3.0 DEVELOPMENT PLAN

This chapter provides the framework to guide development of the Ontario Ranch Business Park Specific Plan. The chapter presents the proposed planning areas, infrastructure plans, and public services to support the project.

3.1 Land Use Plan

The Specific Plan consists of four Planning Areas accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 3 of the Chino Airport. The Land Use Plan implements the vision of the Ontario Plan by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. A list of allowable uses by Planning Area is presented in Chapter 4 (Land Use and Development Standards).

Figure 3.1 (Land Use Plan) identifies the location of the Planning Areas. The two Zoning Districts are described below:

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

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

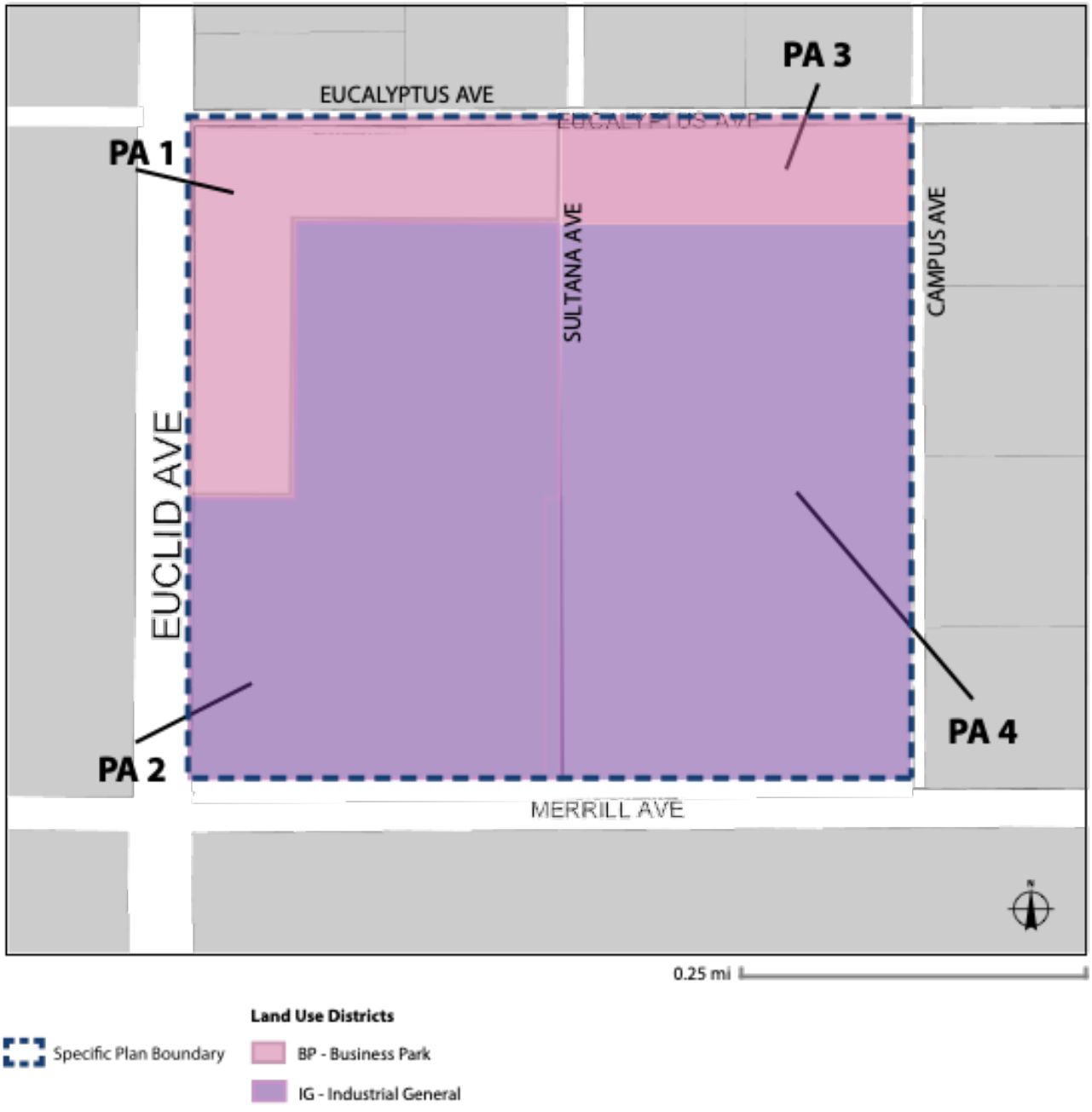
Table 3.1 provides the maximum allowable gross building area for each Planning Area at its associated floor area ratio. Development standards (found in Chapter 4), such as setback requirements, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

Table 3.1 – Maximum Specific Plan Build-Out

Planning Area	Maximum Floor Area Ratio[1,2]	Site Acreage[3]	Maximum Building Square Footage
Planning Area 1: Business Park	0.45	23.4	457,904
Planning Area 2: Industrial - General	0.54	61.5	1,447,123
Planning Area 3: Business Park	0.45	11.63	227,951
Planning Area 4: Industrial - General	0.54	60.06	1,412,739
TOTAL		**156.59**	**3,545,717 SF**

Notes:
1. Provided the General Plan Amendment applications related to the Specific Plan to designate PA 1 and 3 as Business Park and PA 2 and 4 as Industrial - General are approved.
2. The project EIR as proposed is reviewing square footages below the maximum TOP thresholds. The FAR may be increased to the TOP max levels of 0.60 and 0.55 for BP and IG respectively with a Specific Plan Amendment and appropriate CEQA analysis.
3. PA 1 is rounded from 23.36009, PA 2 is rounded from 61.52108 PA 3 is rounded from 11.629 and PA 4 is rounded from 60.0593.

FIGURE 3.1: LAND USE PLAN



3.2 Conceptual Site Plan

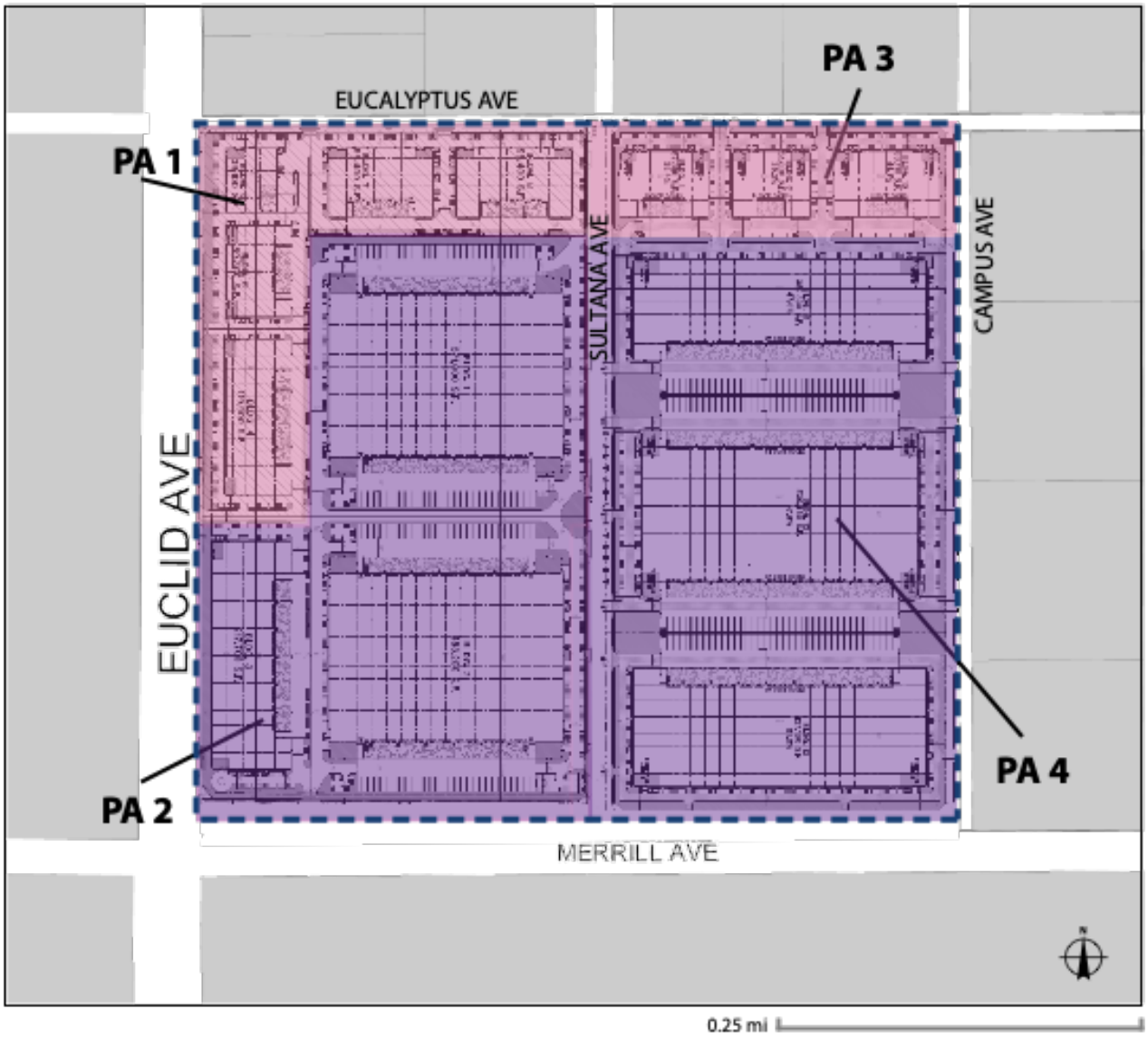
The conceptual site plan for the Ontario Ranch Business Park Specific Plan is presented in Figure 3.2. Under this conceptual plan, Planning Area 1 (Business Park Zoning District) is developed with five buildings totaling 457,904 square feet (sf) and Planning Area 2 (Industrial – General Zoning District) is developed with three buildings totaling 1,447,123 sf (Table 3.2). Planning Area 3 (Business Park Zoning District) is developed with three buildings totaling 211,790 sf, and Planning Area 4 (Industrial – General Zoning District) is developed with three buildings totaling 1,310,450 sf (Table 3.2). Cumulatively, the 14 buildings depicted in the conceptual site plan provide **3,427,267 sf** of development.

The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. However, the conceptual site plan may be modified provided it does not exceed the maximum building area presented in Table 3.1 and complies with this Specific Plan and applicable provisions of the City of Ontario Development Code.

Table 3.2 – Conceptual Site Plan

Planning Area	SP Zoning District	Site Acreage	Proposed Conceptual Building Square Footage
1	BP	23.4	457,904
2	IG	61.5	1,447,123
3	BP	11.63	211,790
4	IG	60.06	1,310,450
TOTAL		**156.59**	**3,427,267 SF**

FIGURE 3.2: CONCEPTUAL SITE PLAN



Note: This Site Plan is for conceptual purposes only. This site plan is subject to change based on future development proposals within the Specific Plan Area, and/or results of a roadway alignment study.

3.3 Circulation Plan

The Circulation Plan (Figure 3.3) facilitates movement of vehicles, pedestrians, and cyclists within the Specific Plan area, consistent with the City of Ontario's Roadway Classification System, shown in Figure 3.4

Figure 3.5 presents typical street cross sections for Campus, Euclid, Eucalyptus, Sultana, and Merrill Avenues. Conceptual streetscape design is presented in Chapter 5 (Design Guidelines). Road surface, sidewalk, and trail improvements within the Specific Plan area must be approved by the City's Engineering Department.

3.3.1 Euclid Avenue (Route 83)

Euclid Avenue is an expressway under Caltrans' jurisdiction that is designated as an eight-lane Principal Arterial in The Ontario Plan's Functional Roadway Classification Plan. The centerline of this street forms the boundary between the City of Ontario to the east and the City of Chino to the west. Euclid Avenue is designed with a 200-foot-wide right-of-way, a 66-foot-wide center median, and 52 feet of pavement including curbs and gutters. The existing half-width street right-of-way is 100 feet; therefore, no dedication is required.

The Euclid Avenue streetscape design illustrated in Chapter 5, Design Guidelines, for the east side of the street adjacent to the project site specifies a 15-foot-wide parkway including a 5-foot-wide sidewalk and an 8-foot-wide on-site multipurpose trail within a 35-foot-wide landscape buffer, creating a 50-foot-wide neighborhood edge as specified in the *Ontario Ranch Colony Streetscape Master Plan*.

3.3.2 Eucalyptus Avenue

Eucalyptus Avenue is located along the northern boundary of the Specific Plan area, providing east/west access to the site. Eucalyptus Avenue is designated by the Functional Roadway Classification Plan as a four-lane Collector Street. The Specific Plan specifies a 108-foot-wide right-of-way with 84 feet of pavement including curbs and gutters.

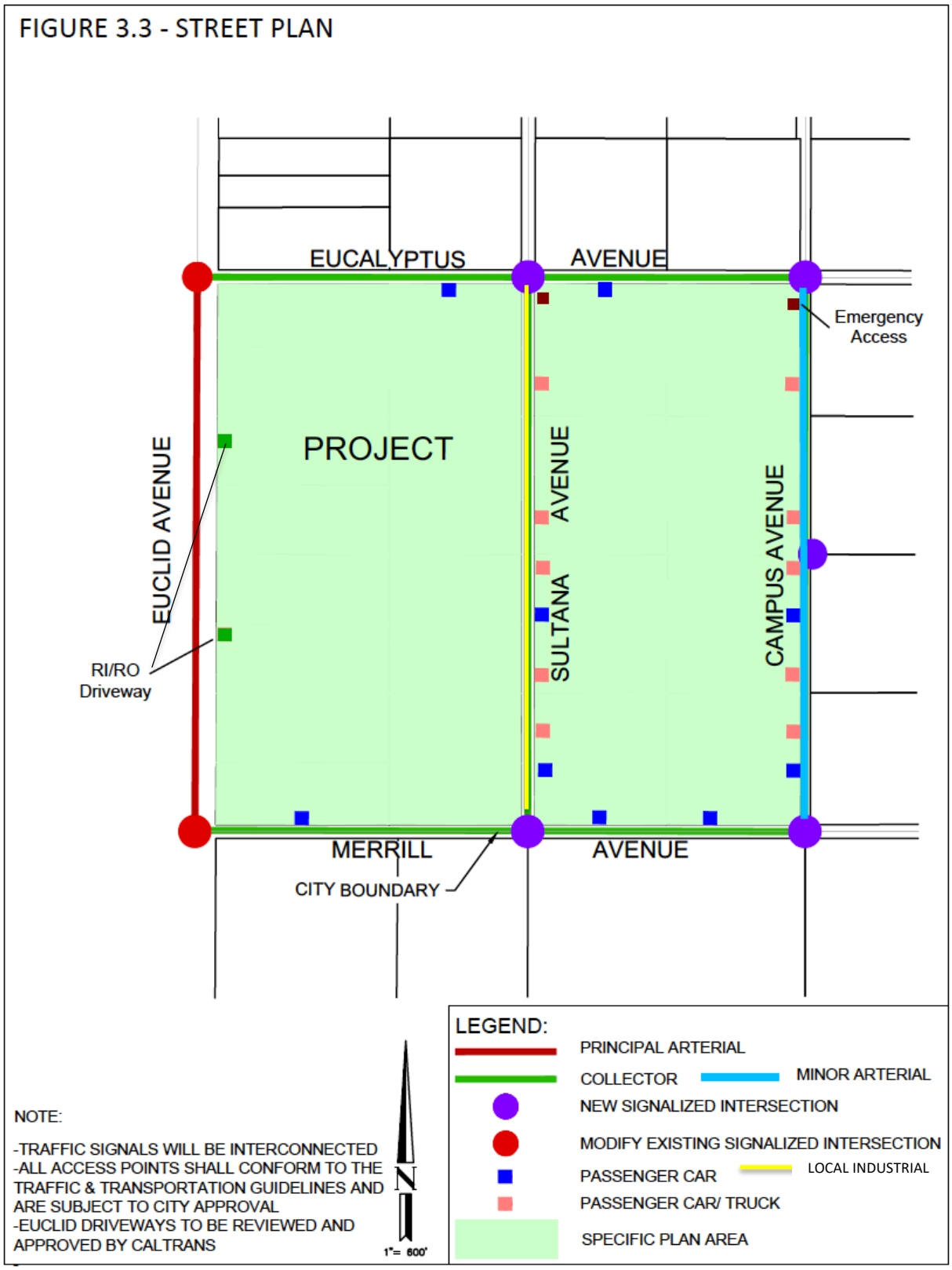
The Eucalyptus Avenue streetscape design presented in Chapter 5, Design Guidelines, specifies a 12-foot-wide parkway including a 7-foot-wide curb-adjacent landscaped area and a 5-foot-wide sidewalk. The north side also provides an 8-foot-wide on-site multipurpose trail within a 23-foot-wide landscape buffer setback. Together, the parkway and the landscape buffer setback create a 35-foot-wide neighborhood edge, as described in the *Ontario Ranch Colony Streetscape Master Plan*. A 21-foot dedication will be required for Eucalyptus Avenue.

3.3.3 Sultana Avenue

Sultana Avenue is designated as a two-lane Local Industrial with a 66-foot-wide right-of-way and 48 feet of pavement including curbs and gutters. The Sultana Avenue streetscape presented in Chapter 5, Design Guidelines, specifies a 9-foot-wide parkway including a 4 foot landscape and a 5-foot-wide

sidewalk. The west side of the street adjacent to the project site provides a 10-foot-wide landscape buffer setback. Sultana Avenue is not yet developed adjacent to the Specific Plan area. However, the right-of-way exists, and no dedication is required.

FIGURE 3.3 - STREET PLAN



Note: The driveway locations are for conceptual purposes only. Locations are subject to change based on future development proposals within the Specific Plan Area, and/or results of a roadway alignment study.

FIGURE 3.4: CITY OF ONTARIO ROAD CLASSIFICATION SYSTEM

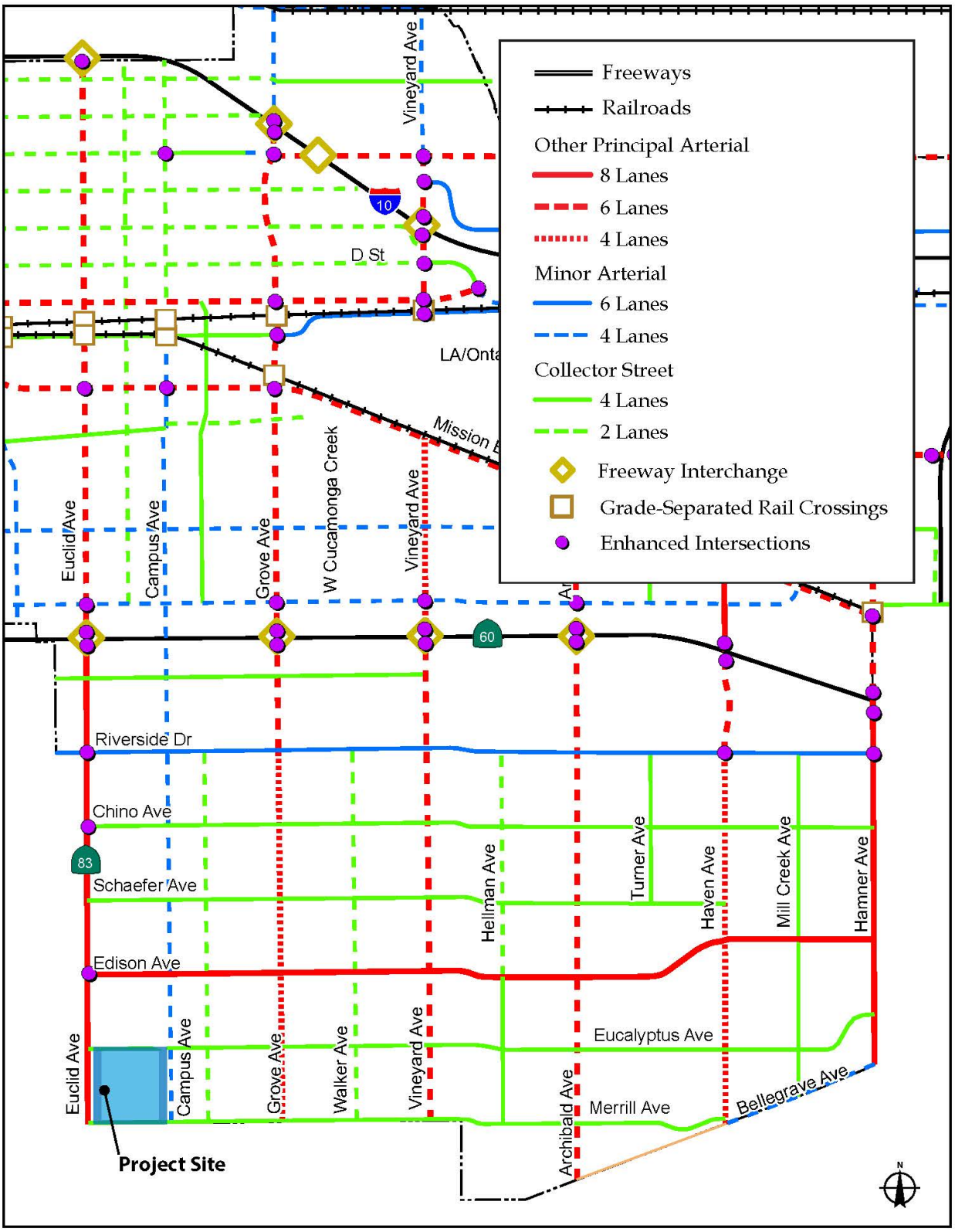


FIGURE 3.5 - STREET SECTIONS

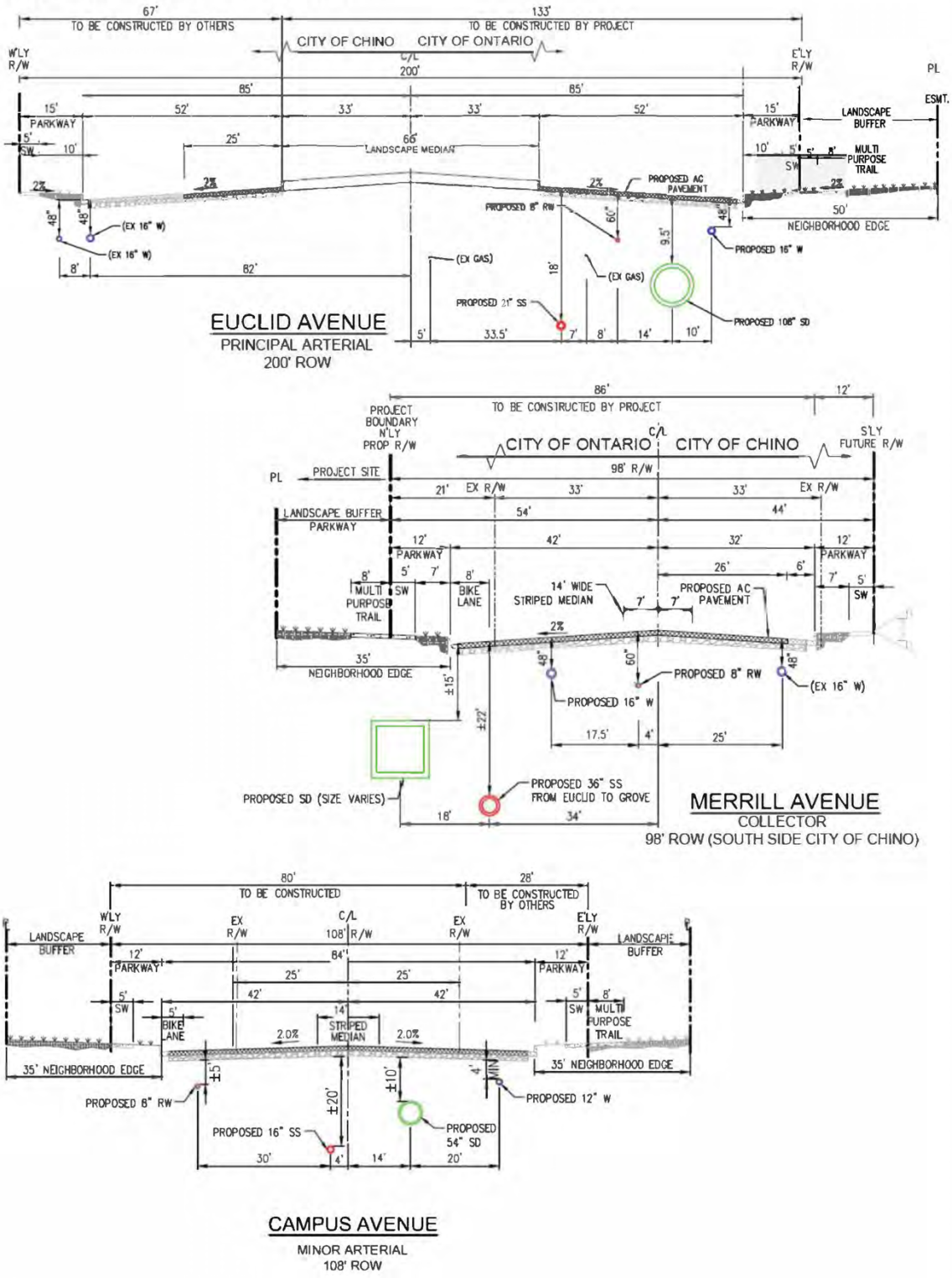
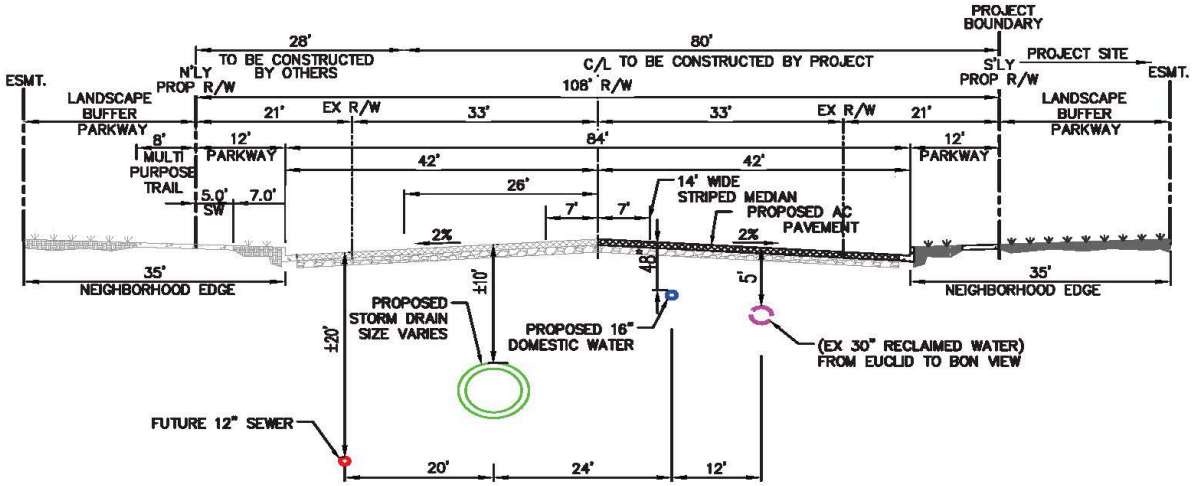
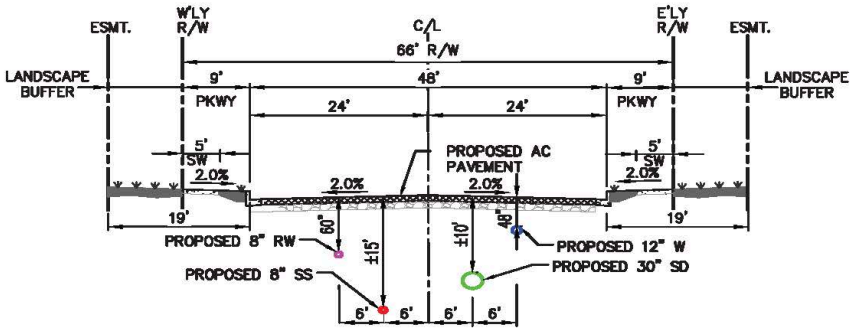


FIGURE 3.5 – STREET SECTIONS



EUCALYPTUS AVENUE
COLLECTOR
108' ROW



SULTANA AVENUE
COLLECTOR
66' ROW

3.3.4 Merrill Avenue

Merrill Avenue is designated as a four-lane Collector Street in the Functional Roadway Classification Plan and provides east-west access to the project's southern boundary. The centerline of this street forms the boundary between the City of Ontario to the north and the City of Chino to the south. The Specific Plan specifies a 98-foot-wide right-of-way and 74 feet of pavement including curbs and gutters for Merrill Avenue.

The Merrill Avenue streetscape design presented in Chapter 5, Design Guidelines, for the north side of the street adjacent to the project site includes an 8-foot-wide Class II on-street bike lane at the edge of the street, a 7-foot-wide curb-adjacent landscaped area, and a 5-foot-wide sidewalk. An 8-foot-wide multipurpose trail is located within a 23-foot-wide landscape buffer setback. Together, these improvements establish a 35-foot-wide neighborhood edge, as specified in the *Ontario Ranch Streetscape Master Plan*. A 21-foot street dedication will be required for Merrill Avenue.

3.3.5 Campus Avenue

Campus Avenue is designated as a four-lane Minor Arterial in the Functional Roadway Classification Plan and is located along the eastern boundary of the Specific Plan area, providing north-south access to the site. Campus Avenue is designated as a Minor Arterial Street per the Functional Roadway Classification Plan. The Specific Plan specifies a 108-foot-wide right-of-way and will require a 25-foot half-width dedication and a 12-foot parkway including the sidewalk. An additional 23-foot dedication for the neighborhood edge is required.

The Campus Avenue streetscape design presented in Chapter 5, Design Guidelines, for the west side of the street adjacent to the project site includes a 5-foot-wide Class II on-street bike lane at the edge of the street, a 7-foot-wide curb-adjacent landscaped area, and a 5-foot-wide sidewalk. Together, these improvements establish a 35-foot-wide neighborhood edge, as specified in the *Ontario Ranch Streetscape Master Plan*.

3.3.6 Local Circulation

Final site planning and off-site design shall be subject to City approval. 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 in 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).

Fair share responsibilities for street improvements will be addressed in a Development Agreement with the City.

3.3.7 Traffic Control Devices

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.

3.3.8 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). Euclid Avenue, located at the western perimeter of the Specific Plan area, is a designated truck route. Merrill Avenue, which runs along the southern boundary of the Specific Plan area, is a designated truck route from Euclid Avenue to Archibald Avenue. All signalized intersections and approaches on designated truck routes shall be constructed in concrete.

3.3.9 Pedestrian Circulation

To improve safety and the pedestrian experience, connect the various parts of the Specific Plan area, and expand access to nearby land uses, sidewalks will be provided along all streets abutting the Specific Plan area. Sidewalks will be 5-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

3.3.10 Trails and Bike Paths

Trails and bicycle paths will provide an additional mode of circulation in and around the Specific Plan area. Multipurpose trails will be provided on the east side of Euclid Avenue, the north side of Merrill Avenue, the north side of Eucalyptus Avenue, and the east side of Campus Avenue (Figure 3.7).

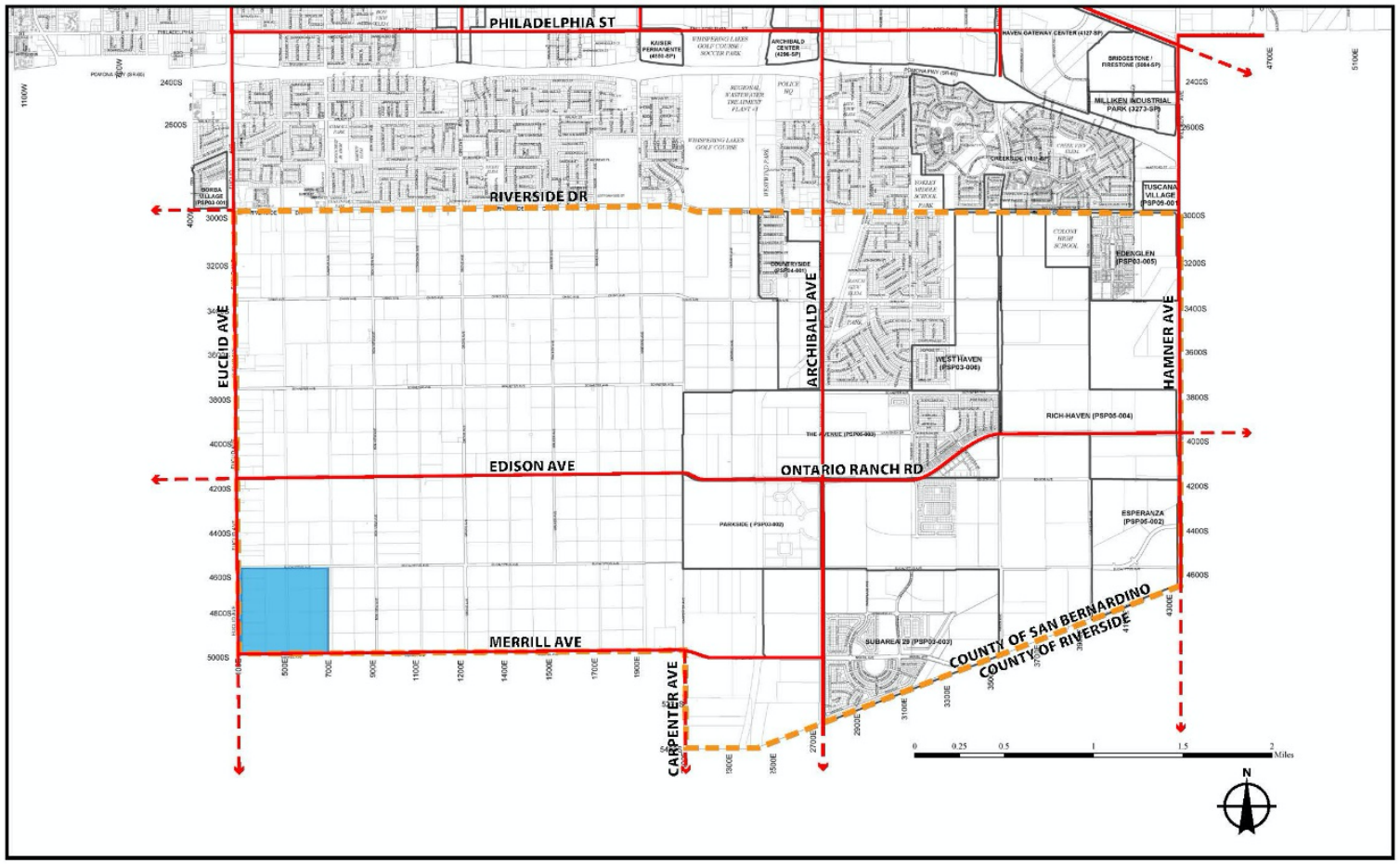
The Ontario Plan Mobility Element specifies a Class II bikeway on the north side of Merrill Avenue, south side of Eucalyptus Avenue and on the west side of Campus Avenue. Class II bikeways are defined as dedicated (striped) lanes along streets, with no parking allowed in the bike lane. This bike lane provides linkages to the City's bike path system (Figure 3.8).

The trail and bikeway improvements will be installed along the project frontages in conjunction with street improvements. The city reserves the right to implement bike lanes on Eucalyptus Avenue at the discretion of the Traffic and Transportation Division.

3.3.11 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 Euclid Avenue on the western boundary of the Specific Plan area.

FIGURE 3.6: TRUCK ROUTES



Truck Routes

- Specific Plan Area
- Ontario Ranch
- City of Ontario Truck Routes
- Adjacent Agency Truck Routes

FIGURE 3.7 - BICYCLE AND PEDESTRIAN PLAN

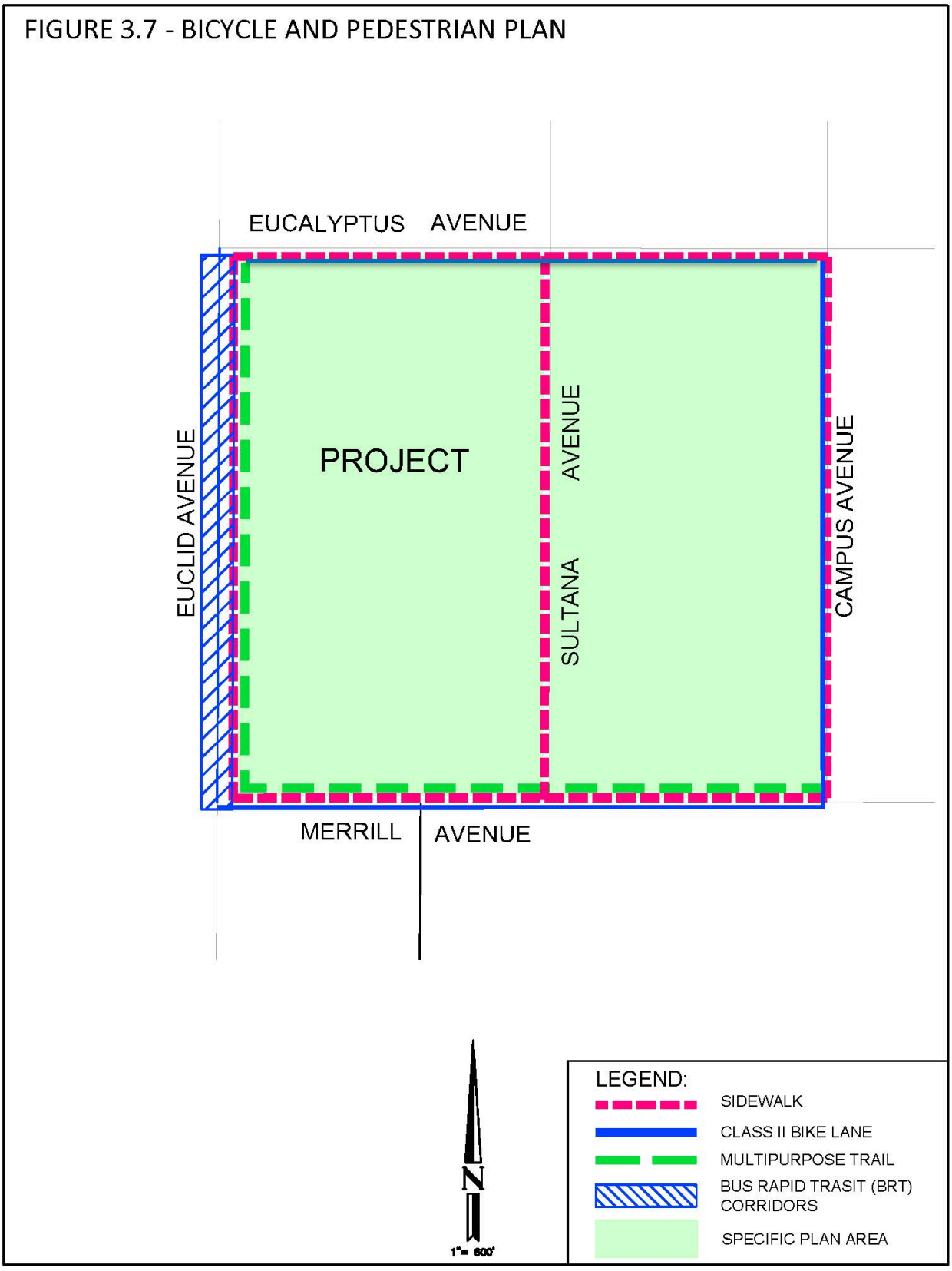
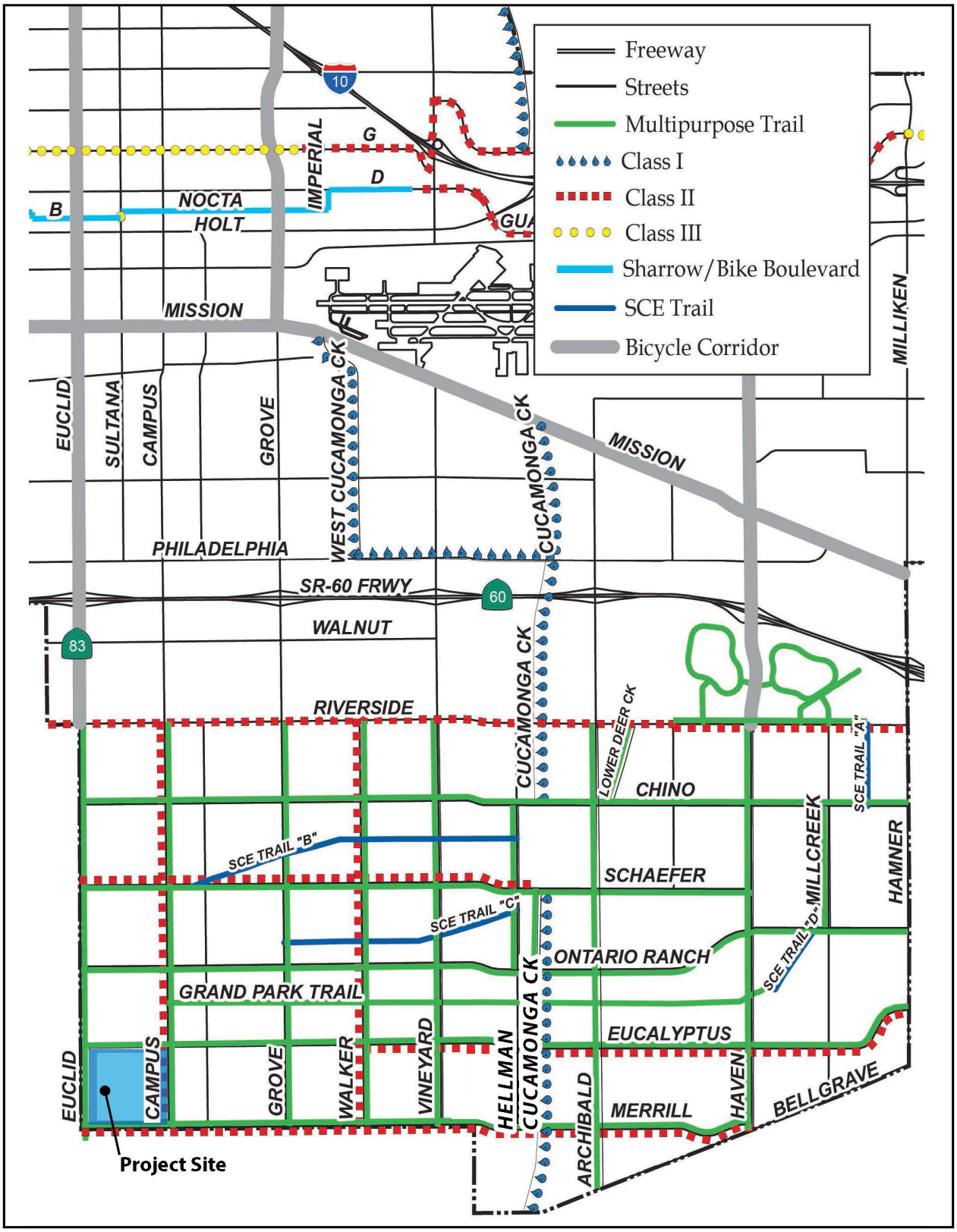


FIGURE 3.8: CITY OF ONTARIO TRAIL AND BIKEWAYS PLAN



3.4 Potable Water Plan

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), the 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.

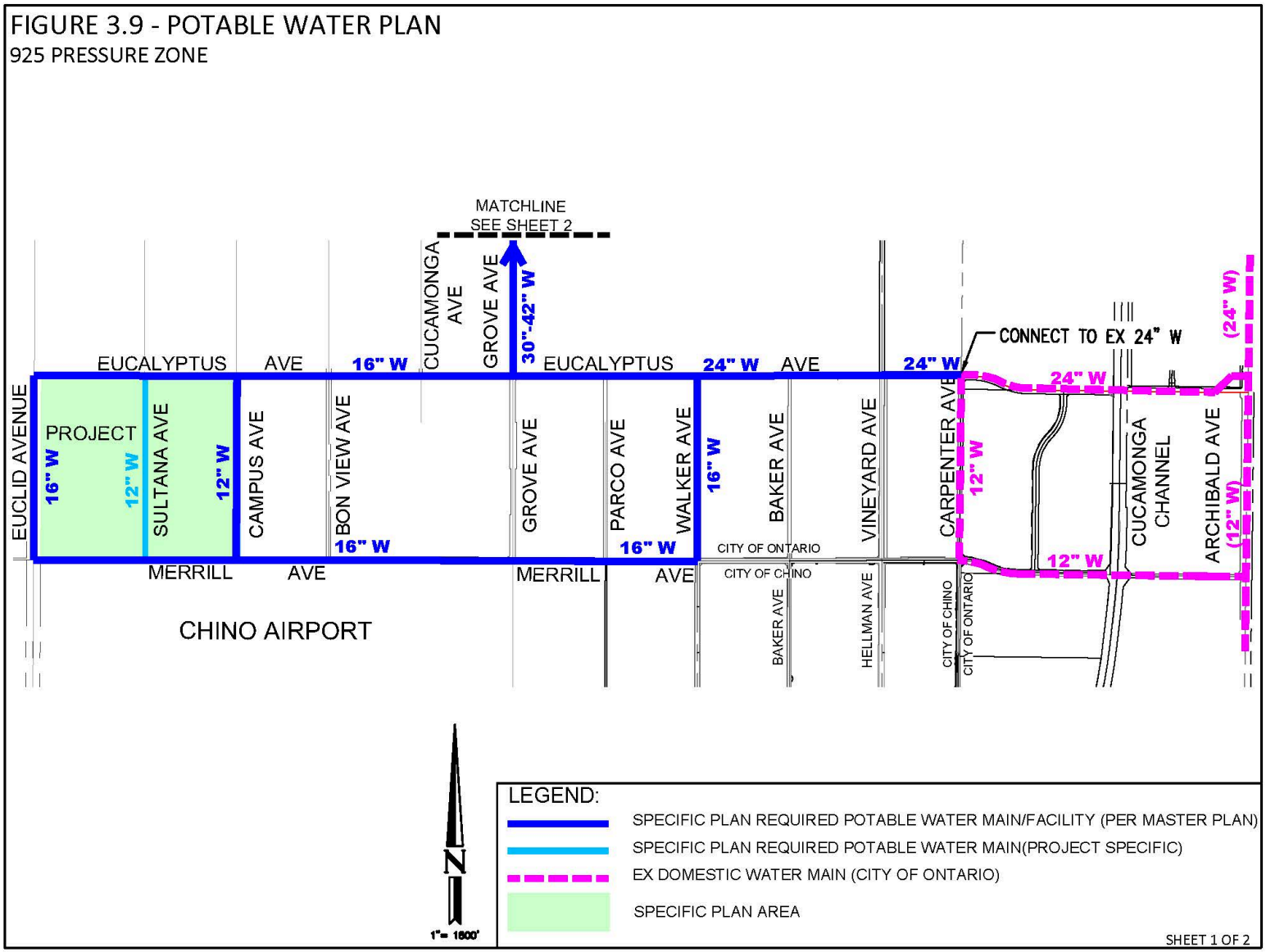
Currently there are no City potable water mains or City potable water infrastructure in the vicinity of the Specific Plan area. The project site lies within the 925 Pressure Zone (PZ) (Figure 3.10). Providing potable water service to the Specific Plan area requires extending the Phase 2 West Backbone 24-inch potable water main in Eucalyptus Avenue from Carpenter Avenue to Grove Avenue; extending this potable water main in Eucalyptus Avenue with a 16-inch potable water main from Grove Avenue to Euclid Avenue; installing a 16-inch potable water main in Euclid Avenue from Eucalyptus Avenue to Merrill Avenue; installing a 16-inch potable water main in Merrill Avenue from Euclid Avenue to Walker Avenue; and installing a 16-inch potable water main in Walker Avenue from Merrill Avenue to the 24-inch potable water main in Eucalyptus Avenue. This will provide the primary potable water loop for the Specific Plan area (Figure 3.9).

In addition to extending the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Specific Plan area requires a connection between the 925 Pressure Zone (PZ) Phase 2 West Backbone and the 1010 Pressure Zone (PZ). This will supply a second source of potable water to the Specific Plan area. The connection to the 1010 Pressure Zone (PZ) will require extending the Phase 2 West Backbone at Eucalyptus Avenue and Grove Avenue by installing a 30-inch to 42-inch potable water main north on Grove Avenue to Chino Avenue. The connection to the 1010 Pressure Zone will require installing an 18-inch potable water main in Chino Avenue easterly to the existing 18-inch potable water main located on the west side of the Cucamonga Creek channel and installing a Pressure Reducing Station between the 1010 PZ and 925 PZ near the intersection of Grove Avenue and Chino Avenue. Other elements of the Phase 2 Water System are shown on Figure 3.9. The elements shown north of Chino Avenue will be constructed by others. The balance of Phase 2 Water System will be completed as required by future development of Ontario Ranch. The Project will be required to participate in the future Phase 2 Water System improvements, as detailed in the development agreement with the City.

The Specific Plan area also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Sultana Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue and installing a 12-inch potable water main in Campus Avenue connecting to the 16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue.

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 private network of 2- to 4-inch water lines for

domestic water service and 10- to 12-inch water lines for fire service water will be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue and Euclid Avenue to serve PA-1 and PA-3 and to the main in Merrill Avenue and Sultana Avenue to serve PA-2 and PA 4.



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.

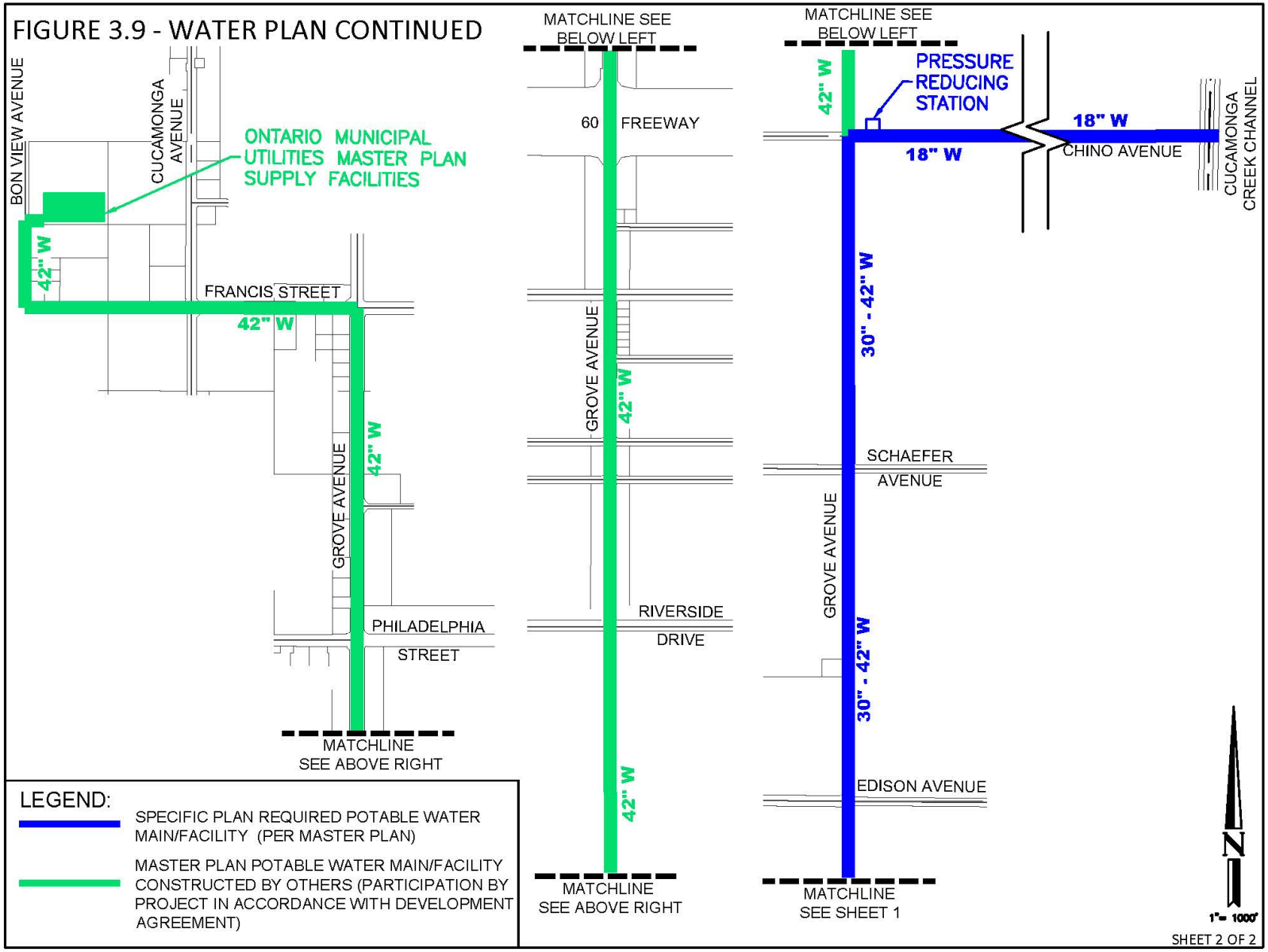


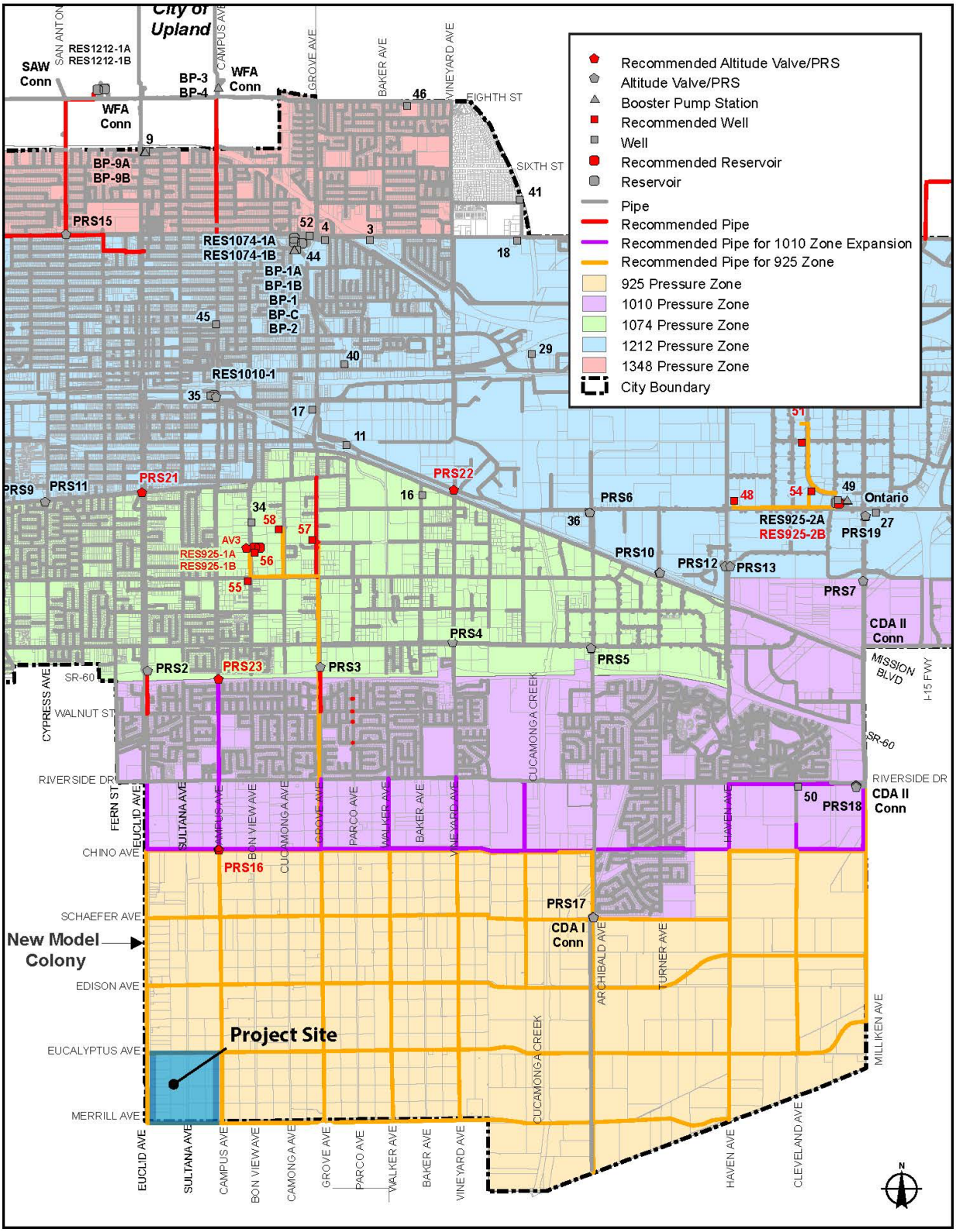
FIGURE 3.9 - WATER PLAN CONTINUED
BON VIEW AVENUE
CUCAMONGA AVENUE
ONTARIO MUNICIPAL UTILITIES MASTER PLAN SUPPLY FACILITIES
42" W
FRANCIS STREET
42" W
GROVE AVENUE
42" W
PHILADELPHIA STREET
MATCHLINE SEE ABOVE RIGHT
MATCHLINE SEE BELOW LEFT
60 FREEWAY
GROVE AVENUE
42" W
RIVERSIDE DRIVE
42" W
MATCHLINE SEE ABOVE RIGHT
MATCHLINE SEE BELOW LEFT
42" W
PRESSURE REDUCING STATION
18" W
18" W
CHINO AVENUE
CUCAMONGA CREEK CHANNEL
30" - 42" W
SCHAEFER AVENUE
GROVE AVENUE
30" - 42" W
EDISON AVENUE
MATCHLINE SEE SHEET 1
N
1"= 1000'
SHEET 2 OF 2
LEGEND:
SPECIFIC PLAN REQUIRED POTABLE WATER MAIN/FACILITY (PER MASTER PLAN)
MASTER PLAN POTABLE WATER MAIN/FACILITY CONSTRUCTED BY OTHERS (PARTICIPATION BY PROJECT IN ACCORDANCE WITH DEVELOPMENT AGREEMENT)

Until the ultimate pipeline network for Ontario Ranch has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands.

Therefore, projects within the Specific Plan area may be required to construct additional pipelines not indicated in the Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. The Developer will submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to Potable Water Master Plan criteria.

The overall water infrastructure plan to serve the City of Ontario is shown on Figure 3.10. The City's ultimate domestic water system will consist of five pressure zones. Most of Ontario Ranch (including the Specific Plan area) is in the 925 Pressure Zone. The sizing and alignment of potable water lines will follow the most current approved City of Ontario water system plan. Required Potable Water Infrastructure is subject to change based upon findings of approved hydraulic study and master plan updates; and Potable Water main locations are subject to change based upon the developer-conducted and City-approved Conceptual Design Report.

FIGURE 3.10: CITY OF ONTARIO ULTIMATE WATER SYSTEM



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.

3.5 Recycled Water Plan

The City of Ontario Ordinance 2689 requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Prior to use of recycled water, approval from the City of Ontario and the State Water Resources Control Board (SWRCB) is required. Interim connection to potable water is not allowed.

Currently there are no City owned recycled water mains or City recycled water infrastructure in the vicinity of the Specific Plan area per the City of Ontario's future recycled water system (Figure 3.12). There is an existing 30-inch Inland Empire Utility Agency (IEUA) recycled water main in Eucalyptus Avenue adjacent to the Specific Plan Area. Recycled Water is provided to the City of Ontario by the IEUA from its four wastewater reclamation plants. The entire Specific Plan area is within the City's master planned 930 Pressure Zone. Recycled water infrastructure improvements requiring the planning, design, and construction of new 930 Pressure Zone (PZ) Recycled Water Master Plan main lines area will be required (Figure 3.11). New recycled water infrastructure is planned to include installing an 8-inch recycled water main in Euclid Avenue connecting the existing IEUA 30-inch 930 Pressure Zone Recycled Water main in Eucalyptus Avenue to an 8-inch recycled water main in Merrill Avenue. The 8-inch recycled water main in Merrill Avenue will extend from Euclid Avenue easterly to Campus Avenue. An 8-inch recycled water main will be installed in Sultana Avenue connecting the recycled water main in Merrill Avenue to the existing IEUA 30-inch recycled water main in Eucalyptus Avenue, and an 8-inch recycled water main will be installed in Campus Avenue that also connects the 8-inch recycled water main in Merrill Avenue to the existing 30-inch recycled water main in Eucalyptus Avenue. The existing 30-inch IEUA recycled water main in Eucalyptus Avenue between Euclid Avenue and Bon View Avenue may need to be relocated as part of the infrastructure improvements to meet minimum Division of Drinking Water (DDW) separations and/or City of Ontario/IEUA standards and requirements.

Sizing and alignment of the recycled water lines will be consistent with the City of Ontario recycled water system plan and a City-approved hydraulic analysis.

FIGURE 3.11 - RECYCLED WATER PLAN

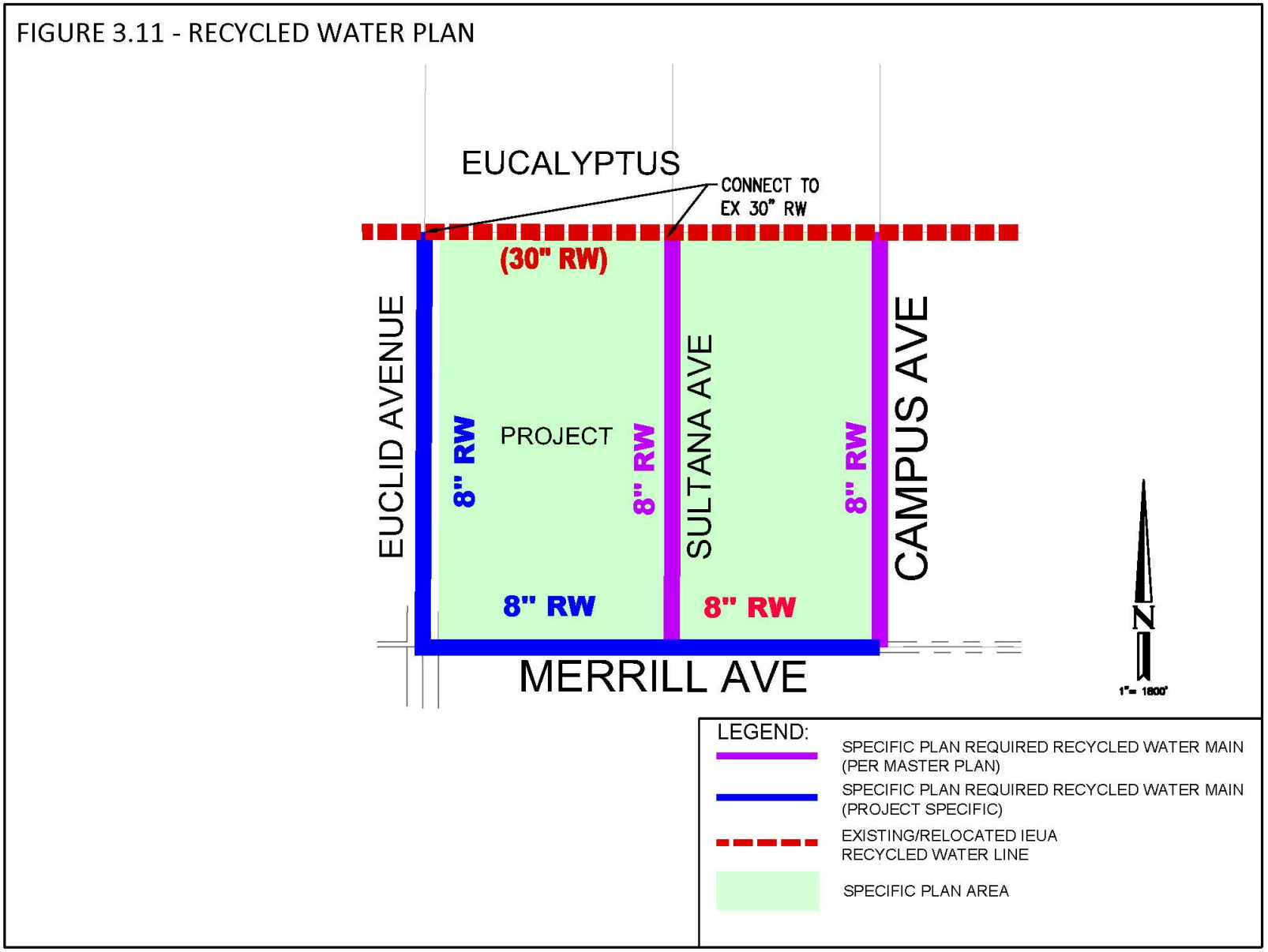
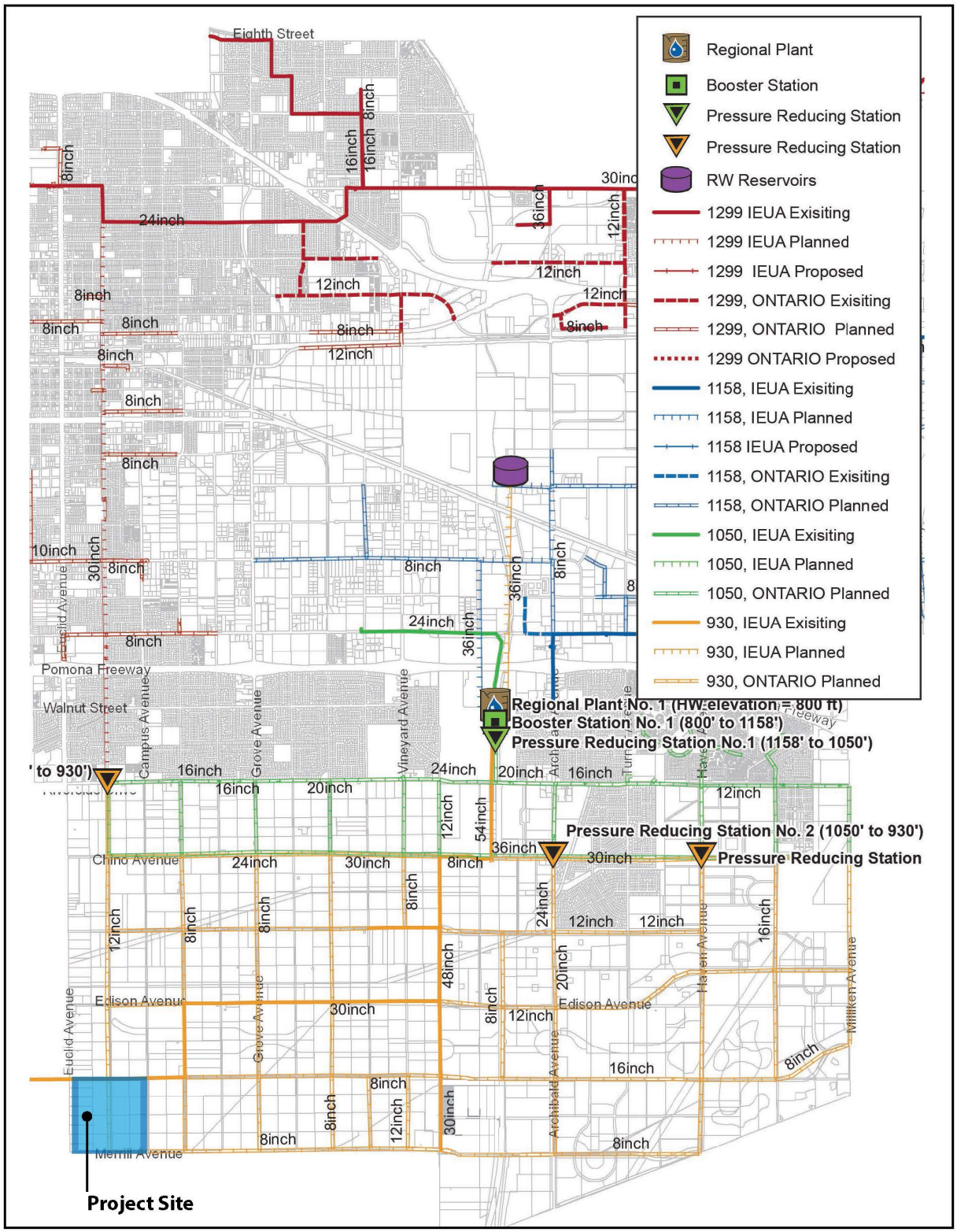


FIGURE 3.12: CITY OF ONTARIO FUTURE RECYCLED WATER SYSTEM



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.

3.6 Sewer Plan

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 is divided into eight sewersheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewershed 8.

There are no sewer mains located within the broader vicinity of the Specific Plan area; therefore, the Specific Plan includes a network of new public sewer mains (Figure 3.13), consistent with the 2012 City of Ontario's ultimate sewer system plan (Figure 3.14). A 36-inch sewer main will connect to an existing IEUA interceptor trunk main sewer located in Kimball Avenue to the south, run north in Euclid Avenue to Merrill Avenue, then east to Campus Avenue. The IEUA interceptor trunk sewer main is 54-inches east of Euclid and 60-inches west of Euclid Avenue. The final point of connection to the existing IEUA interceptor trunk sewer at Euclid Avenue and Kimball Avenue will be determined at the time of final design subject to the approval of the City and IEUA. A 21-inch sewer main will run from Merrill Avenue north within Euclid Avenue to Eucalyptus Avenue. A 16-inch public sewer main will be located along Sultana Avenue and Campus Avenue. Both sewer mains will connect to the 36-inch sewer main in Merrill Avenue and extend north, through the Eucalyptus Avenue intersection (Figure 3.13). An 8-inch private main will also be installed in an on-site easement to provide for connections at the northeast portion of the site. 6-inch sewer laterals will connect buildings to sewer mains.

The ultimate sizing and alignment of the sewer shall be consistent with the City of Ontario ultimate sewer system plan and/or a City conducted and approved hydraulic analysis.

A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each Tract Map and Development within the Specific Plan.

FIGURE 3.13 - SEWER PLAN

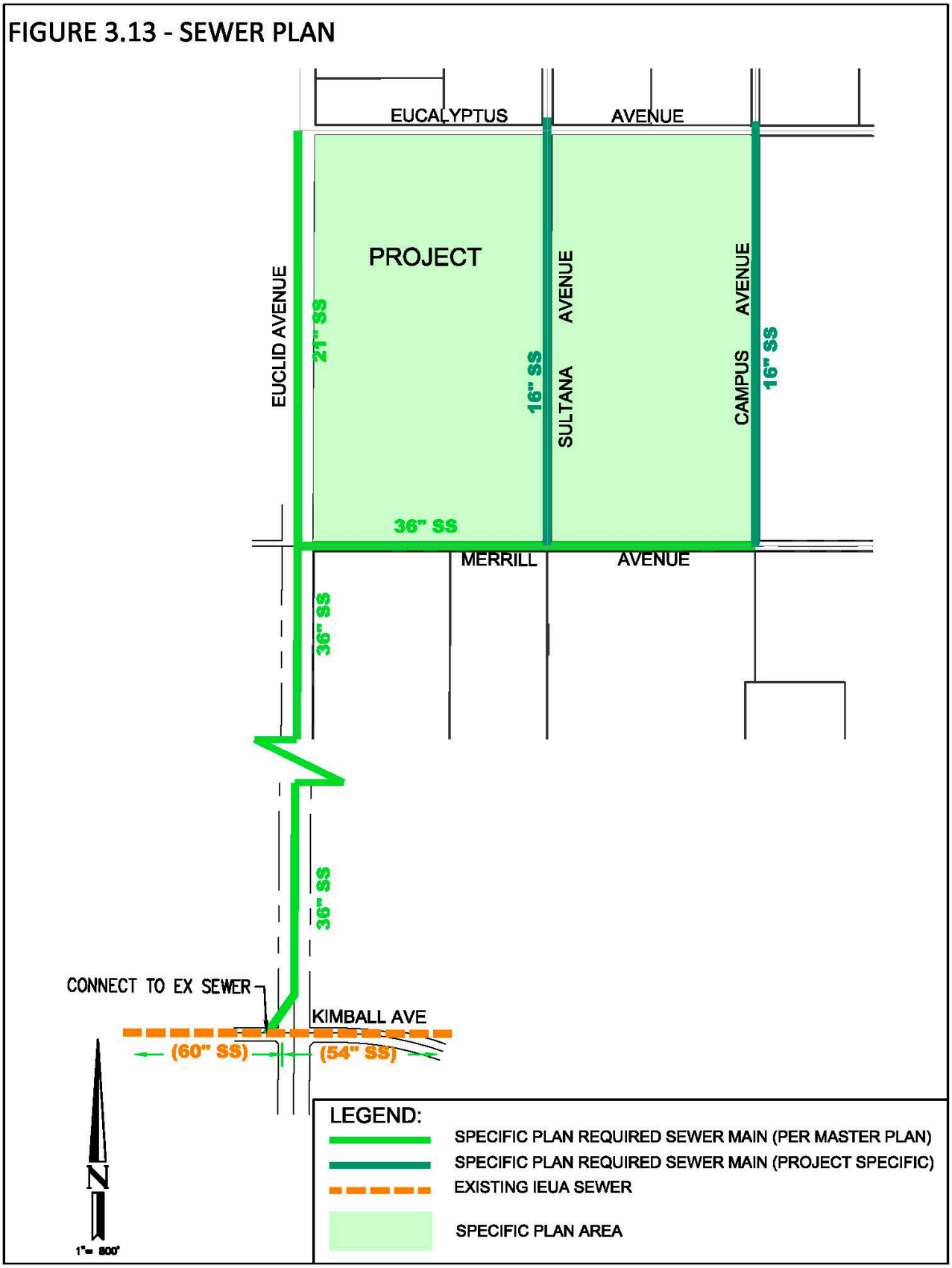
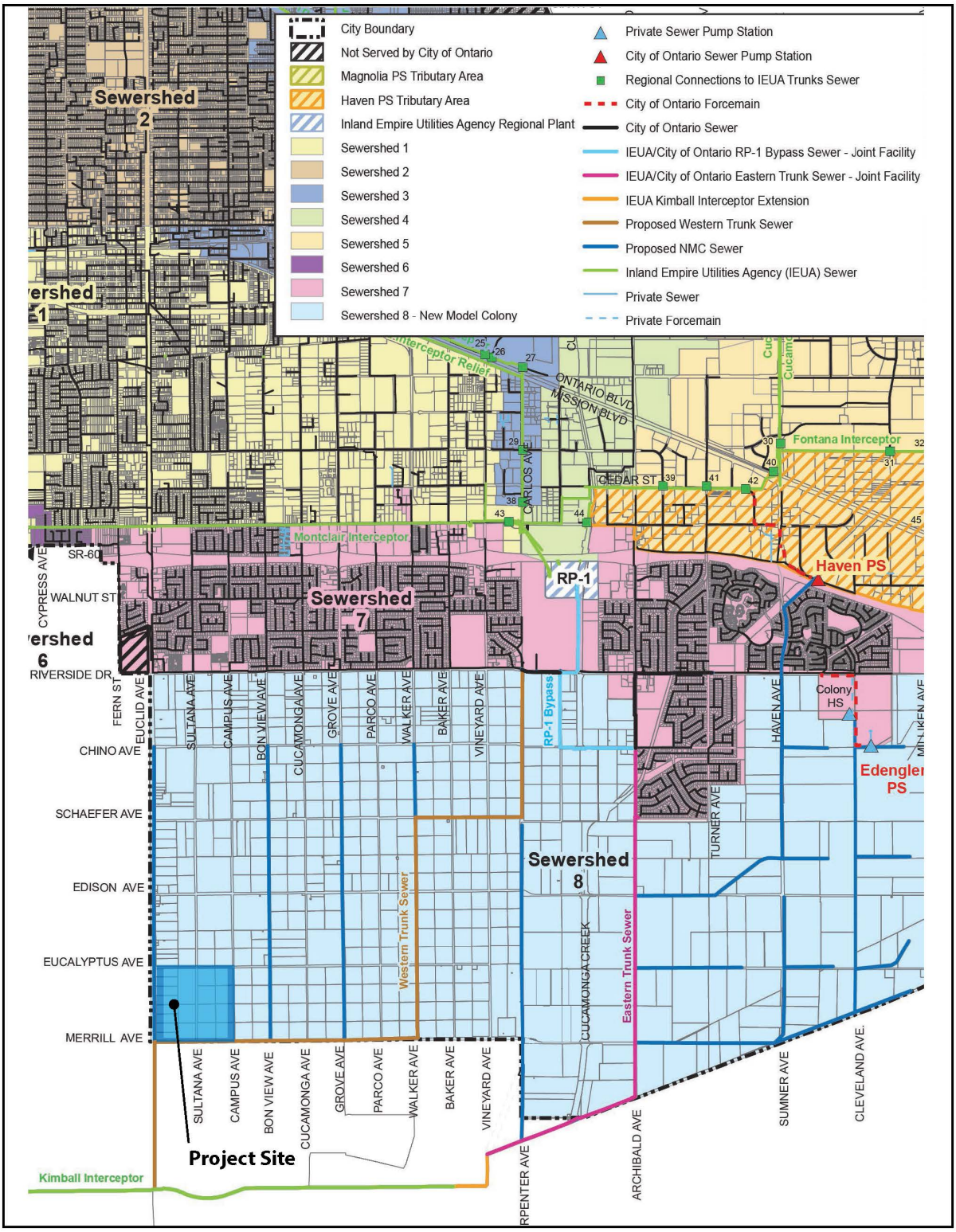


FIGURE 3.14: CITY OF ONTARIO ULTIMATE SEWER SYSTEM



Note: This is not the current exhibit. At the time of preparing this document the City of Ontario was undergoing an update to this plan.

3.7 Conceptual Grading Plan

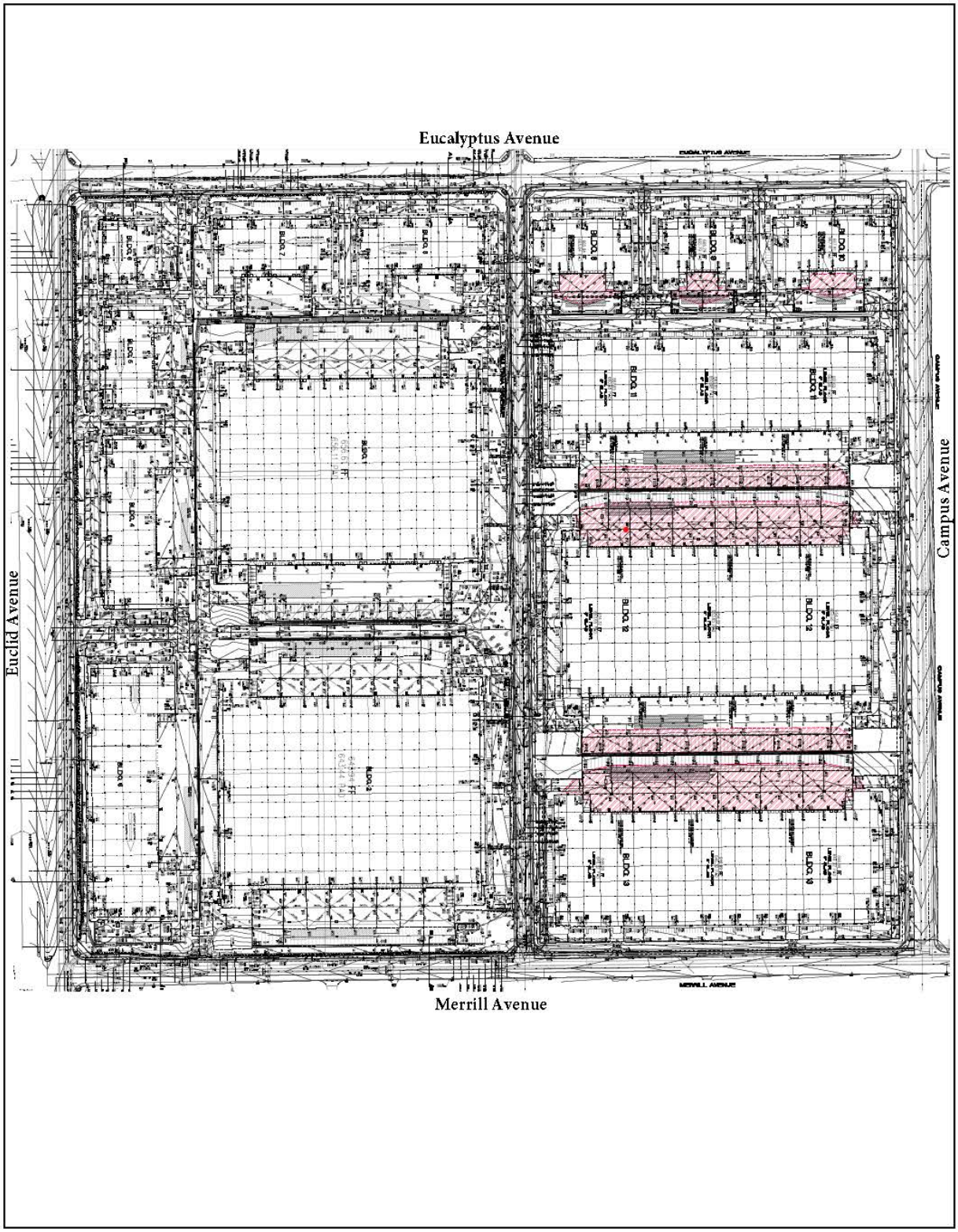
Site topography is moderately flat, sloping from the north to the south. There is an approximately 30-foot change in elevation across the Specific Plan area.

The grading activities for the Specific Plan area 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 and earthwork analysis indicate the project can balance without the use of retaining walls. Earthwork will include approximately 242,079 cubic yards (CY) of cut and 242,079 CY of fill with 292,457 CY of over-excavation. Geotechnical and/or environmental conditions encountered during grading operations may impact final earthwork calculations. Grading plans for each development project within the Specific Plan area will be reviewed and approved by the City of Ontario prior to the issuance of grading permits. Grading plans and activities will 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 Water Quality Management Plan (WQMP) approval for individual implementing projects) will have a maximum side slope of 3:1.

FIGURE 3.15: CONCEPTUAL GRADING PLAN



Note: This Site Plan is for conceptual purposes only. This site plan is subject to change based on future development proposals within the Specific Plan Area, and/or results of a roadway alignment study.

3.8 Dry Utilities Plan

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

3.8.1 Communication System

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 Specific Plan area will be connected to the City's system as shown on Figure 3.16.

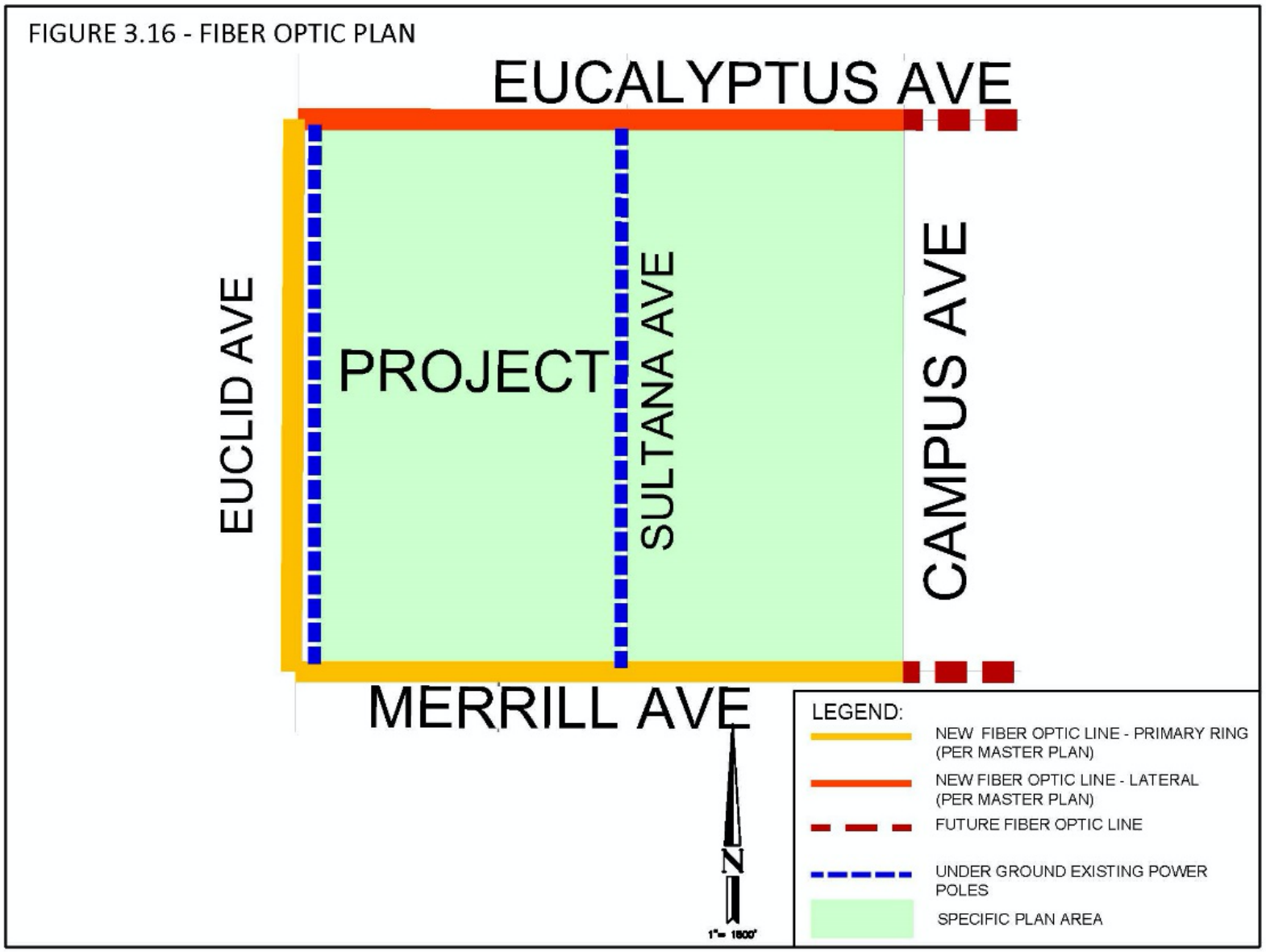
3.8.2 Natural Gas

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

3.8.3 Electricity

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

FIGURE 3.16 - FIBER OPTIC PLAN



3.9 Storm Drainage Plan

The Specific Plan area storm drain improvements (Figure 3.17) are consistent with the facilities specified in Drainage Area XIV of the City of Ontario Storm Drain Master Plan (Figure 3.18).

Catch basins located throughout the site will collect runoff. On-site storm drain systems will convey runoff southerly to a reinforced concrete box facility in Merrill Avenue. Landscaped areas adjacent to Euclid Avenue will continue to drain to the street. The Specific Plan will also construct storm drains in Eucalyptus Avenue and Euclid Avenue north of Merrill Avenue. The reinforced concrete box facility in Merrill Avenue will end just north of the existing earthen channel, located between the paved portions of Euclid Avenue and the existing easterly right-of-way. The storm water will then bubble up in the structure and spill out into the existing channel where it will continue to flow south to eventually discharge south of Pine Avenue in the City of Chino.

Though the Specific Plan will construct several storm drains consistent with the Storm Drain Master Plan, the ultimate discharge location downstream, between Pine Avenue and Merrill Avenue in the City of Chino, is not fully improved at this time. Until this occurs, the project will utilize on-site storm water detention so that discharge from Specific Plan development remains less than peak flow rates prior to development.

Each storm drain in Euclid Avenue and Merrill Avenue will be equipped with a hydrodynamic separator or equivalent alternative approved devices to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the State Water Resources Control Board (SWRCB).

3.9.1 NPDES Compliance

The grading and drainage of the Specific Plan area will be designed to retain/infilter, harvest, and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (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, employing Source Control Best Management Practices (BMPs) or using on-site structural Treatment Control BMPs where the infeasibility of installing Low Impact Development 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 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;
- Stormwater basins and swales shall be no greater than 40% of the landscape area width to allow for ornamental landscape;
- Permeable surface designs in areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or biotreatment 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 WQMP will be prepared and approved. The SWPPP and Erosion & Sediment Control Plan Sheets will identify and detail all appropriate 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.

All Priority Land Use (PLU) areas within the Specific Plan area shall comply with the statewide trash provisions adopted by the State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.

FIGURE 3.17 - STORM DRAIN PLAN

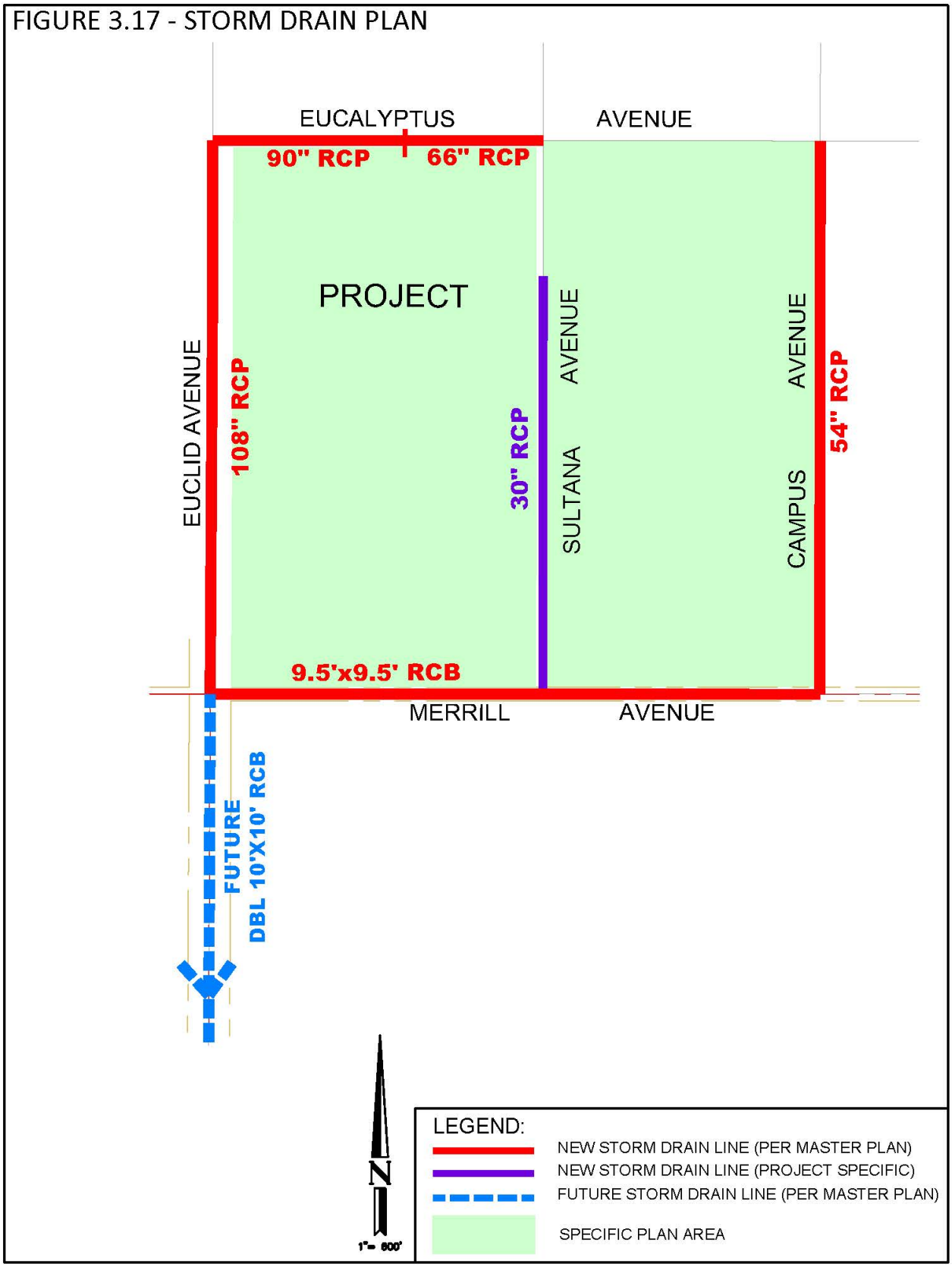
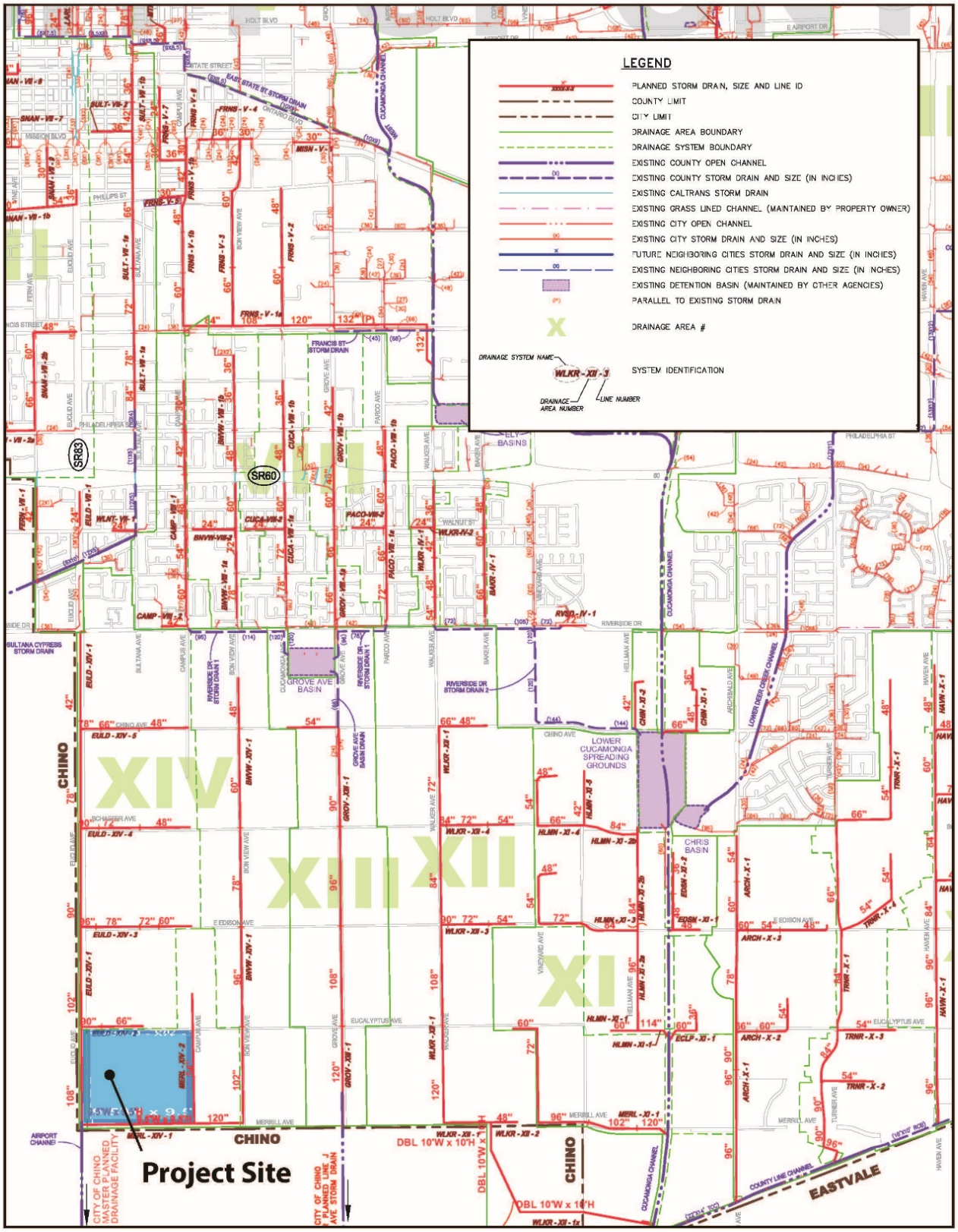


FIGURE 3.18: CITY OF ONTARIO PLANNED DRAINAGE FACILITIES



3.10 Public Services

This subsection addresses public services within the Specific Plan area, including police, fire and solid waste disposal services.

3.10.1 Police

The City of Ontario will provide police services to the Specific Plan area. The closest police station is located approximately 5 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.

3.10.2 Fire

The City of Ontario will provide fire protection services to the Specific Plan area. The Ontario Fire Department currently has eight stations, which are staffed with eight 4-man paramedic engine companies and two 4-man truck companies. The closest operational fire station, Station 2, is located at 544 W. Francis Street, approximately 4 miles north of the Specific Plan area.

3.10.3 Solid Waste Disposal

The City of Ontario will provide solid waste services to the Specific Plan area. The City offers a full array of commercial and industrial services designed to meet the business community's needs. Solid waste facilities will 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 addresses 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.

3.11 Phasing Plan

Development phasing of the project site will be determined by the landowner and/or the 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 three general phases of development for Ontario Ranch Business Park.

Specific Plan backbone infrastructure will be installed by the project developer, in accordance with the applicable City-adopted infrastructure plan for the area, as well as the provisions of this Specific Plan and an approved Development Agreement. Fair share responsibilities for 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 area 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. All of the Specific Plan required infrastructure can be found in Section 3.3 (Figures 3.3 and 3.5) for Streets, Section 3.4 (Figure 3.9) for Potable Water, Section 3.5 (Figure 3.11) for Recycled Water, Section 3.6 (Figure 3.13) for Sewer, Section 3.8 (Figure 3.16) for Fiber Optics, and Section 3.9 (Figure 3.17) for Storm Drain. Phasing will be determined per separate Development Agreement.

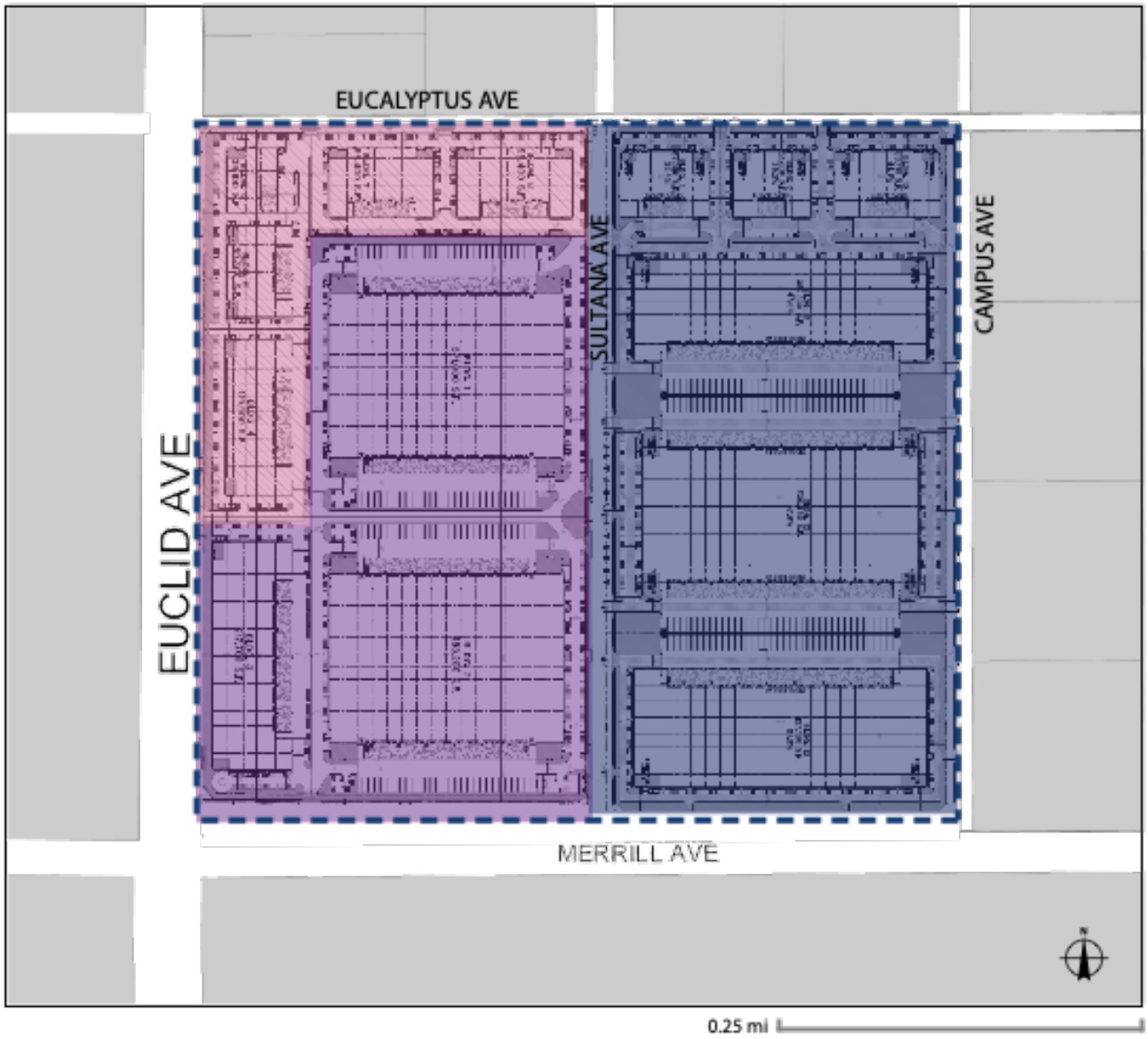
Phase 1: Phase 1 consists of the construction of the storage, warehousing, and industrial development in Planning Area 2. This phase may be developed in two or more sub-phases, based on development plans.

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

Phase 3: Phase 3 consists of the construction of the business park development in Planning Area 3 and the construction of the storage, warehousing, and industrial development in Planning Area 4. This phase may be developed in two or more sub-phases, based on development plans.

Final grading and infrastructure improvements will be completed in accordance with the approved Development Agreement and City Engineer approval.

FIGURE 3.19: CONCEPTUAL PHASING PLAN



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