

Land Use

Existing Land Use

The existing land use on the project site is vacant or undeveloped with several trees located near the perimeter of the property and some water reservoirs with an accessory building located offsite between the property and Interstate 10. The immediate area surrounding the site is typical of this description with some of the land devoted to vineyard production.

Roadways currently border three sides of the site and are as follows:

<u>Roadway</u>	<u>Border</u>
"G" Street	Northern
Turner Avenue	Eastern
Interstate 10	Southern

Archibald Avenue is located approximately 550 feet to the west of the western site boundary. Other land uses are randomly scattered around the site. These include a transportation-related industry, some single family homes and the Cucamonga Guasti Regional Park and flood control facility north of the site; and some small industrial uses to the east. Major land uses in the vicinity include the Ontario Speedway (currently being razed) to the northeast, and the Ontario International Airport south of Interstate 10.

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Proposed Land Use

The land uses proposed for Trans-Park '81 have been selected based on the land use recommendations of the Ontario International Centre General Plan Document. The character of the project will be one which integrates mutually supportive land uses with land use concepts stated in the General Plan Document to create a planned, cohesive activity center. Land use designations at the General Plan level include variations in development intensity to include high, low medium and open space intensities. The development intensity for the project site is proposed as low medium and includes both Garden Commercial and Garden Industrial uses. By incorporating the objectives of the General Plan Document for these land use categories, land use compatibility will be achieved for the adopted Comprehensive Planned Development (CPD) category of the General Plan as well as with land use proposals for adjacent properties.

Land Use Concept

The primary land use objective is the implementation of the adopted General Plan, thus establishing a consistent relationship with official City policy. To meet these objectives, the Specific Plan must conform with the Land Use and Urban Design Strategies outlined in the General Plan Document for Low Medium intensity uses. The primary characteristics of this category are as follows:

- o Lower intensity development will be predominantly low rise buildings (1-3 stories punctuated occasionally by a few mid-rise structures 4-8 stories).

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Ontario International Airport and major freeways offers an excellent opportunity to develop well landscaped, industrial park-type uses. The following are the types of uses which would be appropriate:

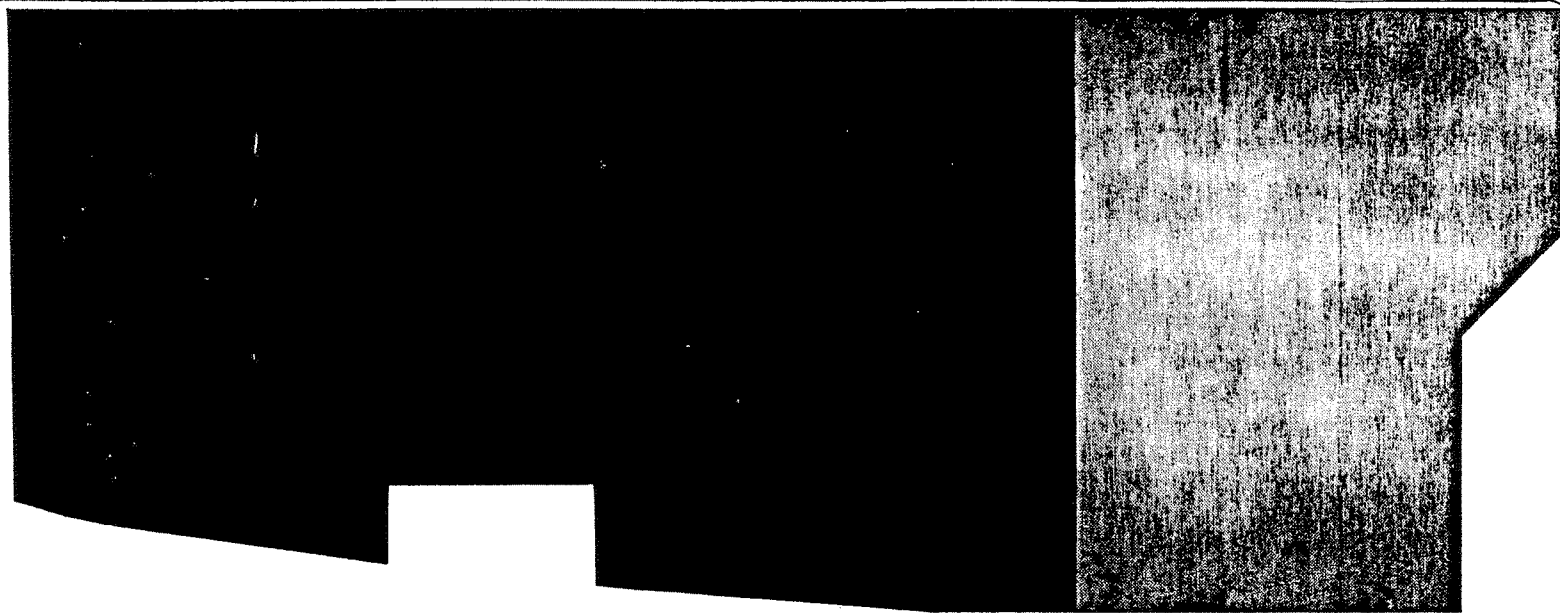
1. Light industrial, assembly, and research and development uses with attached office spaces in a landscaped setting
2. Service commercial use related to industrial development
3. Limited retail uses expressly for the sale of onsite manufactured or assembled goods.

Proposed Project Land Use

The project is divided into three types of uses: Office Park, Business Park, and Garden Industrial Park. Each of these areas are oriented on the project site based on significance of development and relationship to Archibald Avenue. Due to the status of Archibald Avenue as a major entryway into Ontario International Center West, locating the major intensive land uses as proposed is well founded. The Office Park will be the most intensive use as well as the primary anchor use on the site and thus is located nearest to Archibald Avenue. Second of importance as well as having sequential land use compatibility with the Office Park is the Business Park followed by the Garden Industrial Park with similar justification.

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G STREET



TURNER AVE.

SAN BERNARDINO FREEWAY

Legend

 Garden Commercial

 Garden Industrial



0 100 200

prepared by **LDCING**

Trans-Park '81

Proposed Land Use

Figure 2

- o Land uses will be segregated. Garden Commercial will be primarily office space, and Garden Industrial will be mostly industrial complexes.
- o The visual character of lower-intensity developments will be individual buildings, clusters of buildings and complexes within a park-like setting.
- o Each project will have an individual identity.

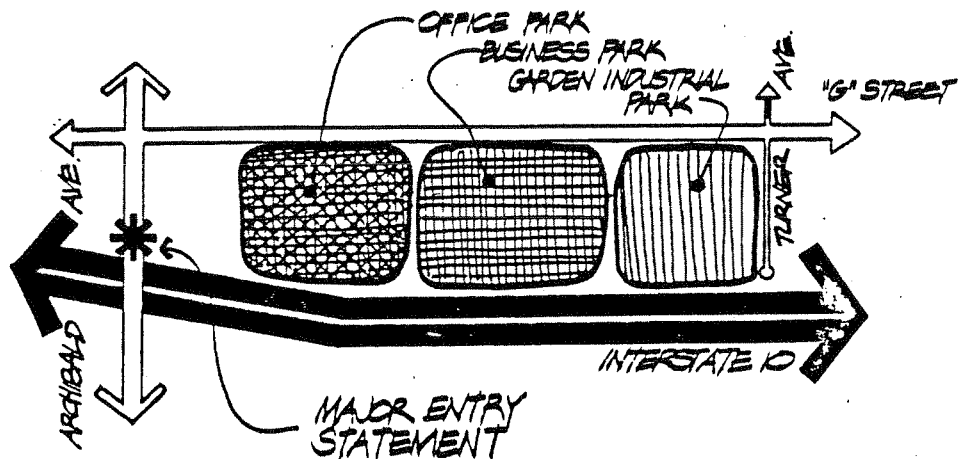
Land use designations defined in the low-medium intensity category contain more detailed information for site development. The characteristics of these designations are as follows:

Garden Commercial - Garden Commercial will be linking/buffering land use which balances the urban commercial with less intensive commercial uses. The facilities will be developed in a park-like atmosphere. Land use types appropriate to garden commercial areas would be as follows:

1. Administrative and professional low rise office buildings
2. Limited number of medium-rise office buildings
3. Service commercial uses as support for the office areas including small restaurants, office supply outlets, etc.

Garden Industrial - Garden Industrial areas are intended for clean industrial activities, such as research and development and light assembly-oriented activities. The project site's proximity to the

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Each of the three types of project uses are described below and include characteristics of use and the intensity of development.

Office Park - The western portion of the site will be developed into Office Park uses consisting of mid-rise office structures surrounded by landscaping and support parking. The structures will not exceed eight stories and will be occupied by administrative and professional businesses.

Business Park - In the midportion of the project site, a Business Park will be developed primarily with low-rise offices. Several buildings are proposed of various sizes ranging from 5,000 square feet to 40,000 square feet. Both administrative and professional businesses will be the primary tenants. Landscape buffers and parking areas will surround the building areas.

Garden Industrial Park - The eastern portion of the site will be developed into a Garden Industrial Park occupied by several low-rise, single story industrial

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buildings. The proximity to Interstate 10 and Archibald Avenue (direct route to the airport) makes this site an excellent choice for industrial distribution, assembly, and research and development uses. Support offices will be included in these buildings. Large areas of landscaping as well as strategic placement of parking are proposed to blend these uses with adjacent on and offsite uses.

Urban Design Strategy

To ensure land use compatibility within the project site as well as to achieve an aesthetically appealing development, certain strategies are proposed for overall project design. Included in these strategies are the following:

- o Transitional techniques between diverse land uses (buffering and connections)
- o Conceptual vehicular and pedestrian circulation systems
- o Spatial relationships of land uses

These strategies are best analyzed for the entire parcel of land rather than considering individually the three project uses. The following conditions have been identified as having an influence on the proposed development.

- o The proposed site consists of three individual parcels. In this case, the western and central parcels will function

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together as a combined parcel while the eastern parcel will be developed independently.

- o Uses directly east and west of the site and north of "G" Street have not been determined. Land uses compatibility issues, therefore, are uncertain and will be addressed at such time as uses are established.
- o Urban residential uses on the northeast corner of "G" Street and Turner Avenue are identified in an approved Specific Plan.
- o Building locations, parking and landscape area configurations are conceptual and will be determined as a condition of Planning Area Review.

Transitional Techniques Between Diverse Land Uses (Buffering and Connections)

The Office Park use and Business Park use will be designed to function together i.e., the combined parcel will appear as a single development built at various intensities. Types of office and business uses selected will be internally compatible therefore eliminating the need for land use buffering. Conversely, the garden industrial parcel will function in a capacity requiring the separation of uses between parcels. This will be achieved utilizing the following design techniques:

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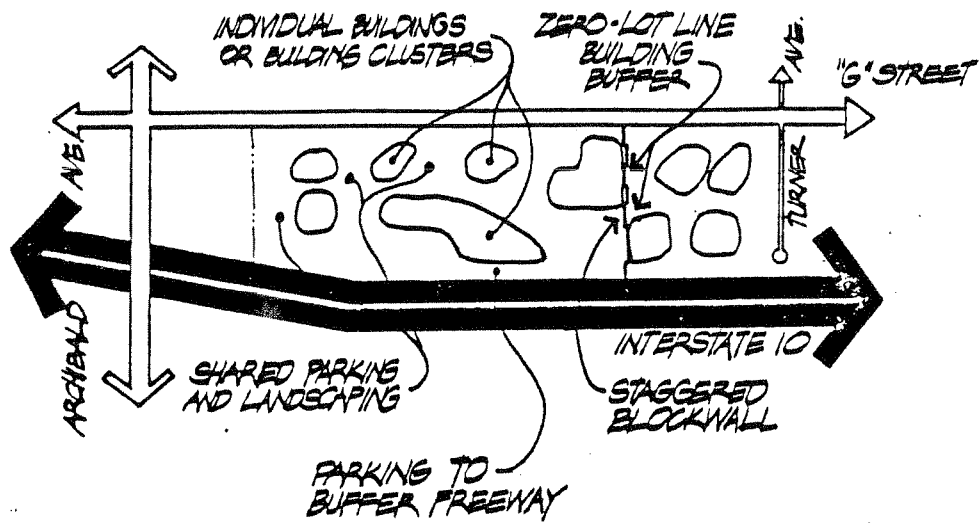
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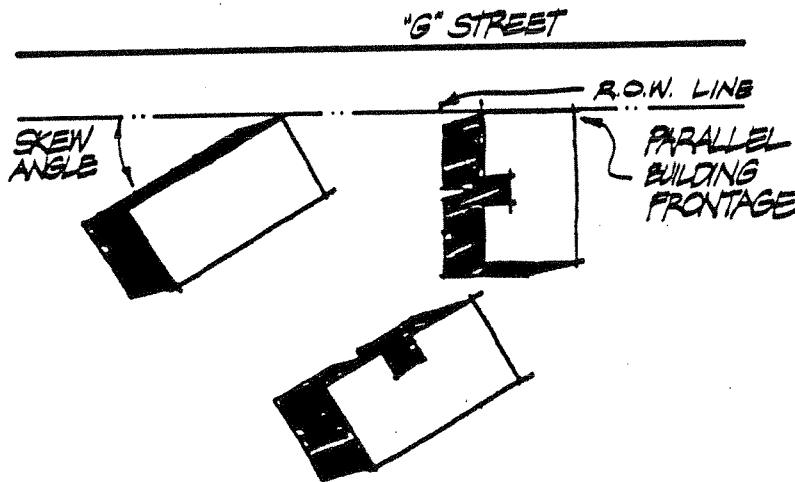
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Building placement (juxtaposition) will vary throughout the site to include both parallel and skewed angles to the street plane.



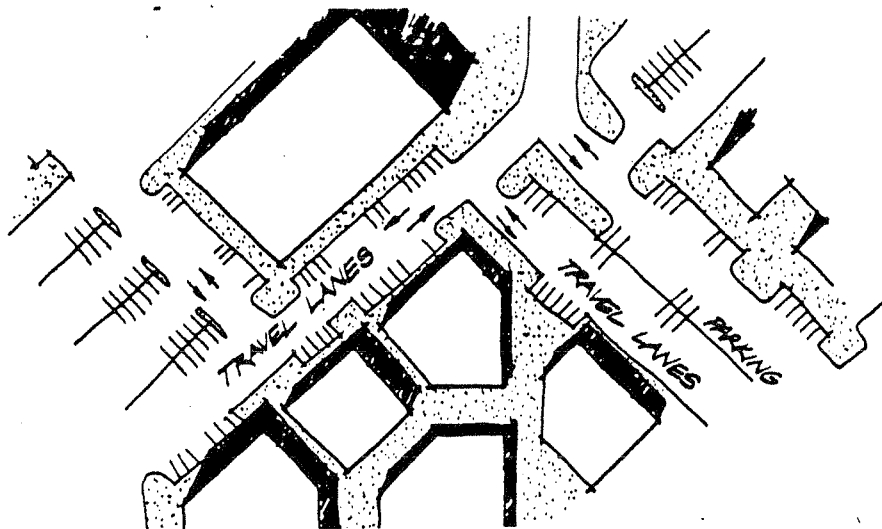
This concept will accomplish two objectives:

1. Diversity in building arrangements is more aesthetically pleasing and will not result in a monotonous streetscape; and
2. Future uses proposed in adjacent parcels will not be exposed to continuous building frontage.

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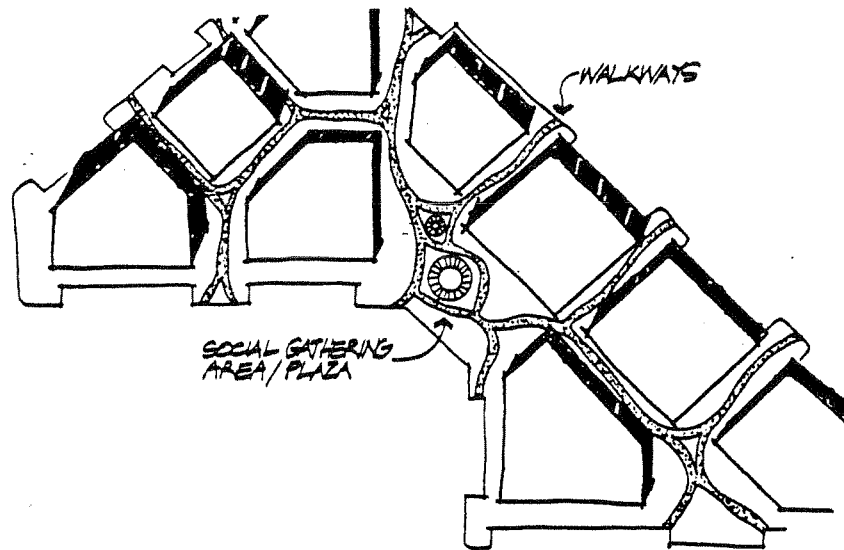
Conceptual Vehicular and Pedestrian Circulation Systems:

Vehicular patterns interior to the proposed development will consist of combined through travel lanes and parking. These systems will follow the pattern established by building position, i.e., the direction of travel parallels the building planes.



Pedestrian systems will be confined to improved sidewalks along "G" Street and meandering walkways planned around and within building sites. Where buildings are clustered e.g., in both the Office Park and Business Park, walkways will converge in central locations to create plaza-type social gathering areas. Exact locations of sidewalks shall be presented as a condition of Planning Area Review.

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Spatial Relationships of Land Use

Spatial relationships of land uses have both horizontal and vertical scale as applied to land use compatibility issues and visual aesthetics. The Office Park use proposes two mid-rise structures on a single parcel of land. Due to the intensity of the development and vertical image of the buildings, larger amounts of open space will be preserved in landscaping and parking around the building area. Business Park uses propose one-story and two-story buildings. The mid-sized two-story structures will stand alone or in combinations of two buildings. This concept will minimize concentration of intensity. All one-story office buildings will be clustered together without significantly concentrating intensity.

Each building or building cluster will be surrounded with landscaped areas and parking/travel lanes. As a result, activity levels from one individual or group of buildings will be separated from others, thus avoiding direct land use conflict.

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The Garden Industrial Park use, will function as a separate parcel made compatible with adjacent office uses by buffering setbacks and building orientation. Parcel separation will be achieved by constructing a staggered block wall and by placing one wall of a building on the parcel line. Both sides of the wall will be landscaped with a strip averaging five feet in width.

Landscape Concepts

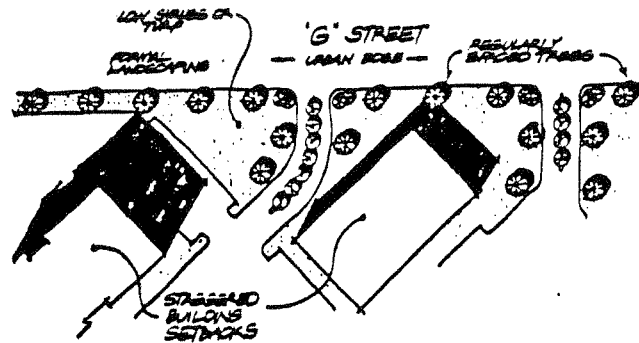
The landscape design within the Trans-Park '81 development will be a primary determinant of the visual character of the project. Several landscape elements are identified below which are intended to provide overall continuity, character and act as major linkages and buffers.

"G" Street

The landscape along "G" Street will generally establish the landscape theme reoccurring throughout the project. This will be achieved by using plant materials that are similar or compatible both along "G" Street and elsewhere within the site. Given the urban character of the project, the visual image along "G" Street will be designed as an urban edge. This edge will have a formal, man-made urban quality of interest primarily to motorists. The streetscape will be enhanced by the placement of regularly-spaced trees approximately 20-25 feet high combined with formally planted shrubs or clipped hedges and grass or low groundcover. Trees and other landscape materials will set back and/or manicured to permit good visibility of "G" Street traffic conditions. Structures with street frontage will have variable setbacks and

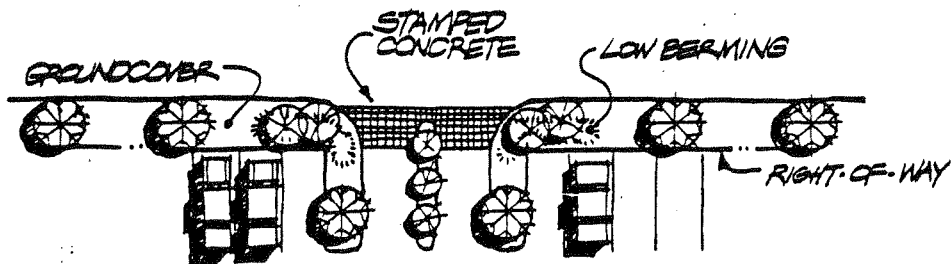
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placement orientation to minimize building frontage, provide views to the interior, and create a pleasant and dynamic appearance along "G" Street.



Project Entry

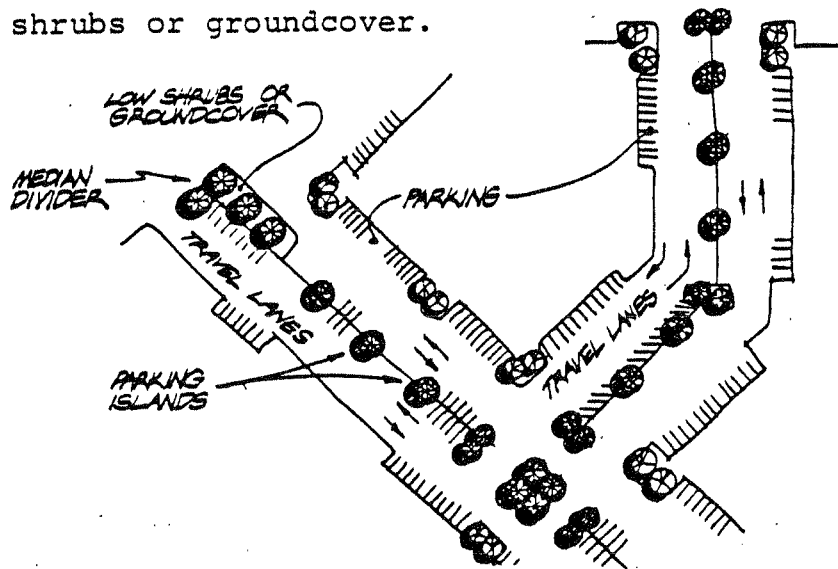
Special landscape and hardscape treatment is proposed at the intersection of "G" Street and the project entry-way. Each entry will be divided and landscaped with formal tree planting and low shrubs or groundcover. Paving of all entries will consist of textured finishes, stamped concrete or other techniques.



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Service Roads

Service roads are defined as those which transport traffic from "G" Street and Turner Avenue into and throughout the site. Except from the length of roadways at entryways, the service roads will have slant or perpendicular parking on one or both sides of roadway for each direction of travel. Separating each direction of travel in most instances will be median dividers, landscaped with formal tree planting and low shrubs or groundcover.



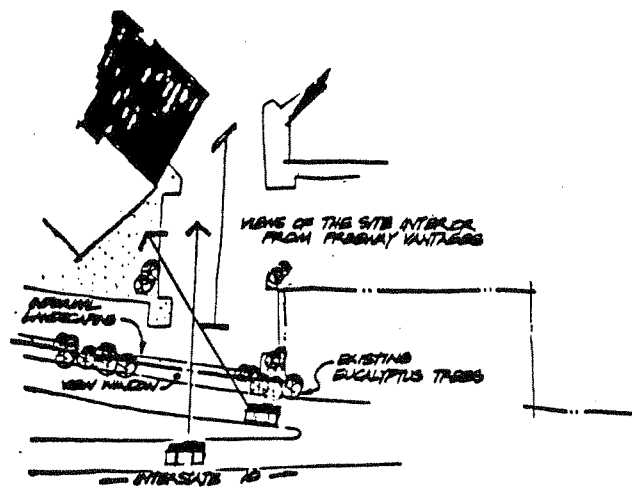
Common Building Area

Surrounding building areas will be open space landscaped in informal planting masses. These will consist of irregularly spaced trees, turfed areas and landscape elements. Where a sufficient amount of open space exists within clusters of buildings, walkways will converge to create a common gathering area. Hardscape elements, e.g., benches, drinking fountains, concrete landscape planters, etc., will be used to draw activity and encourage congregation.

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Perimeter Treatment

Landscape materials along the western site perimeter will consist of informal landscape materials including irregular patterns of tree masses and tall shrubs or hedges. Landscape materials will be planted on gently undulating earthen berms. The urban uses adjacent to the site will be buffered by these concepts thus maintaining use compatibility. The southern perimeter of the site adjacent to the freeway edge will be planted with numerous informally planted trees. With the informal planting masses, views to the site interior and OIC west interior will be permitted from freeway vantage points through scattered open areas. In addition, an area along the western portion of the southern perimeter will be cleared of existing eucalyptus trees to provide unobstructed views of the site interior.



Landscape materials proposed for the eastern and southern perimeter of the Garden Industrial Park will be spaced in irregular close increments and will consist of dense tree masses, tall shrubs or hedges. The objective is to utilize a sufficient quantity of plant materials to minimize

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views of the parcel interior thus preventing visual and land use incompatibilities with parcels east of Turner Avenue and from freeway vantages.

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