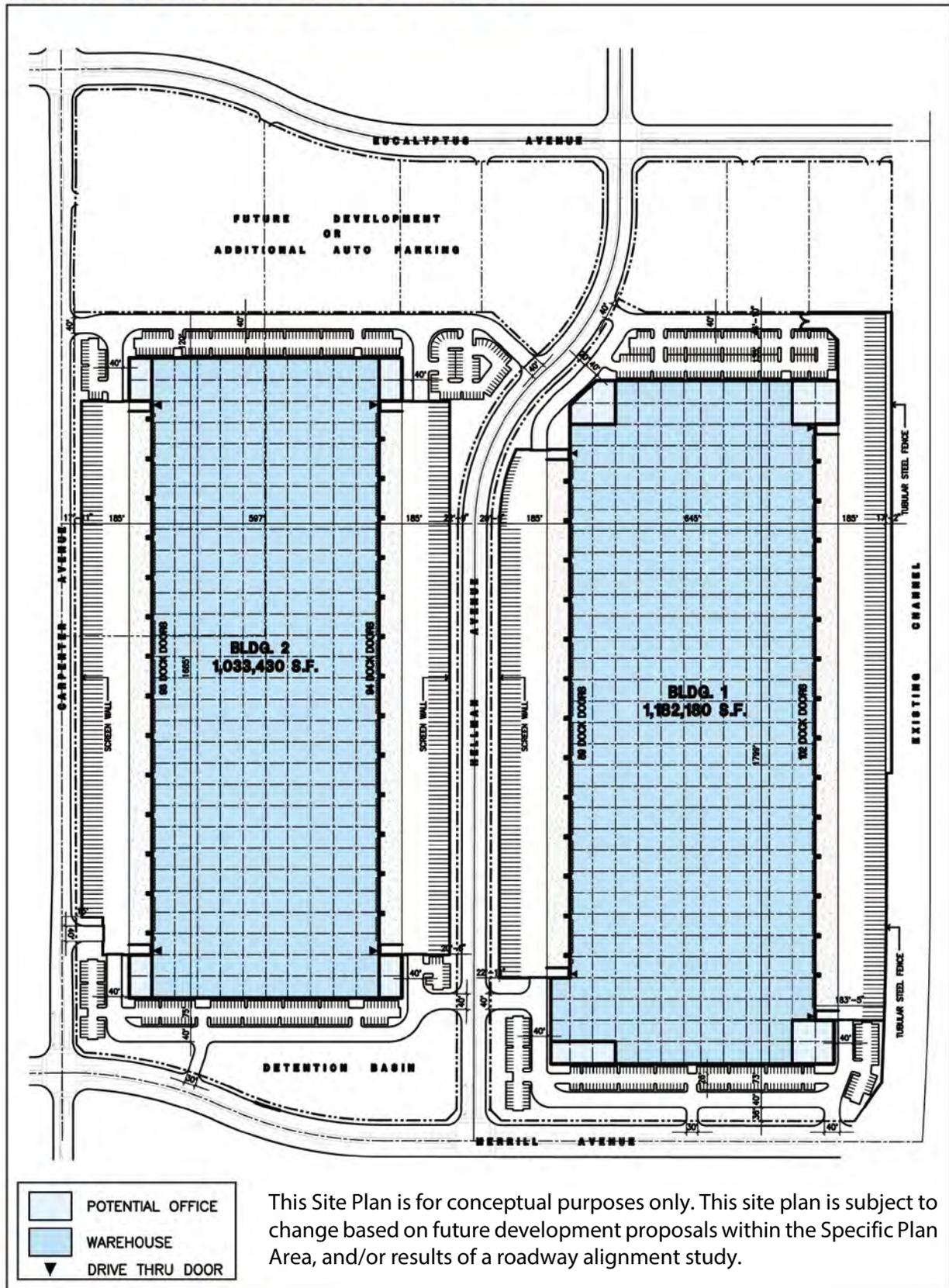
The conceptual site plan for the West Ontario Commerce Center Specific Plan is presented in Figure 3.2. Under this concept plan, the first phase of development is indicated – the southern portion of the site would be developed with two large industrial buildings and associated surface parking. The northern portion of the site is reserved for future development, which would include business park and commercial uses to provide a transition between planned residential uses to the north and industrial uses on the site and surrounding areas.

3.3 CIRCULATION AND PARKING PLAN

The Circulation Plan (Figure 3.3) for the West Ontario Commerce Center Specific Plan is designed to facilitate the movement of pedestrians and vehicles and connect the Plan Area with major regional routes. Several major roads are in place or planned to provide regional access to the Specific Plan area. State Route 60 (SR-60) is located less than three miles north of the project area. Vineyard Avenue, located just under a quarter mile west of the Specific Plan boundary, is not yet fully developed but is designated in The Ontario Plan (City of Ontario Policy Plan [General Plan]) Functional Roadway Classification Plan (2014) as a six-lane, north/south Principal Arterial that will eventually connect to SR-60. Archibald Avenue, located just over a third of a mile east, provides access to SR-60 and is designated as a six-lane Principal Arterial. Edison Avenue/ Ontario Ranch Road located just over a half mile to the north is designated an eight-lane Principal Arterial and provides east/west regional access to major arterials, including State Route 83 (Euclid Avenue), SR- 60 and Interstate 10 (I-10).

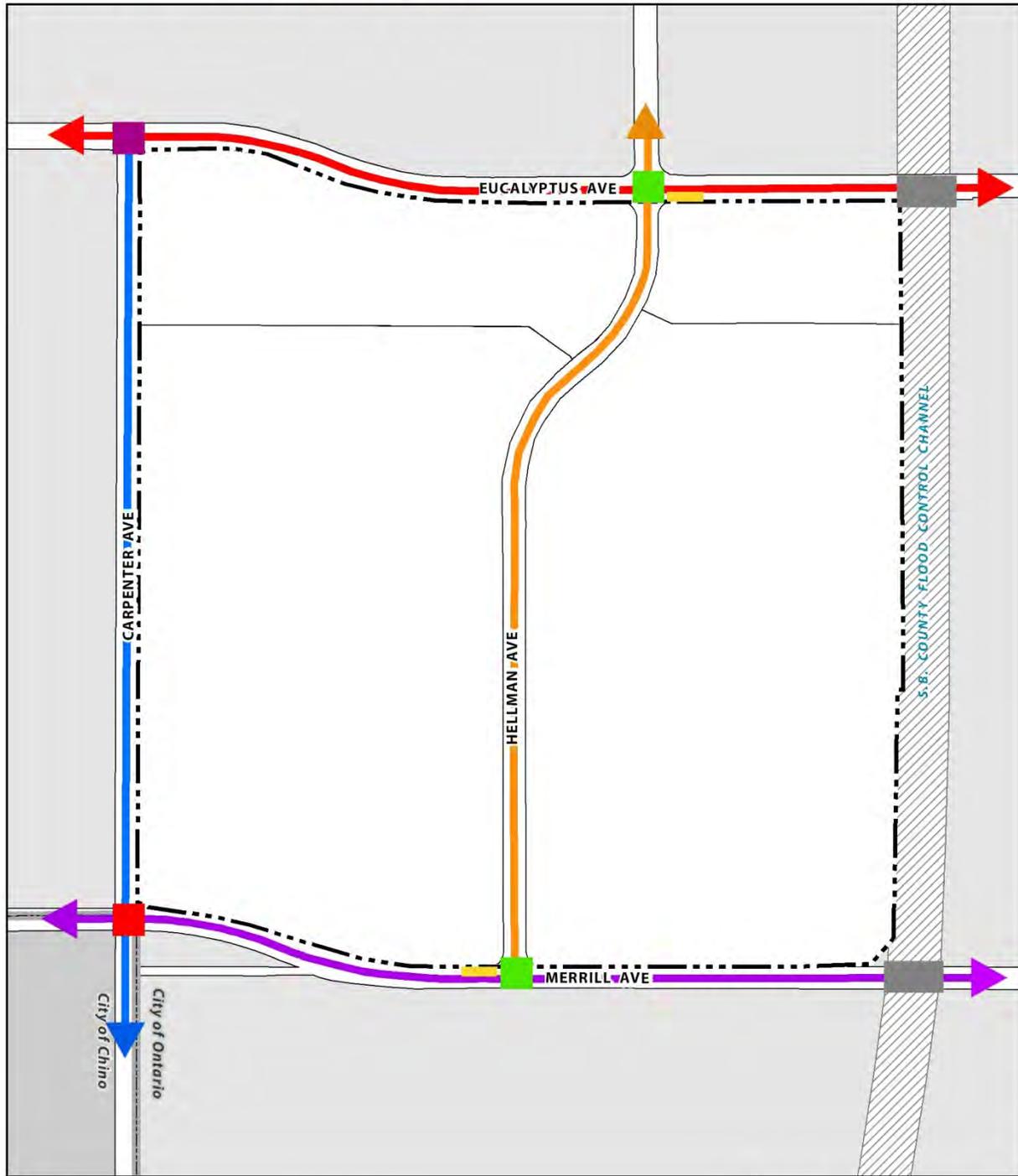
The conceptual circulation plan for the Specific Plan area is shown in Figure 3.3 and the City of Ontario's Roadway Classification Plan for the surrounding area is shown in Figure 3.4. All sidewalks and road surface improvements within the Specific Plan area must be approved by the City's Engineering Department. The Cucamonga Creek Channel, a concrete-lined flood control channel, bounds the site on the east. Merrill Avenue and Eucalyptus Avenue will allow circulation over the Cucamonga Creek Channel. Figure 3.5 presents typical street cross sections for Carpenter, Hellman, Eucalyptus, and Merrill Avenues and the Cucamonga Creek Channel. A detailed conceptual streetscape design is presented in Chapter 5 (Design Guidelines).

FIGURE 3.2: CONCEPTUAL SITE PLAN



Source: HPA Architecture, 2016

FIGURE 3.3: CIRCULATION PLAN



Legend

- Specific Plan Boundary
- Planning Areas

Circulation Plan

- Carpenter Ave.: 48' Two-Lane Local Industrial Street (66' R/W) Designated "No Parking"
- Eucalyptus Ave.: 84' Four-Lane Collector Street (108' R/W) Designated "No Stopping"
- Hellman Ave.: 64' Four-Lane Collector Street (88' R/W) Designated "No Parking"
- Merrill Ave.: 84' Four-Lane Collector Street (108' R/W) Designated "No Stopping"

- Future Traffic Signal (Interconnected)
- New Traffic Signal (Interconnected)
- New Master Planned Traffic Signal (Interconnected)
- Bus Pad
- Bridge Improvements

Date: May 2017
 Source: David Evans and Assoc., Inc., 2016
 Base Map Prepared by: MIG, Inc.

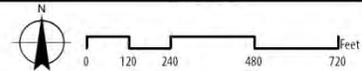
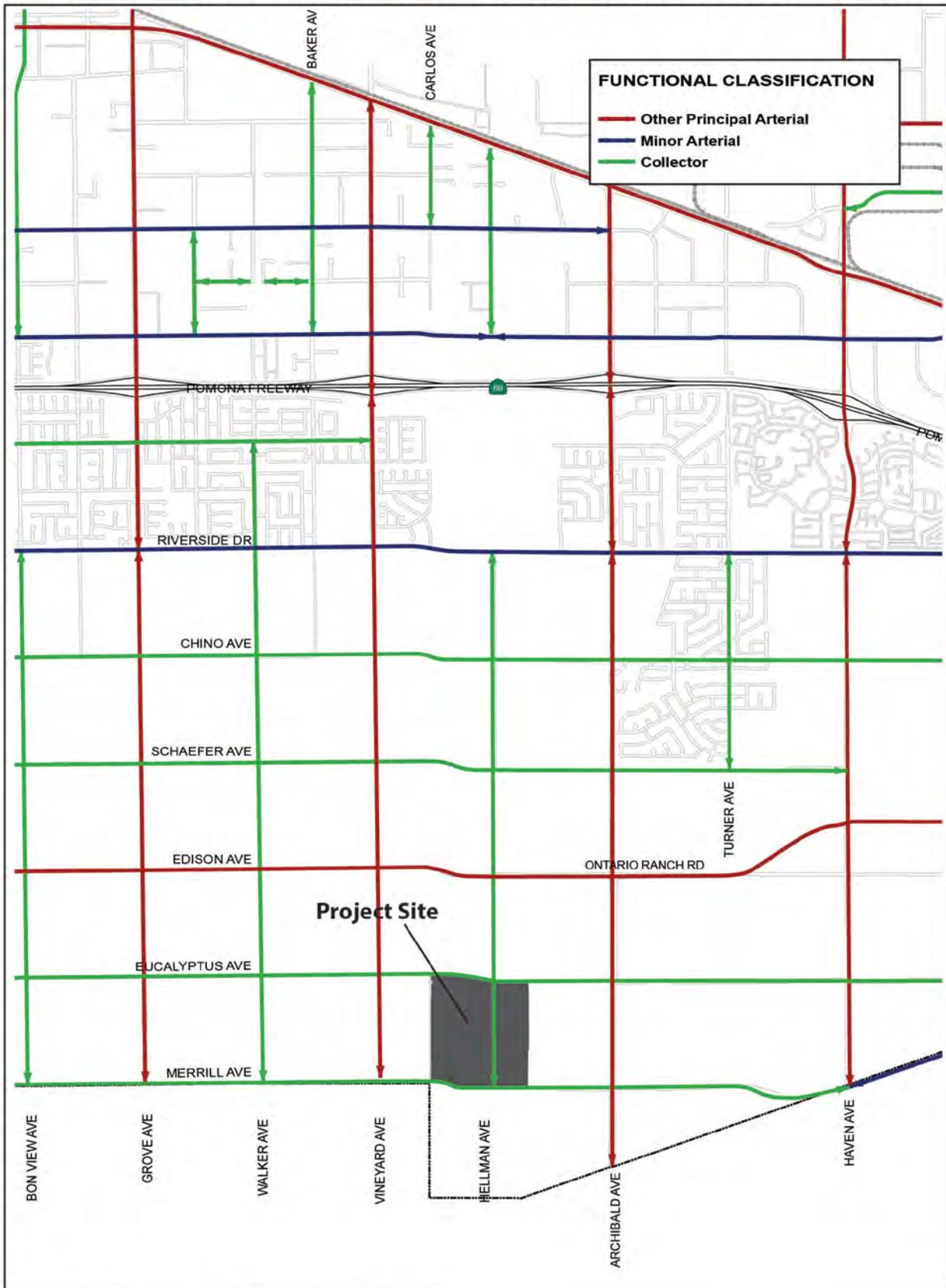
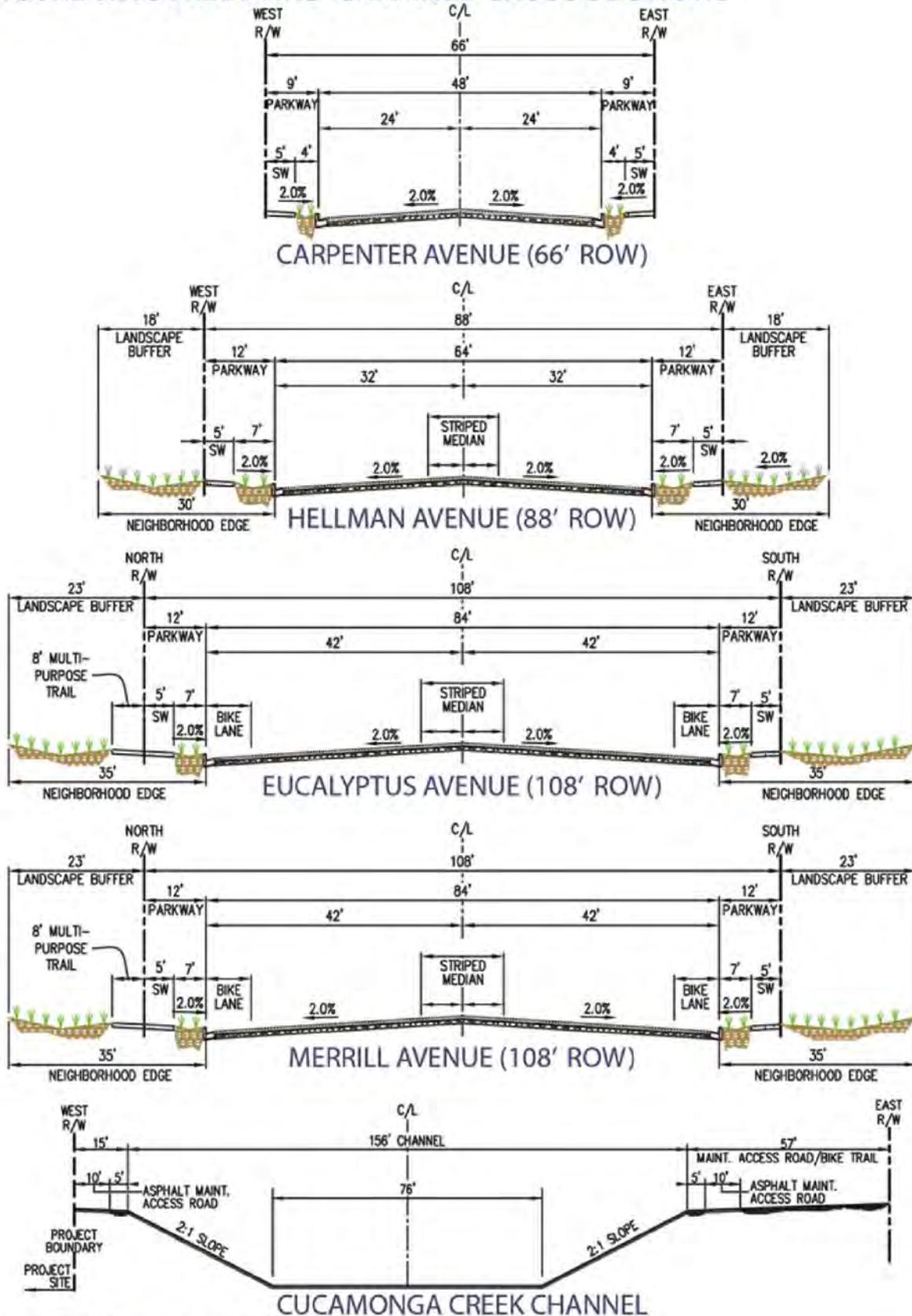


FIGURE 3.4: CITY OF ONTARIO ROADWAY CLASSIFICATION PLAN



Source: City of Ontario, 2014, Edited by MIG, Inc. 2016

FIGURE 3.5: STREET AND CHANNEL CROSS SECTIONS



Source: David Evans and Associates, Inc., 2016

Local Circulation

A roadway alignment study, corresponding to the Caltrans Highway Design Manual's minimum radii for specific design speeds, will be required. Final site planning and off-site design shall conform to the roadway alignment study, and be subject to City approval. The design speeds for the various roadway facilities' are as follows:

- ❖ Eucalyptus Avenue: 45 miles per hour (MPH)
- ❖ Merrill Avenue: 45 MPH
- ❖ Carpenter Avenue: 40 MPH
- ❖ Hellman Avenue: 40 MPH

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

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

Carpenter Avenue

Carpenter Avenue bounds the Plan area on the west beginning at Eucalyptus Avenue and continues to the south. North of the Specific Plan area, Carpenter Avenue is not yet developed. Carpenter Avenue is designated as a two-lane Local Industrial Street to be ultimately developed into a 48-foot wide street with a 66-foot wide right-of-way. Proposed improvements include a four-foot curb-adjacent parkway strip and a five-foot sidewalk. On-street parking is prohibited along Carpenter Avenue.

Eucalyptus Avenue

Eucalyptus Avenue is located along the northern boundary of the West Ontario Commerce Center Specific Plan, providing east/west access to the site. While currently an unpaved road, Eucalyptus Avenue is designated by The Ontario Plan as a four-lane Collector Street and is planned to include a Class II Bikeway and multipurpose trail. Eucalyptus Avenue is intended to be ultimately developed as an 84-foot wide street within a 108-foot right-of-way, including a striped median. The alignment for Eucalyptus Avenue will be curved to cross Carpenter and connect with the alignment of the existing street west of the Specific Plan area.

Proposed improvements for Eucalyptus Avenue include a bike lane at the edge of the street, seven-foot curb adjacent landscaped area, a five-foot sidewalk on the south side

of the street (adjacent to the project site), and a 23-foot additional landscape buffer setback described as a neighborhood edge in the City's *Ontario Ranch Colony Streetscape Master Plan*. On-street parking is prohibited along Eucalyptus Avenue as is stopping along the roadway. A future bikeway/multipurpose trail will eventually be constructed on the north side of Eucalyptus Avenue but it is not part of the West Ontario Commerce Center Specific Plan. The Eucalyptus Avenue Bridge crossing over Cucamonga Creek will be required to extend Eucalyptus Avenue to the east and will be designated in accordance to the Ontario Master Plan of Streets and Highways. Fair share responsibilities for bridges, streets, and storm drain improvements will be addressed in a Development Agreement with the City of Ontario.

Merrill Avenue

Merrill Avenue is designated as a four-lane Collector Street and provides east-west access to the project at its southern boundary. The street will ultimately be developed into an 84-foot wide road within the 108-foot right-of-way, including a striped median. Proposed improvements include a bike lane at the edge of the street, a seven-foot curb adjacent landscaped area, a 13-foot multipurpose trail (that includes a 5-foot sidewalk) on the north side of the street (adjacent to the project site), and a 15-foot additional landscape buffer setback, for a total 35-foot neighborhood edge, as described in the City's *Ontario Ranch Streetscape Master Plan*. On-street parking is prohibited along Merrill Avenue as is stopping along the roadway. The Merrill Avenue Bridge crossing over Cucamonga Creek will be required to be widened in accordance with the Ontario Master Plan of Streets and Highways. Fair share responsibilities for bridges, streets, and storm drain improvements will be addressed in a Development Agreement with the City of Ontario.

Hellman Avenue

The Ontario Plan Functional Roadway Plan shows Hellman Avenue connecting Riverside Drive south to Merrill Avenue. Currently, Hellman Avenue in the vicinity of the Plan area is not yet developed, but the road will bisect the Specific Plan area and will be developed concurrently with the Specific Plan. The Ontario Plan designates the segment of Hellman Avenue extending from Ontario Ranch Road to Merrill Avenue as a four-lane Collector Street. The section of Hellman Avenue extending north of the project site, from Ontario Ranch Road to Riverside Drive, is designated as a two-lane Collector Street. Between Merrill and Eucalyptus, Hellman Avenue will be developed into a Collector Street, 64-foot wide road within the 88-foot right-of-way, including a striped median. Unlike the straight alignment shown on the City of Ontario Roadway Classification Plan (Figure 3.4), Hellman Avenue will be curved within the Specific Plan area. Proposed improvements for Hellman Avenue include a seven-foot curb adjacent landscaped area, a five-foot sidewalk on both sides of the street (adjacent to the project site), and an 18-foot additional landscape buffer setback, for a total 30-foot neighborhood edge, as described in the City's *Ontario Ranch Streetscape Master Plan*. No parking will be allowed on Hellman Avenue. If an amendment to the City of Ontario Functional Roadway Classification Plan removes the Hellman Avenue extension through the site, no Specific Plan amendment is required.

Traffic Signals and Control Devices

Interconnected traffic signals will be located around the Plan area. Master planned traffic signals will be located at the intersections of Hellman Avenue/Eucalyptus Avenue and Hellman Avenue/Merrill Avenue. A new traffic signal will also be located at Carpenter Avenue/Merrill Avenue. The intersection of Carpenter Avenue/Eucalyptus Avenue will also have a future traffic signal. All traffic signs regulating, warning, and/or guiding traffic on public roads will conform to the California Manual on Uniform Traffic Control Devices (MUTCD), latest edition. All traffic-control signs, whether on public or private property, shall conform to the California MUTCD.

Truck Routes

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

Pedestrian Circulation

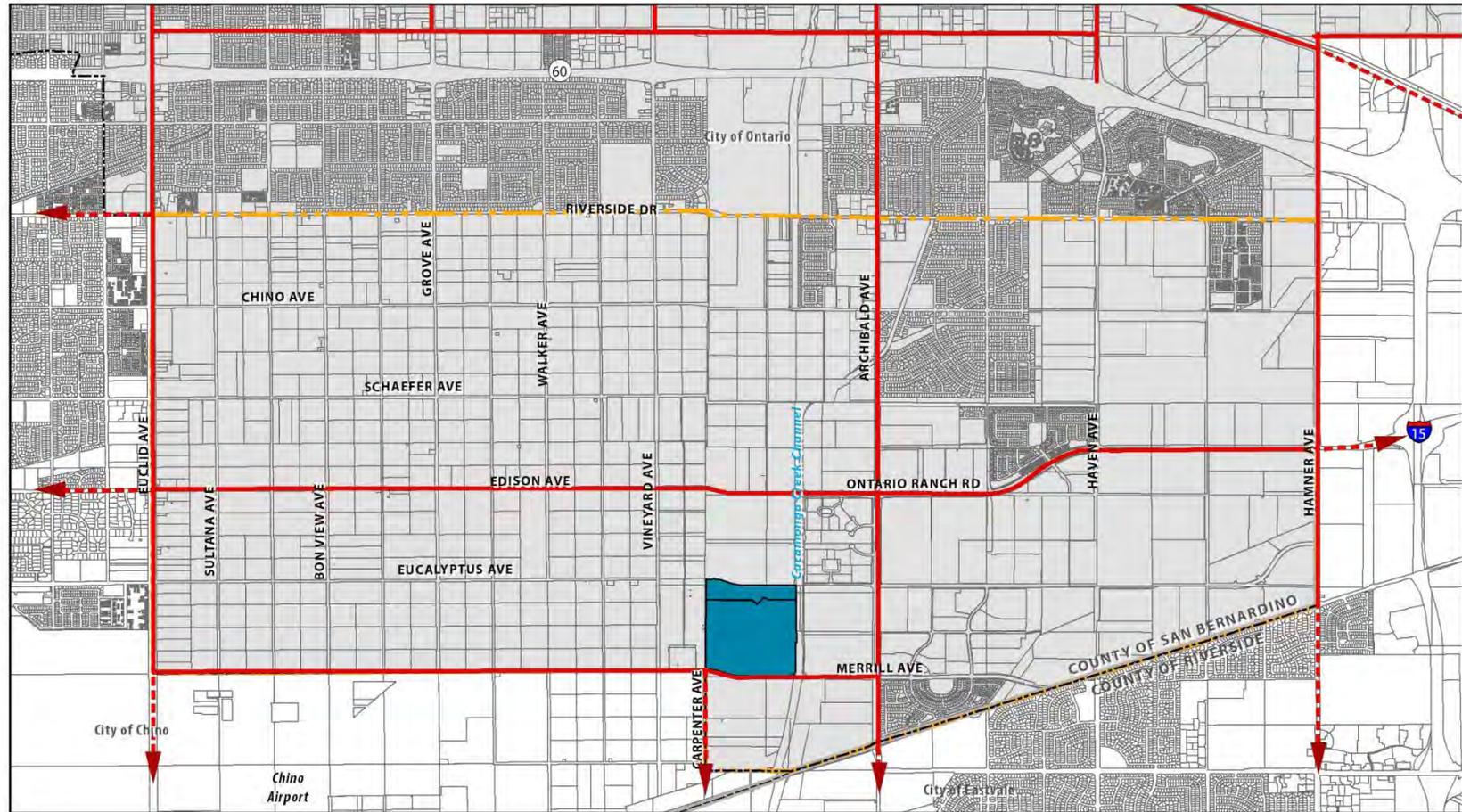
To improve the pedestrian experience and safety, and to connect the various parts of the Specific Plan area and provide access to adjacent land uses, sidewalks will be provided along all streets abutting the Specific Plan Area. Each sidewalk will be five-feet wide, constructed of concrete, and installed at the same time as adjacent roadway improvements.

Bike Paths and Trails

Bicycle paths and trails will provide an additional mode of circulation in and around the Specific Plan area. Bounding the site area on the east, the existing Cucamonga Creek Trail provides 1.3 miles of equestrian trails and 2.4 miles of paved hiking and bicycle trails within the City of Ontario. Approximately 2,600 linear feet of the Cucamonga Creek Trail runs along the east side of the Cucamonga Creek, immediately to the east of the Specific Plan area.

The Ontario Plan Mobility Element plans for a Class II Bikeway and multipurpose trail along both Merrill and Eucalyptus Avenues (Figure 3.7), connecting to the Cucamonga Creek Trail (a Class I Bikeway). Class II bikeways are defined as dedicated (striped) lanes along streets, with no parking allowed in the bike lane. These bike lanes provide linkages to the City's bike path system (Figure 3.8). The bikeway and trail improvements will be installed along the project frontage with the installation of the street improvements.

FIGURE 3.6: TRUCK ROUTES

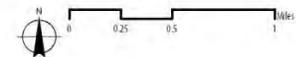


Legend

- Specific Plan Area
- Ontario Ranch
- City of Ontario

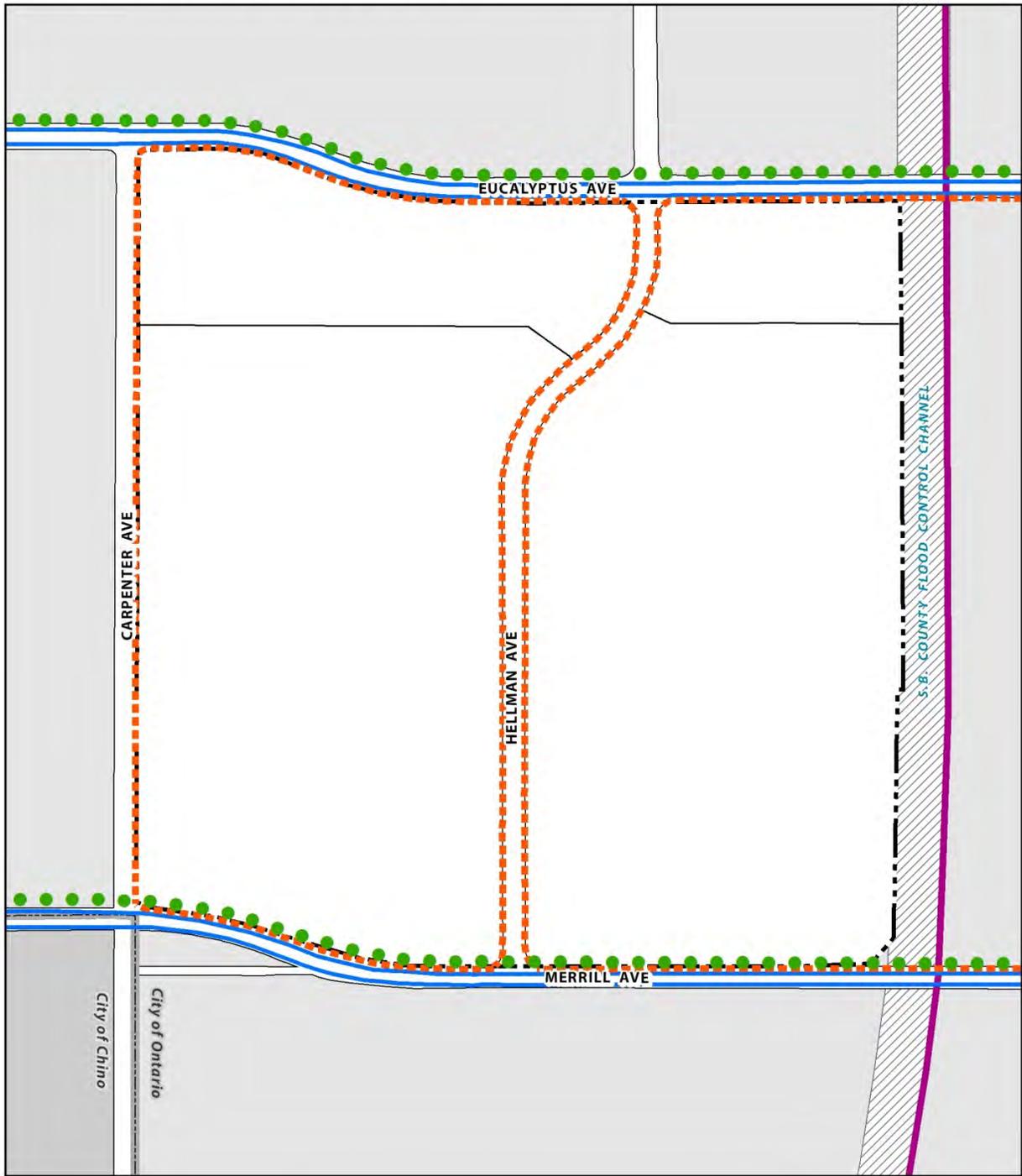
Truck Routes

- City of Ontario Truck Route
- Adjacent Agency Truck Route



Date: March 2017
 Source: City of Ontario
 Base Map Prepared by: M/G, Inc.

FIGURE 3.7: BICYCLE AND PEDESTRIAN PLAN

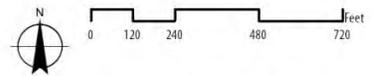


Legend

- Specific Plan Boundary
- Planning Areas

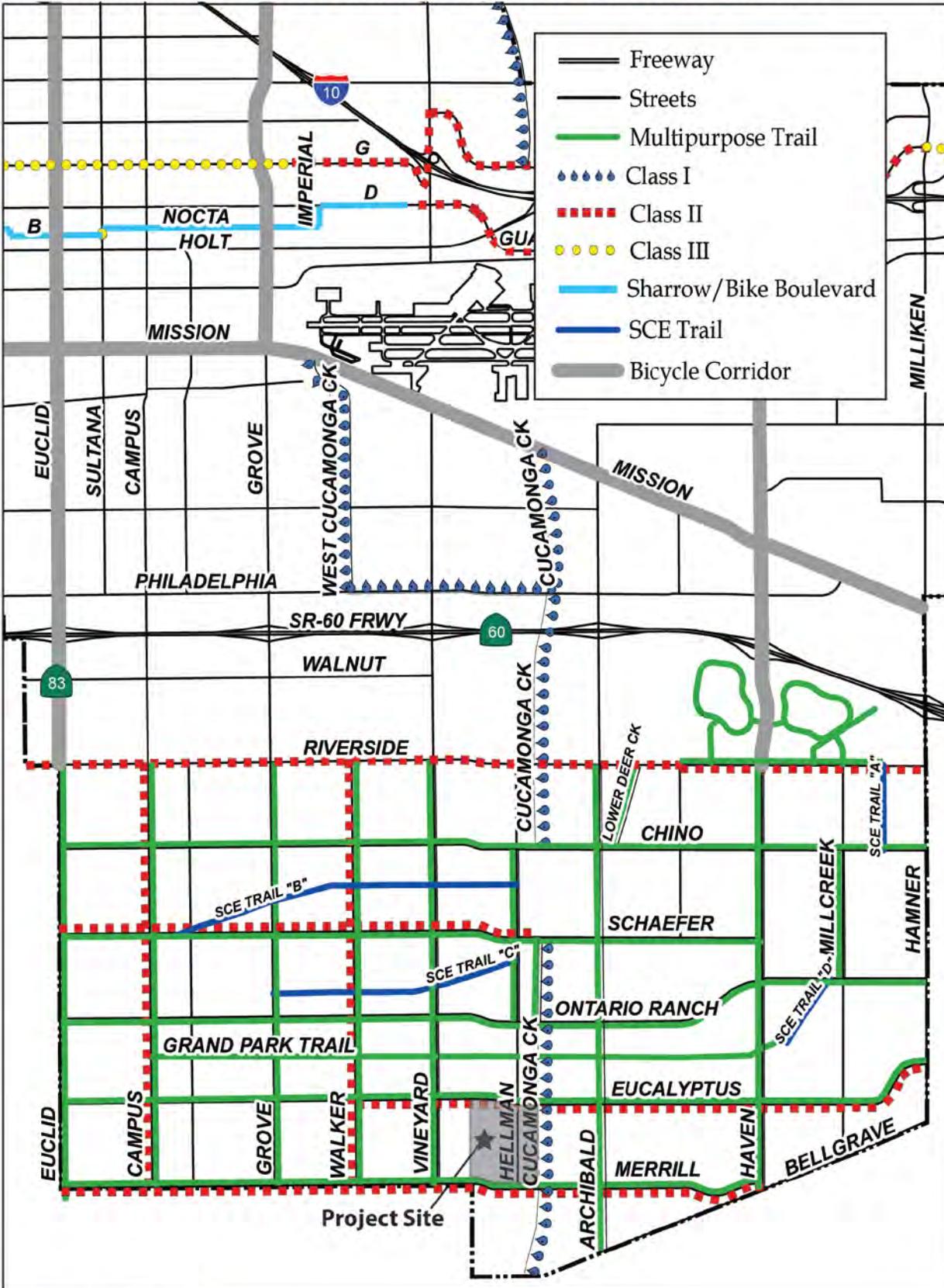
Bike and Pedestrian Plan

- Multi-Purpose Trail
- Sidewalk
- Class I Bikeway
- Class II Bikeway



Date: March 2017
Source: City of Ontario, 2016
Base Map Prepared by: MIG, Inc.

FIGURE 3.8: CITY OF ONTARIO TRAIL AND BIKEWAYS PLAN



Source: City of Ontario, 2016

Landscaped Buffer and Neighborhood Edge Design for Water Quality

All landscape buffers and neighborhood edge areas, adjacent to public roads within the Specific Plan area will be swaled to improve retention/infiltration of rainwater, irrigation water and roadway runoff, in order to meet the Site Design and Low Impact Development requirements of the San Bernardino County Water Quality Management Plan (WQMP).

Transit

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit dependent. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Ontario Ranch Road, located one-half mile north of the Specific Plan and along Euclid Avenue, located two and one-half miles west of the Specific Plan along the City's western edge.

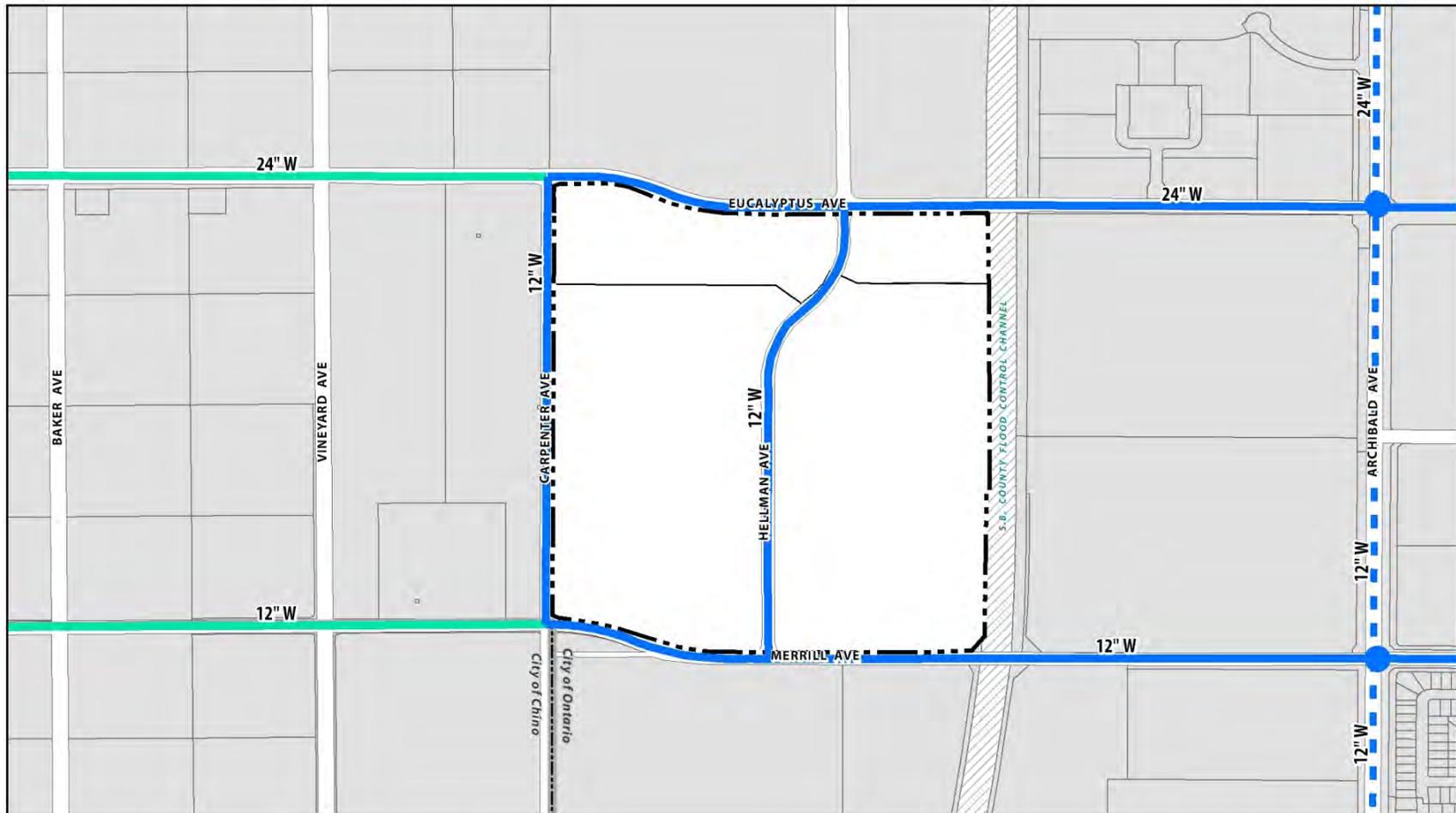
3.4 WATER PLAN

The ultimate sizing and alignment of the potable water lines will follow the most current approved Master Plan with a proposed future Amendment to locate the 24-inch 925 PZ transmission backbone from Edison to Eucalyptus Avenue.. Water service to the Specific Plan area will be provided by the City of Ontario. Potable water is provided by imported water from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA) and groundwater from the Chino Basin, extracted via the City's wells. The WFA was formed in 1980 as a Joint Powers Authority by the Cities of Chino, Chino Hills, Ontario and Upland, and the Monte Vista Water District. It was formed to construct and operate water treatment facilities that provide a supplemental supply of potable water to its member agencies.

The City's ultimate domestic water system will consist of five pressure zones. Most of Ontario Ranch (including the Specific Plan area) will be located in the 925 Pressure Zone. Ultimate improvements for West Ontario Commerce Center Specific Plan include a network of 24-inch water mains within Eucalyptus and Merrill Avenues from Carpenter Avenue and connecting to an existing 12-inch water line at Archibald Avenue. Improvements will also include a 12-inch water line within Carpenter and Hellman Avenues between Eucalyptus and Merrill Avenues (Figure 3.9). New water mains required to serve the project will need to be constructed prior to or concurrent with on-site water improvements. Within the project site, a network of 10- to 12-inch water lines for fire services water and 2- to 4-inch water lines for domestic water service will be installed. The onsite water system includes connections to the main in Eucalyptus Avenue for PA-1 and to the main in Merrill Avenue for PA-2.

Existing water supply infrastructure for the 925 Zone has been constructed and/or funded by the NMC Builders LLC under the terms of a Construction Agreement. These facilities are referred to as Phase 1. Water supply infrastructure (production, storage, transmission) required for development in Ontario Ranch requires Phase 2 backbone water infrastructure for the 925 Zone, generally consisting of transmission mains, wells, and reservoir. Phase 2 infrastructure is shown on Figure 3.10. Phase 2 transmission line locations are subject to change, based on City conducted and approved hydraulic analysis.

FIGURE 3.9: WATER MASTER PLAN



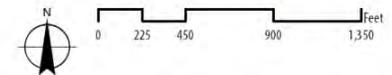
Legend

-  Specific Plan Boundary
-  Planning Areas

Water Master Plan

-  New Public Water (City of Ontario)
-  Future Public Water (City of Ontario)
-  Existing Public Water (City of Ontario)

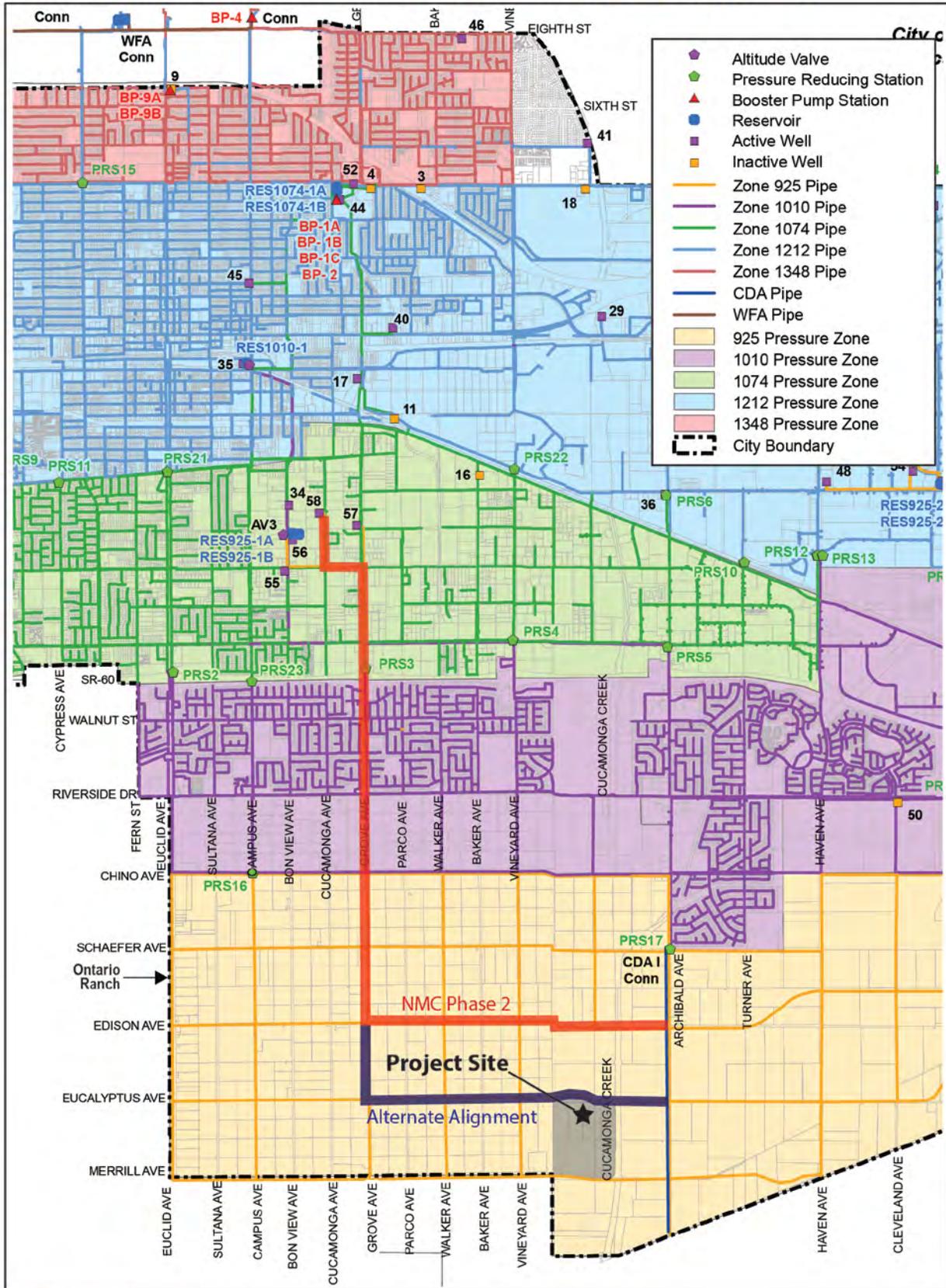
 Point of Connection



Date: April 2018
 Source: David Evans and Assoc., Inc., 2017
 Base Map Prepared by: M/G, Inc.

Size and location of the waterlines are subject to change based on the current approved Master Plan as well as a City conducted and approved hydraulic analysis.

FIGURE 3.10: CITY OF ONTARIO ULTIMATE WATER SYSTEM



Source: City of Ontario, 2013 Phase 2 transmission line locations are subject to change based on the current approved Master Plan as well as a City conducted and approved hydraulic analysis.

In the interim scenario in Ontario Ranch, when the ultimate master planned pipeline network has not been completed, there may be instances whereby just constructing the master planned pipeline improvements to serve the project may not meet the required fire flow demands. Therefore, the proposed project may be required to construct additional pipelines whether specifically called out in the Master Plan or not; or upsize master planned pipelines in order to meet the necessary fire flow requirements per Fire Department and/or the criteria as provided for in the Water Master Plan. Developer shall submit a hydraulic analysis to the City for review/approval to demonstrate adequate fire flow protection requirements.

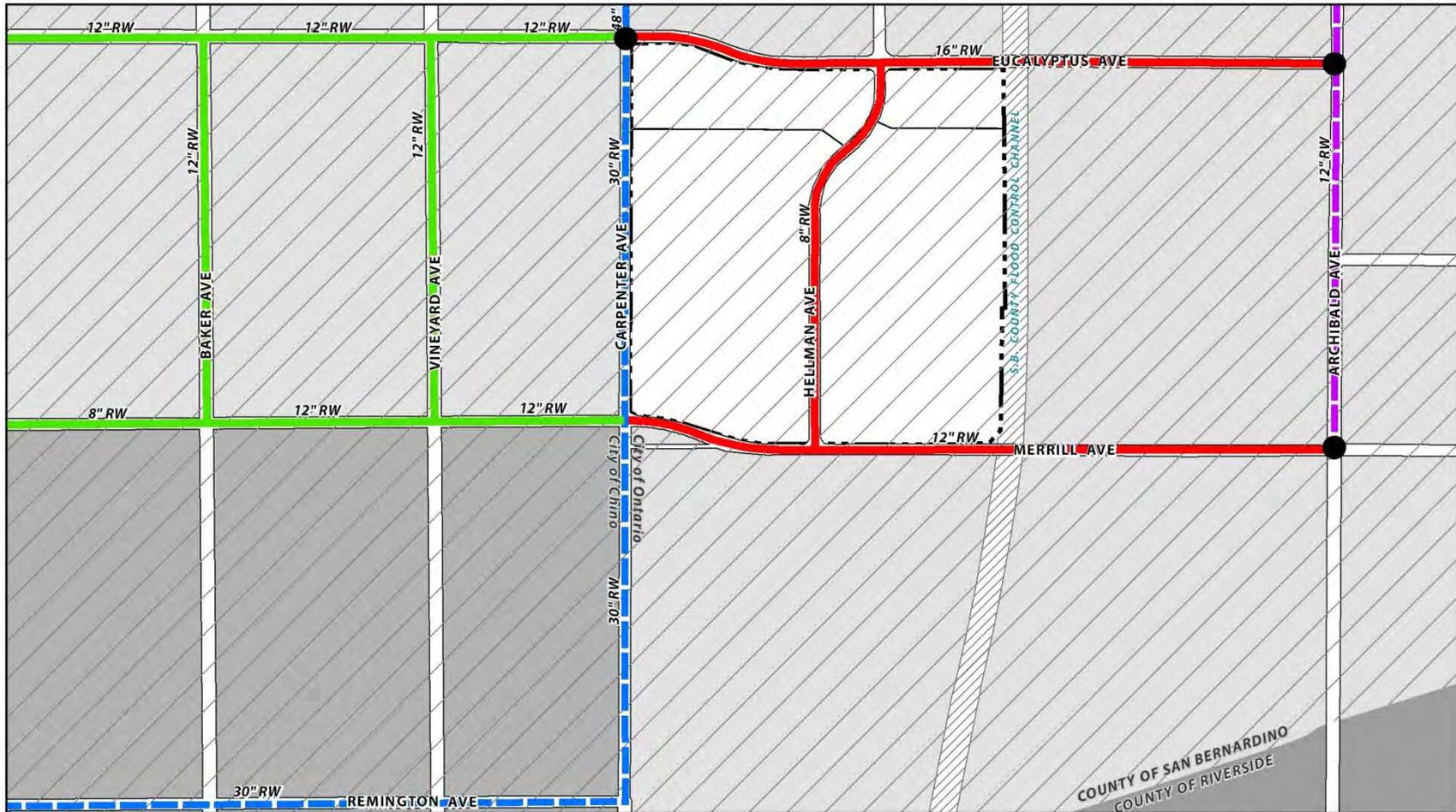
3.5 RECYCLED WATER PLAN

Ultimate sizing and alignment of the recycled water lines shall follow the most currently approved Master Plan and/or a City conducted and approved hydraulic analysis. The City of Ontario Recycled Water Master Plan describes the location and diameters of the “backbone” recycled water pipelines to be located within Ontario Ranch. Recycled water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA), which treats wastewater at four regional wastewater reclamation plants. The City’s existing regional system consists of approximately 35 miles of recycled water pipelines serving four different pressure zones: Zone 930, Zone 1050, Zone 1158, and Zone 1299. The names of these pressure zones refer to the design hydraulic grade line (HGL) of the zone in feet above mean sea level. Most of Ontario Ranch (including the Specific Plan area) is located in the 930 Zone.

The City of Ontario Ordinance 2689 indicates that all new development in Ontario Ranch is required to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Therefore, a grid backbone system of recycled water pipelines coincident with major arterial roadways was devised to serve Ontario Ranch (Figure 3.12). An existing 30-inch recycled water line (IEUA) is located on the west side of the Specific Plan area along Carpenter Avenue. A new 16-inch recycled water line will be located along the Specific Plan area’s northern boundary (along Eucalyptus Avenue), a new 12-inch recycled water line will be located on the Plan area’s southern boundary along Merrill Avenue and an 8-inch recycled water line will be located within Hellman Avenue (Figure 3.11). Master Plan recycled water mains are required in both Merrill and Eucalyptus, between Archibald and Carpenter to complete the recycled water loop system.

The West Ontario Commerce Center Specific Plan will utilize the existing recycled water lines and connect where required to serve the project site. The West Ontario Commerce Center will make use of recycled water for all approved uses, including but not limited to the irrigation of off-site and on-site landscaping and common areas, in compliance with Ontario Municipal Code Section 6-8.700 et seq. and Recycled Water Use Ordinance 2689. Prior to use of recycled water, approval of an Engineering Report from the City of Ontario and State Water Resources Control Board (SWRCB) is required. Interim connection to potable water is not allowed.

FIGURE 3.11: RECYCLED WATER MASTER PLAN



Legend

- Specific Plan Boundary
- Planning Areas

Recycled Water Master Plan

- New Recycled Water (City of Ontario)
- Existing Recycled Water (City of Ontario)
- Existing Recycled Water (IEUA)
- Future Recycled Water (City of Ontario)

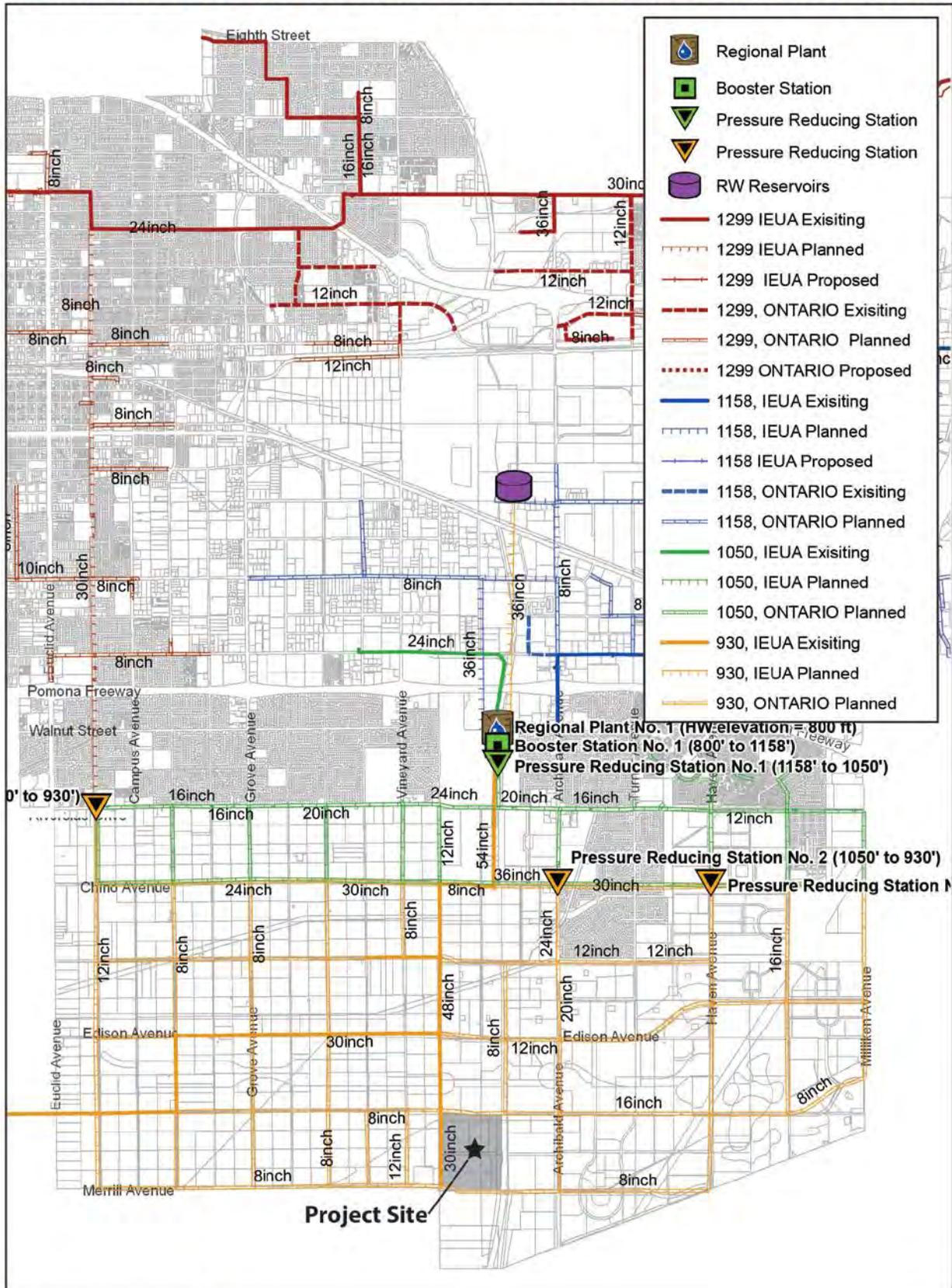
930 Recycled Water Pressure Zone

Point of Connection



Date: April 2018
 Source: David Evans and Assoc., Inc., 2017
 Base Map Prepared by: MIG, Inc.

FIGURE 3.12: CITY OF ONTARIO FUTURE RECYCLED WATER SYSTEM



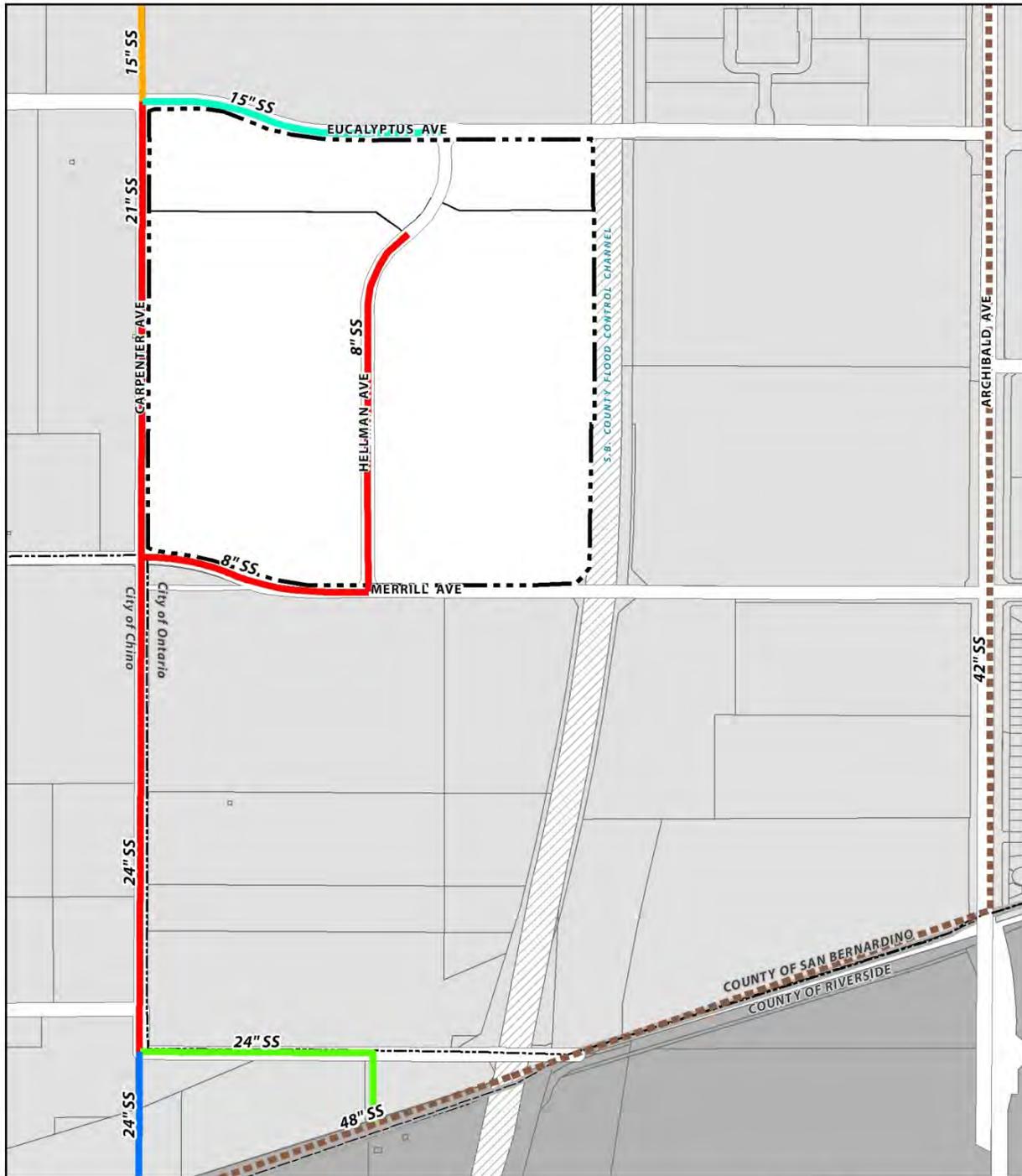
Source: City of Ontario, 2011

3.6 SEWER PLAN

Ultimate sizing and alignment of the sewer shall follow the most current approved Master Plan and/or a City conducted and approved hydraulic analysis. Regional wastewater treatment services are provided to the City of Ontario and its neighboring agencies by the Inland Empire Utilities Agency (IEUA). Several regional trunk sewers collect sewage generated in the City and transport it to IEUA's Regional Plant No.1 and Regional Plant No.5 for treatment. The City of Ontario's sewer service area has been divided into eight sewersheds, primarily based on the outlet points where the City's system ties into a downstream facility owned by IEUA. Ontario Ranch is located in Sewershed 8.

Sewer services to the West Ontario Commerce Center will be provided by the City of Ontario consistent with the City's Sewer Master Plan. A new 21-inch sewer trunk line will be constructed within Carpenter Avenue adjacent to the site's western boundary and will connect to the south to the existing eastern trunk sewer (IEUA) or a new alternate alignment at Moon Place. (Figure 3.13 shows the primary alternative alignment of the sewer). A new 8-inch sewer trunk line will also be constructed within Merrill Avenue between Carpenter and Hellman Avenues and a portion of Hellman Avenue. Construction of the sewer lines outside of the immediate Specific Plan area may occur prior to development of the West Ontario Commerce Center Specific Plan as a continuation of neighboring development projects such as the Colony Commerce Center Specific Plan located south of the West Ontario Commerce Center Specific Plan area and the Parkside Specific Plan located to the north of the Specific Plan area (Figure 3.13). Within Eucalyptus Avenue, adjacent to the site's northern boundary, a future 15-inch sewer line will be constructed as part of the Parkside Specific Plan. Figure 3.14 depicts the currently (as of 2017) approved Sewer Master Plan alignment for the sewershed.

FIGURE 3.13: SEWER MASTER PLAN



Legend

-  Specific Plan Boundary
-  Planning Areas

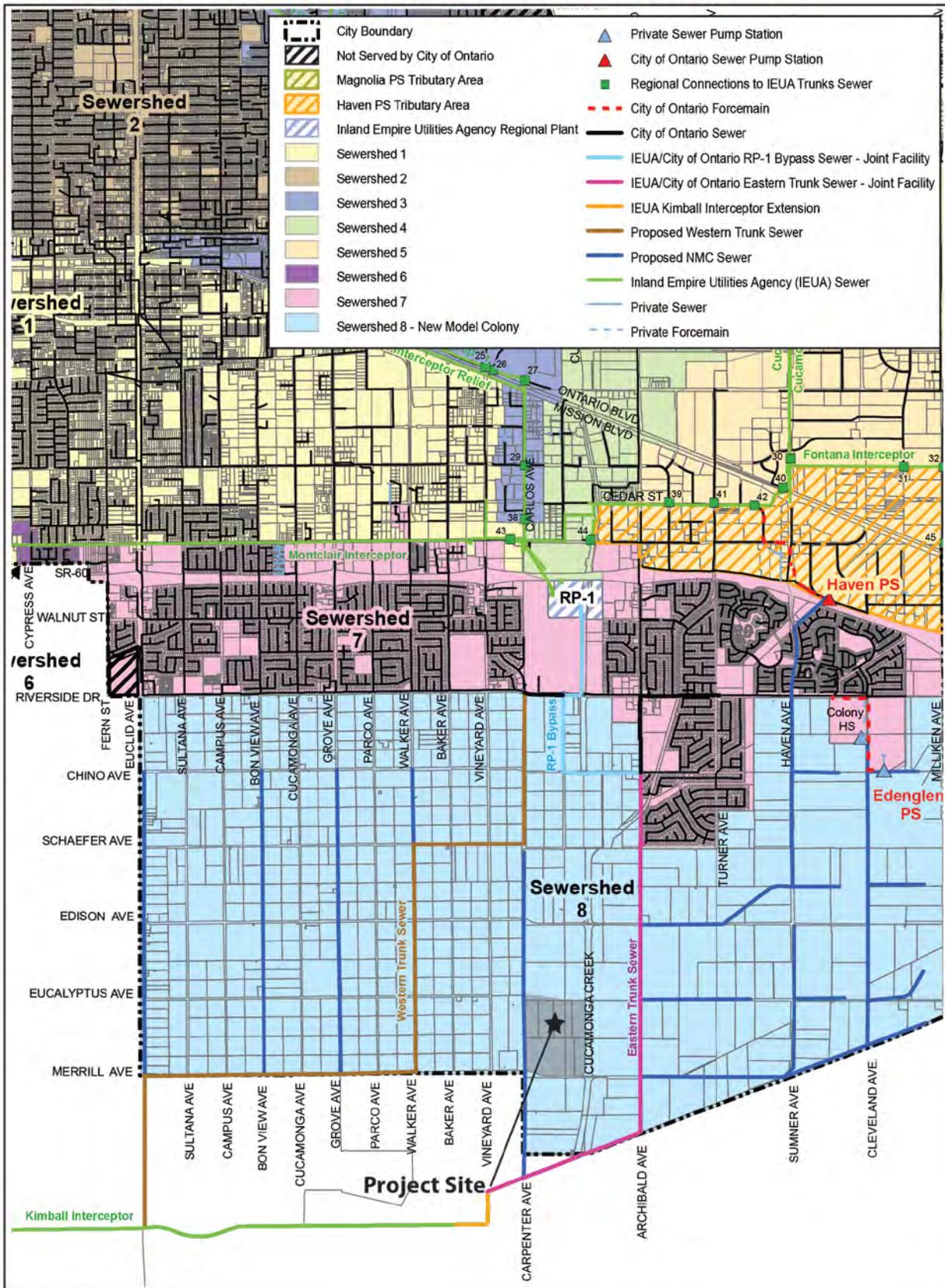
Sewer Master Plan

-  New Sewer (City of Ontario) Master Plan Alignment
-  New Sewer (City of Ontario) Alternate Alignment
-  New Sewer (City of Ontario) Master Plan To Be Realigned
-  Future Sewer (City of Ontario)
-  Existing Eastern Trunk Sewer (IEUA)
-  Future Sewer (City of Ontario) Per Parkside Specific Plan



Date: April 2018
 Source: David Evans and Assoc., Inc., 2017
 Base Map Prepared by: MIG, Inc.

FIGURE 3.14: CITY OF ONTARIO ULTIMATE SEWER SYSTEM



Source: City of Ontario, 2014

3.7 CONCEPTUAL GRADING PLAN

Site topography slopes gently downward to the south, at an estimated gradient of one percent. There is an approximately 25-foot change in elevation across the plan area. The grading activities for West Ontario Commerce Center will generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways and streets. The Conceptual Grading Plan (Figure 3.15) provides a balance of cut and fill for the Specific Plan area. Grading plans for each development project within the project shall be reviewed and approved by the City of Ontario prior to the issuance of grading permits. All grading plans and activities shall conform to the City's grading ordinance and dust and erosion control requirements.

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

3.8 DRY UTILITIES PLANS

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

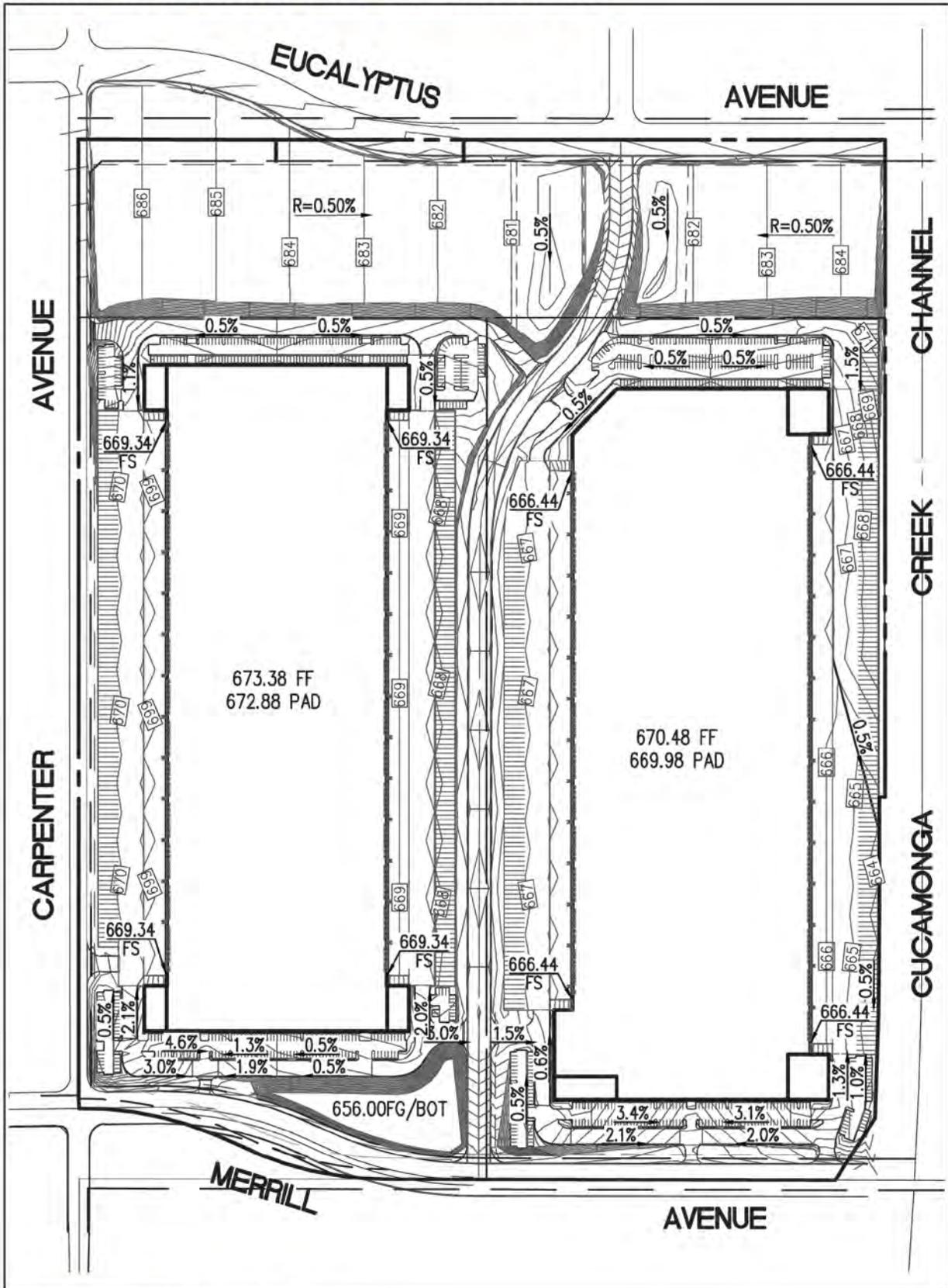
Communication Systems

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

Natural Gas

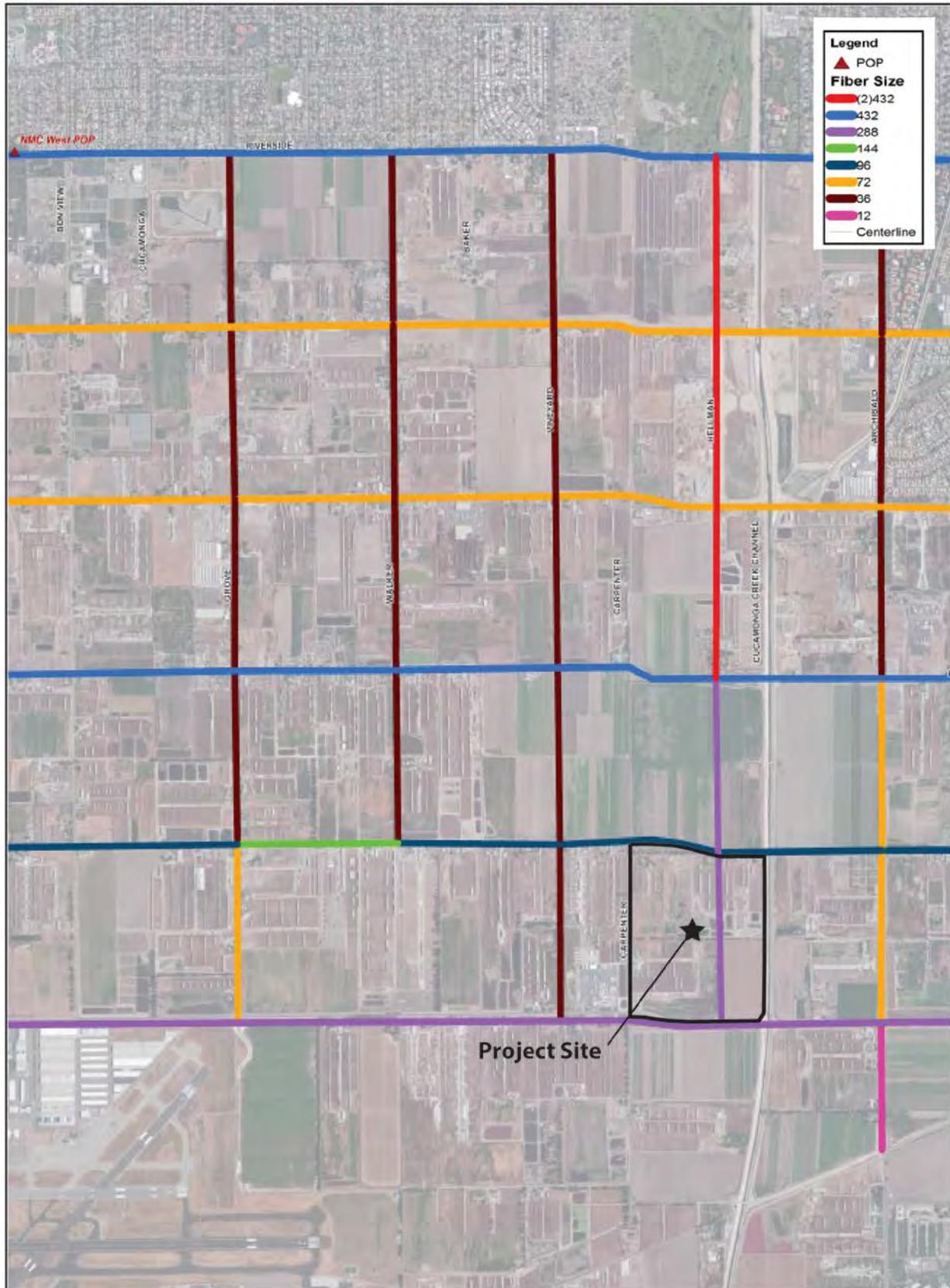
The Gas Company will provide natural gas to the project site. Gas mains will be installed to the individual development projects by the Gas Company, as necessary.

FIGURE 3.15: CONCEPTUAL GRADING PLAN



Source: Thienes Engineering, Inc., 2016

FIGURE 3.16: CITY OF ONTARIO FIBER OPTIC PLAN



Source: City of Ontario, 2013

Electricity

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

3.9 STORM DRAINAGE PLAN

The City of Ontario Storm Drain Master Plan (Figure 3.18) identifies future storm drain improvements that will serve the Specific Plan area and provide storm water drainage for the site. The Specific Plan area is located within the 2.3 square mile Drainage Area XI, and is a tributary to the Cucamonga Creek Channel south of Lower Cucamonga Spreading Grounds via master planned, City-owned storm drains. Future storm drains will be installed along the northern boundary of the Plan Area and also connect to the Cucamonga Creek. Figure 3.17 identifies storm drain improvements that will ultimately serve the Specific Plan area, in the wider context of the surrounding area, pursuant to the City of Ontario Storm Drain Master Plan.

Located just south of the Specific Plan area, the Colony Commerce Specific Plan has proposed a revision to the Master Plan of Drainage. As part of the proposed revision, the storm drain lines "MERL-XI-1" and "WLKR-XII-1" will be combined in Merrill Avenue as a double 10-foot (height) by 12-foot (width) reinforced concrete box storm drain (RCB) connecting to the Cucamonga Creek Channel. Ultimate sizing and alignment of the storm drain improvements shall follow the most currently approved Master Plan. Fair share responsibilities for bridges, streets, and storm drain improvements will be addressed in a Development Agreement with the City of Ontario.

NPDES Compliance

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

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

Development projects within the Specific Plan area will comply with the latest low impact development guidelines and incorporate features including but not limited to

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

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

3.10 PUBLIC SERVICES

Police

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

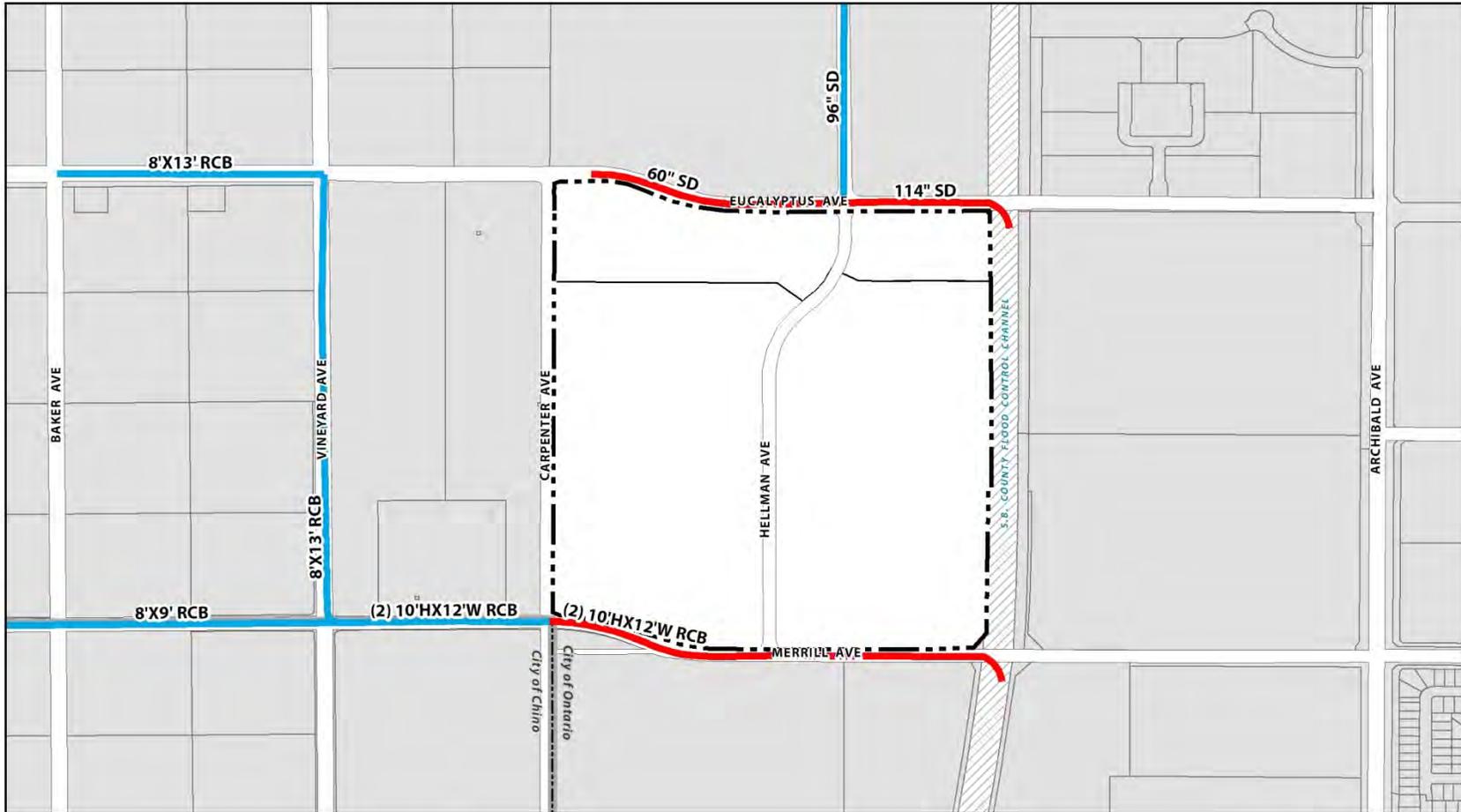
Fire

The City of Ontario will provide fire protection services to the West Ontario Commerce Center. The Ontario Fire Department currently has eight stations, which are staffed with eight four-man paramedic engine companies and two four-man truck companies. The closest operational fire station, Station 6, is located at 2931 E. Philadelphia Avenue, approximately four miles north of the Specific Plan area. The Ontario Fire Department will soon begin construction of Fire Station Nine approximately one mile north of the Specific Plan area.

Solid Waste Disposal

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

FIGURE 3.17: STORM DRAIN MASTER PLAN

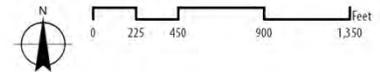


Legend

-  Specific Plan Boundary
-  Planning Areas

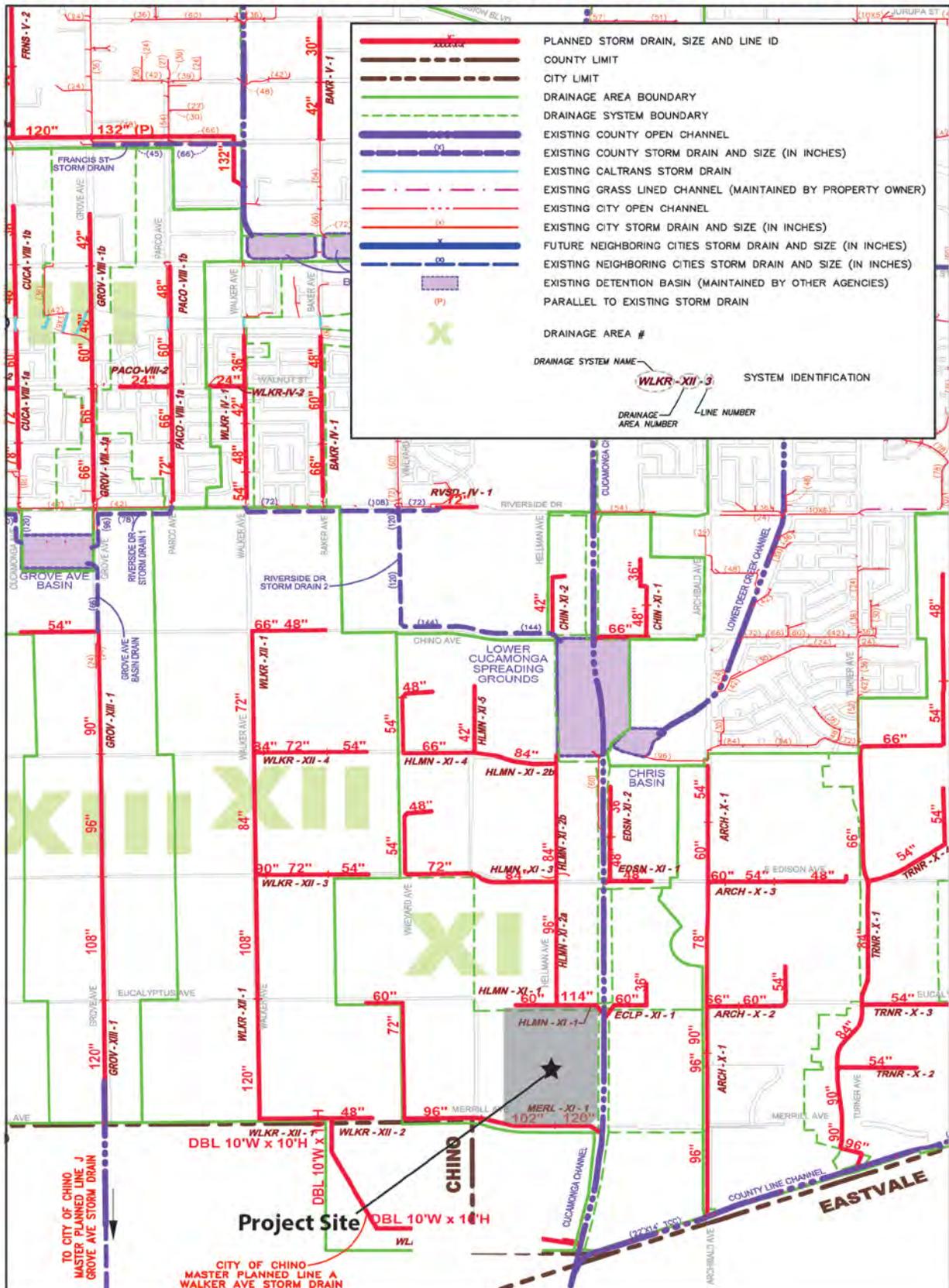
Storm Drain Master Plan

-  New Public Storm Drain (City of Ontario)
-  Future Public Storm Drain (City of Ontario)



Date: December 2017
 Source: David Evans and Assoc., Inc., 2017
 Base Map Prepared by: MIG, Inc.

FIGURE 3.18: CITY OF ONTARIO PLANNED DRAINAGE FACILITIES



Source: City of Ontario, 2012

3.11 PHASING PLAN

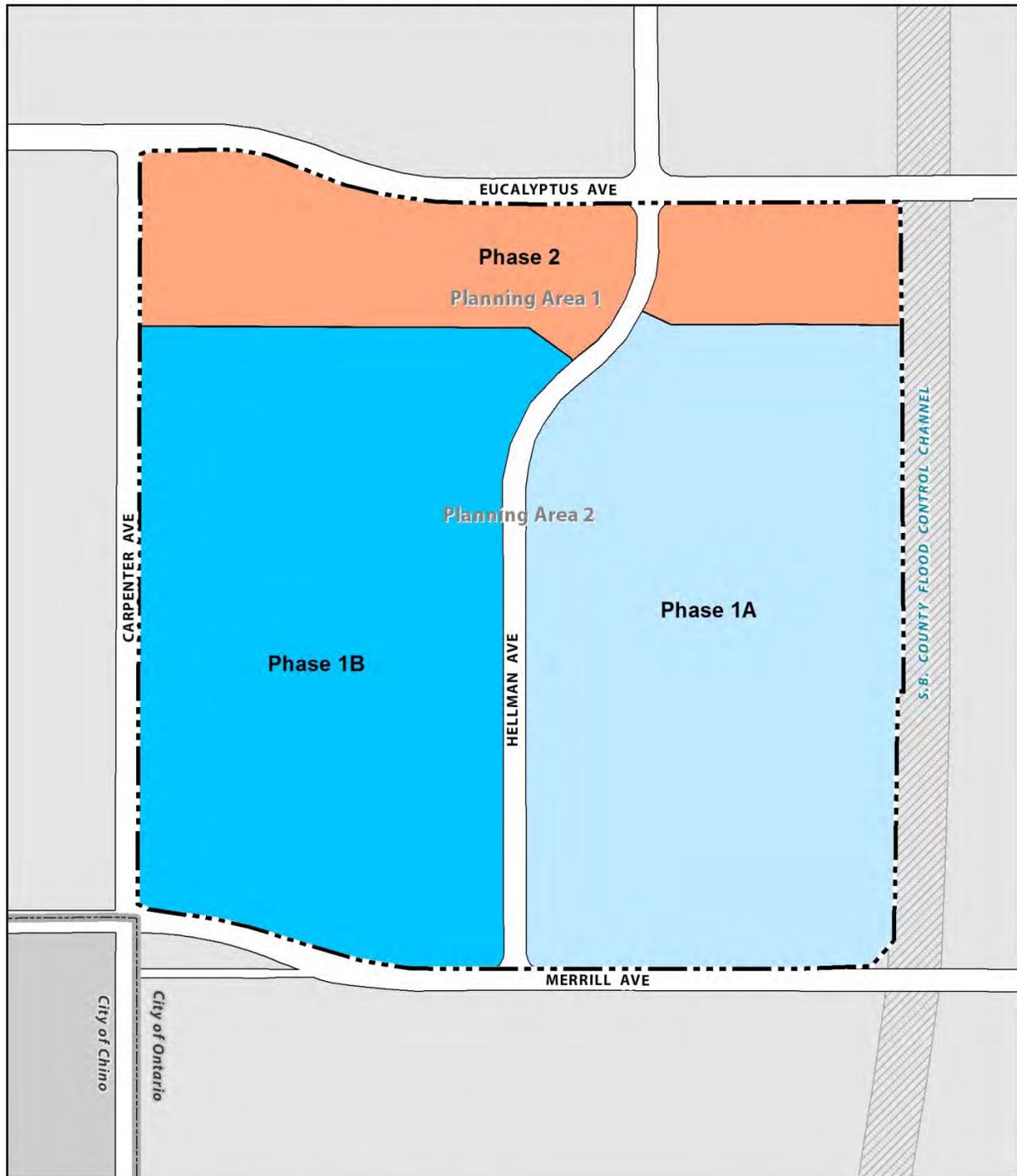
Development phasing of the project site will be determined by the landowner and/or developer based upon real estate market conditions. Phasing will occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors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

Backbone infrastructure to the West Ontario Commerce Center will be installed by the project developer, in accordance with the applicable City-adopted Master Plan for the area, as well as the provisions of this Specific Plan and the approved Development Agreement. Fair share responsibilities for bridges, streets, and storm drain improvements will be addressed in a Development Agreement with the City of Ontario. The timing for installation of infrastructure and utilities within the Specific Plan will be determined as part of the City's approval of parcel maps. Infrastructure will be constructed and made available in a timely manner as development progresses.

Phase 1: Phase 1 consists of the construction of the storage, warehousing, and industrial uses in Planning Area 2. This phase may be developed in two or more subphases, based on development plans. Final grading and infrastructure improvements will be completed in accordance with the approved Development Agreement and City Engineer approval.

Phase 2: Phase 2 consists of the construction of the business park uses in Planning Area 1. This phase may be developed in several subphases in response to market demands and according to the logical and orderly completion of infrastructure improvements.

FIGURE 3.19: CONCEPTUAL PHASING PLAN



Legend

-  Specific Plan Boundary
-  Planning Areas

Conceptual Phasing Plan

-  Phase 1A
-  Phase 1B
-  Phase 2



Date: November 2016
Base Map Prepared by: MIG, Inc.

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