3.0 THE EXCHANGE

3.1 Features of the Plan

3.1.1 Introduction

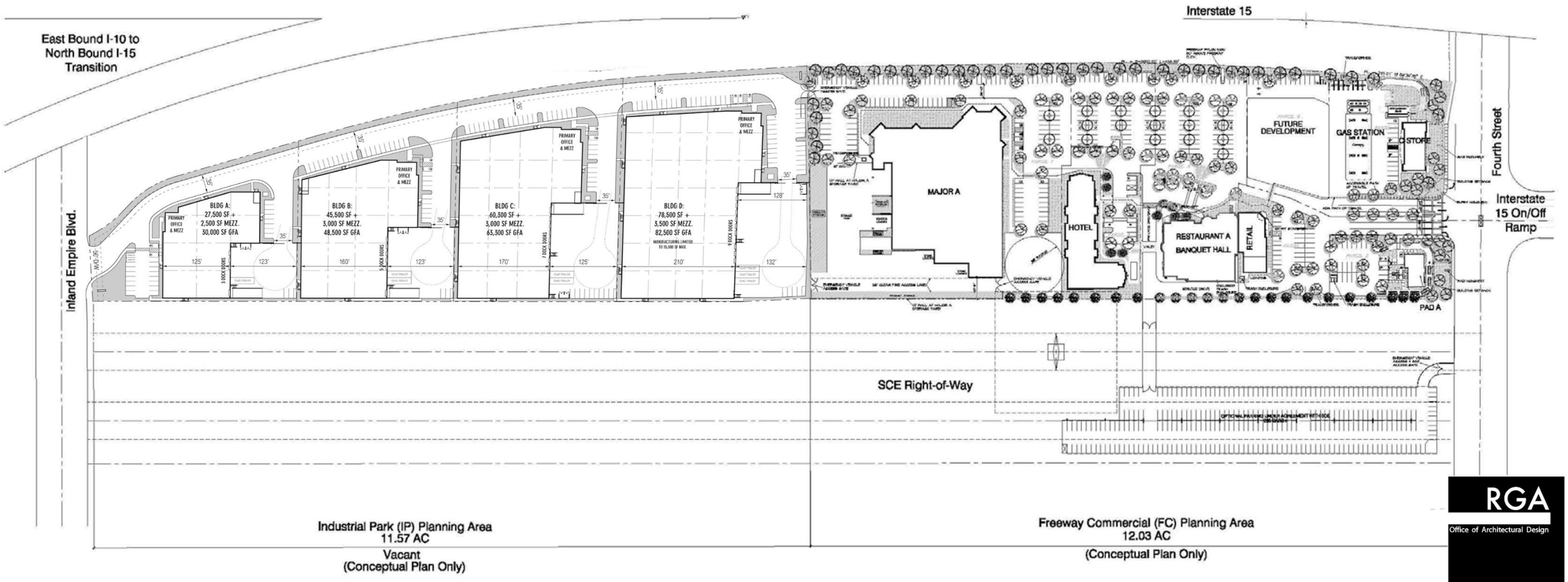
Planning for **The Exchange** has considered not only the setting of the site, but also those critical concerns and issues facing the community and region through the end of the decade and beyond: Energy, transportation, demographics and urban services. The Land Use Plan (Exhibit 3.1-A) delineates two planning areas: The Freeway Commercial (FC) Planning Area comprised of approximately 12.03 acres to the north and the Industrial Park (IP) Planning Area comprised of approximately 11.57 acres to the south. The plan provides for:

- A balance of employment, shopping and service opportunities, reducing the need for long commutes.
- A mixture of retail, service and industrial opportunities for Center users.
- An integrated circulation network encouraging pedestrian walkways and bicycle routes.
- A comprehensive urban design treatment, integrating the Center into an urban form, which is both visually pleasing as well as functional.

Although specific requirements in each of the planning areas may vary, the plan is composed of key components, each critical to the success of the other. Although the two planning areas are described in their respective parts of this Specific Plan, the components of the plan should not be viewed as independent entities, but in terms of an integrated whole, working together to create a dynamic urban experience.

Refer to Exhibit 3.1-A

EXHIBIT 3.1-A
LAND USE PLAN & CONCEPTUAL SITE PLAN



LAND USE PLAN
CONCEPTUAL SITE PLAN

THE EXCHANGE
ONTARIO, CALIFORNIA

NORTH

PROPOSED

RGA
Office of Architectural Design

Pierce/
Cooley
Architects, Inc.
17280 Red Hill Avenue
Irvine, CA 92614
V 949.399.0678
F 949.399.0869
www.piercecooley.com

ARCHITECTURE

3.1.2 Freeway Commercial Planning Area

Freeway Commercial (FC) uses include lower intensity commercial and retail uses placed in a park-like setting with a strong, freeway oriented signage and architectural program. Freeway Commercial uses, totaling approximately 12 acres, are located at the northerly portion of the Center, south of Fourth Street to maximize aesthetics, employment and transportation benefits.

Refer to Part 4.0 for additional information regarding Permitted and Conditionally Permitted Uses within the Freeway Commercial District.

3.1.3 Industrial Park Planning Area

Industrial Park (IP) uses include "clean" light manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses. Industrial Park uses, totaling approximately 11.5 acres, are located at the southerly portion of the Center, north of Ontario Mills Parkway.

Refer to Part 5.0 for additional information regarding Permitted and Conditionally Permitted Uses within the Industrial Park Planning Area.

3.1.4 Land Use Design Flexibility

The boundary between the FC and IP planning areas may vary allowing for a maximum of 25% of contiguous area of one zone to be incorporated into the other with the approval of the Planning Director.

3.2 Design Concept

3.2.1 Overview

The major organizing design element is the I-15 Freeway running north and south along the west side of the property and bordered by 4th Street (on the north) and Ontario Mills Parkway (on the south). The freeway element provides the visual identification to the center and allowing for a number of business uses that require visibility.

While the I-15 freeway provides for visual identification by the commuter traffic, 4th Street and Ontario Mills Parkway provides access for the surrounding community.

3.3 Design Program

3.3.1 Unique Requirements for Planning Areas

Although there are common requirements for the overall plan, which are described in this section, unique design features and requirements exist for each of the two planning areas. These features and requirements are described in Sections 4.0 (Freeway

Commercial (FC) Planning Area) and 5.0 (industrial Park (IP) Planning Area). If a conflict occurs between the overall requirements and the specific requirements, the specific requirements shall take precedent.

3.3.2 Landscape Concept

An integrated streetscape concept has been designed in order to enhance areas within the planning area. The concept may be described as one of structured informality. The intent is to use asymmetrical landscape patterns, street furniture and landscape to create a harmonious, functional environment. This offers the benefits of a pleasing design while maintaining flexibility to accommodate individual development programs within **The Exchange**.

Major elements of the streetscape concept include:

(A) Project Edges

Theme planting occurs adjacent to Fourth Street and the Interstate 15 Freeway to delineate and demarcate the boundaries of **The Exchange**. The predominant theme is verticality, exemplified by the use of pine tree species. Broad, spreading type canopy trees are also used to add variation and contrast in form. Schematic design and sections are shown on Exhibits 3.3-A and 3.3-B.

(B) Interior Theme Drives

The major circulation driveway on Fourth Street landscaped with accent trees and a consistent landscape theme emphasize major vehicular and pedestrian circulation patterns. Schematic design and sections are shown on Exhibits 3.3-C and 3.3-D.

(C) Special Landscape Treatment

Special treatments are planned around the project entry and intersection node at Fourth Street. Plantings within this important area assist in creating the unique environment found within **The Exchange**. Schematic design and sections are shown on Exhibits 3.3-E and 3.3-F.

(D) Stormwater runoff retention and treatment concepts for the development are intended to prevent the discharge of excessive and contaminated stormwater and irrigation runoff into the Day Creek flood control channel. Pavement and landscape design elevations shall direct “First Flush” stormwater runoff and routine irrigation runoff into swales, vertical drywells, basins or underground chambers, or a combination thereof, for on-site infiltration and detention with the remainder of the runoff directed into existing stormwater drains.

EXHIBIT 3.3-A
PROJECT EDGE CONCEPT

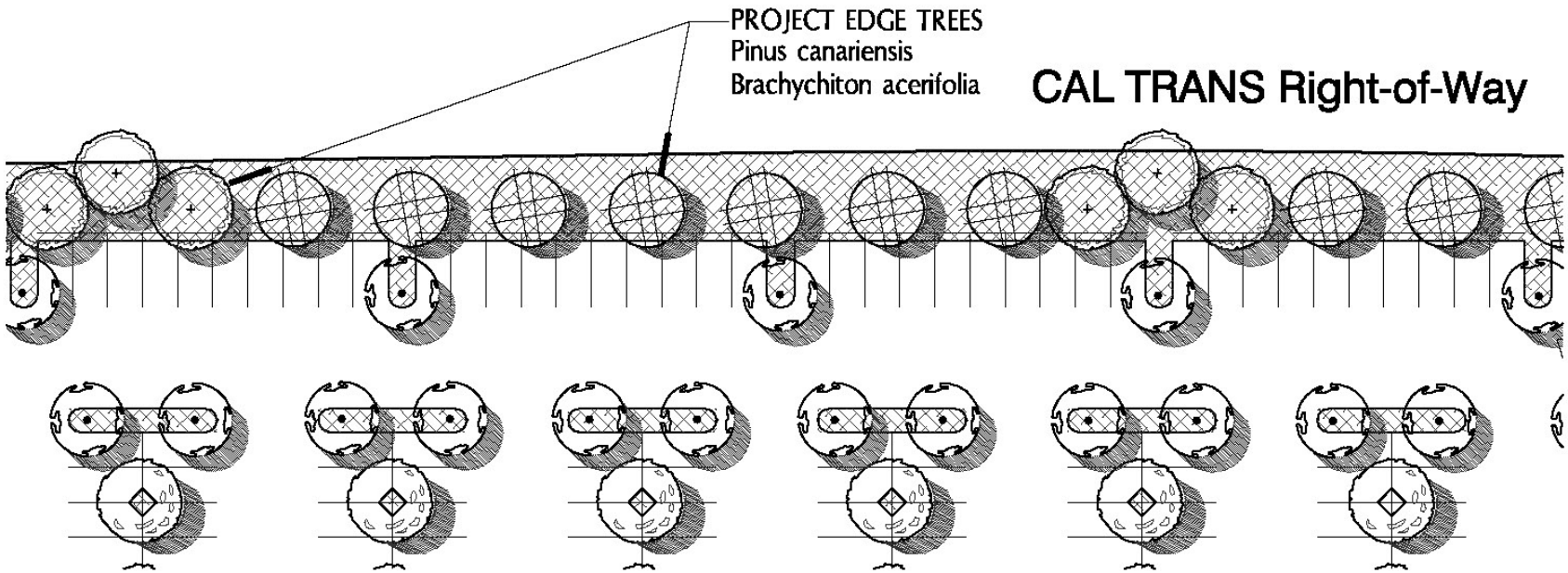


EXHIBIT 3.3-B
PROJECT EDGE SECTION

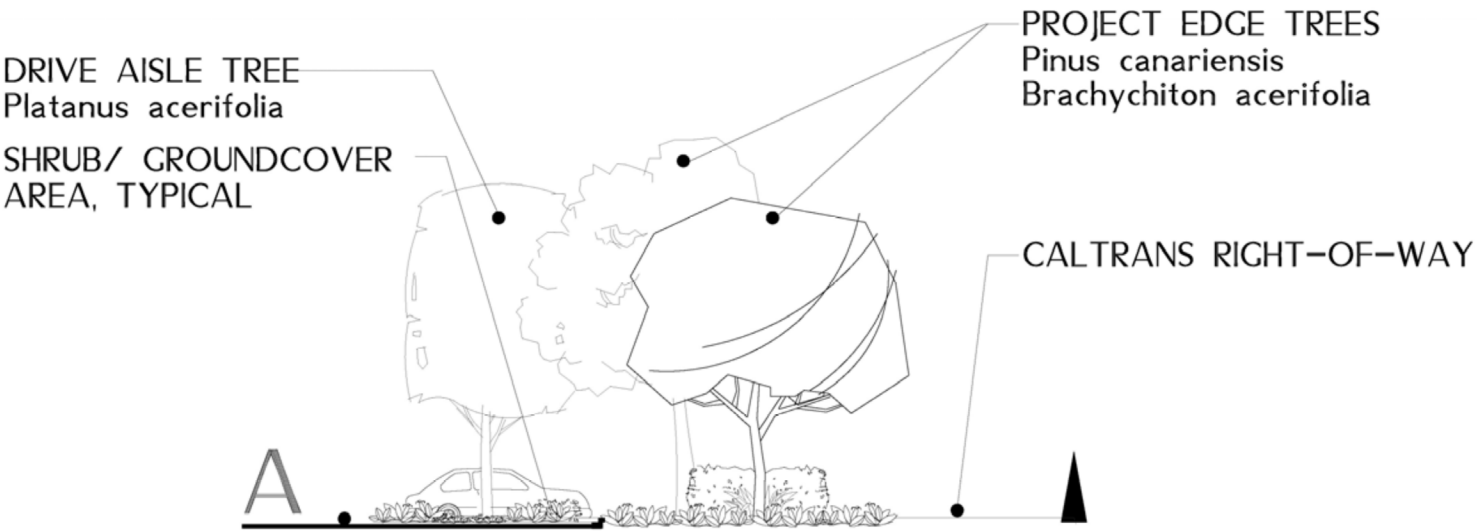


EXHIBIT 3.3-C
INTERIOR THEME DRIVE CONCEPT

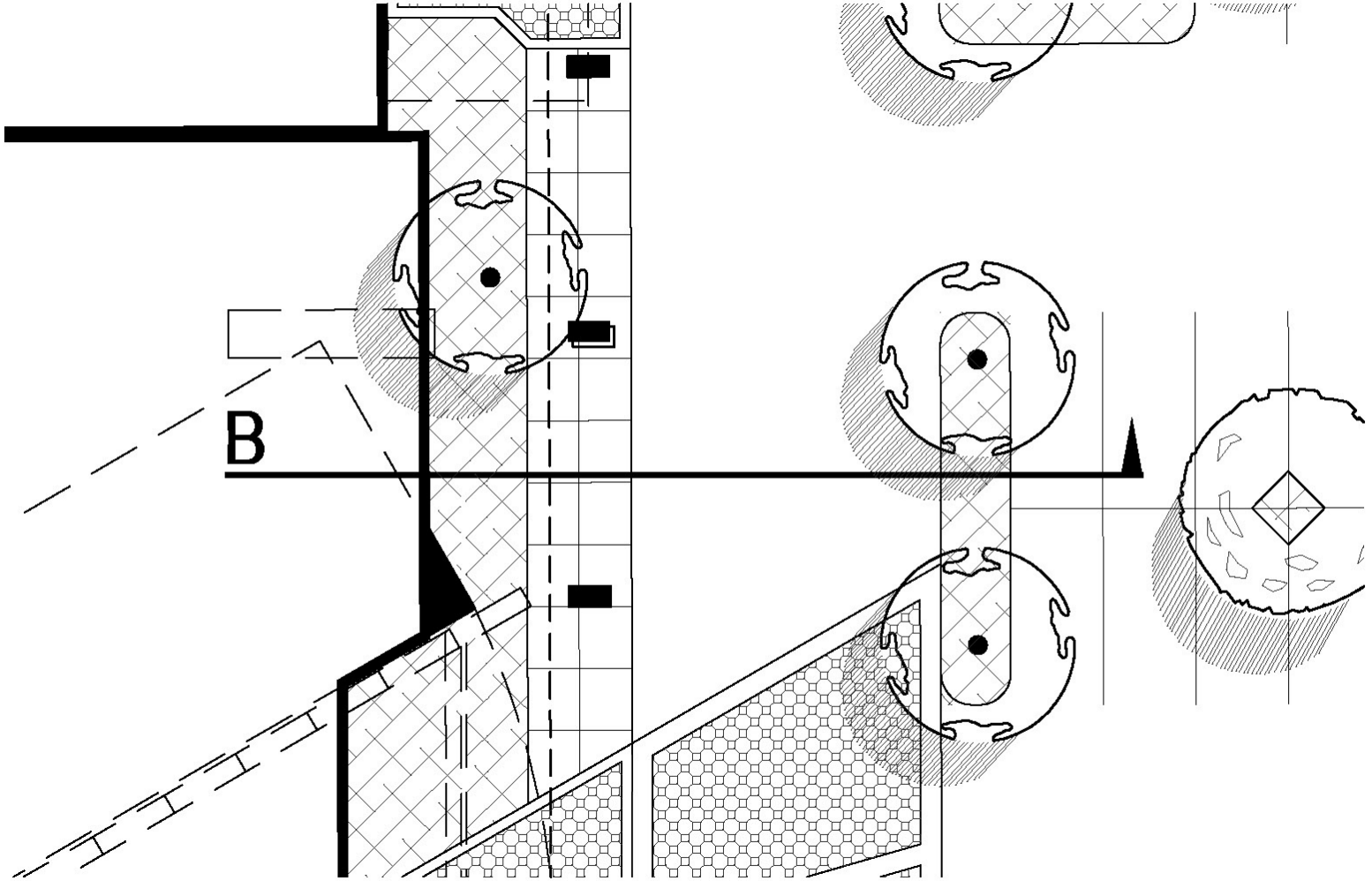


EXHIBIT 3.3-D
INTERIOR THEME DRIVE SECTION

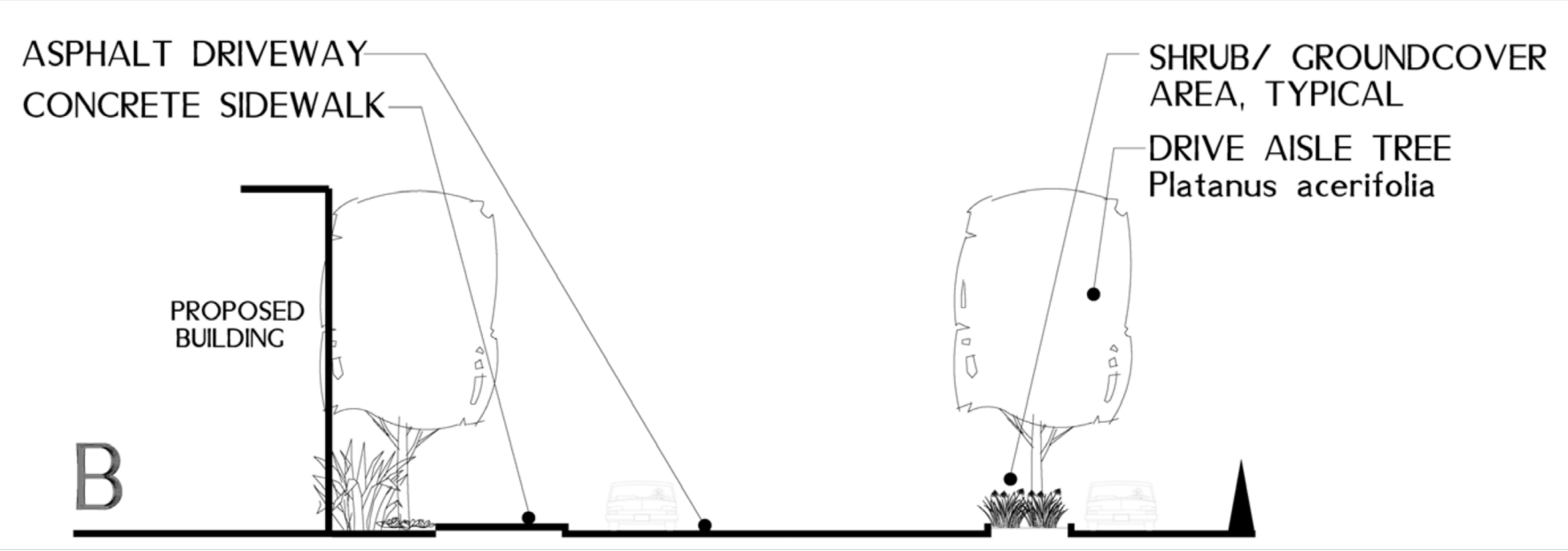


EXHIBIT 3.3-E
SPECIAL LANDSCAPE TREATMENT CONCEPT

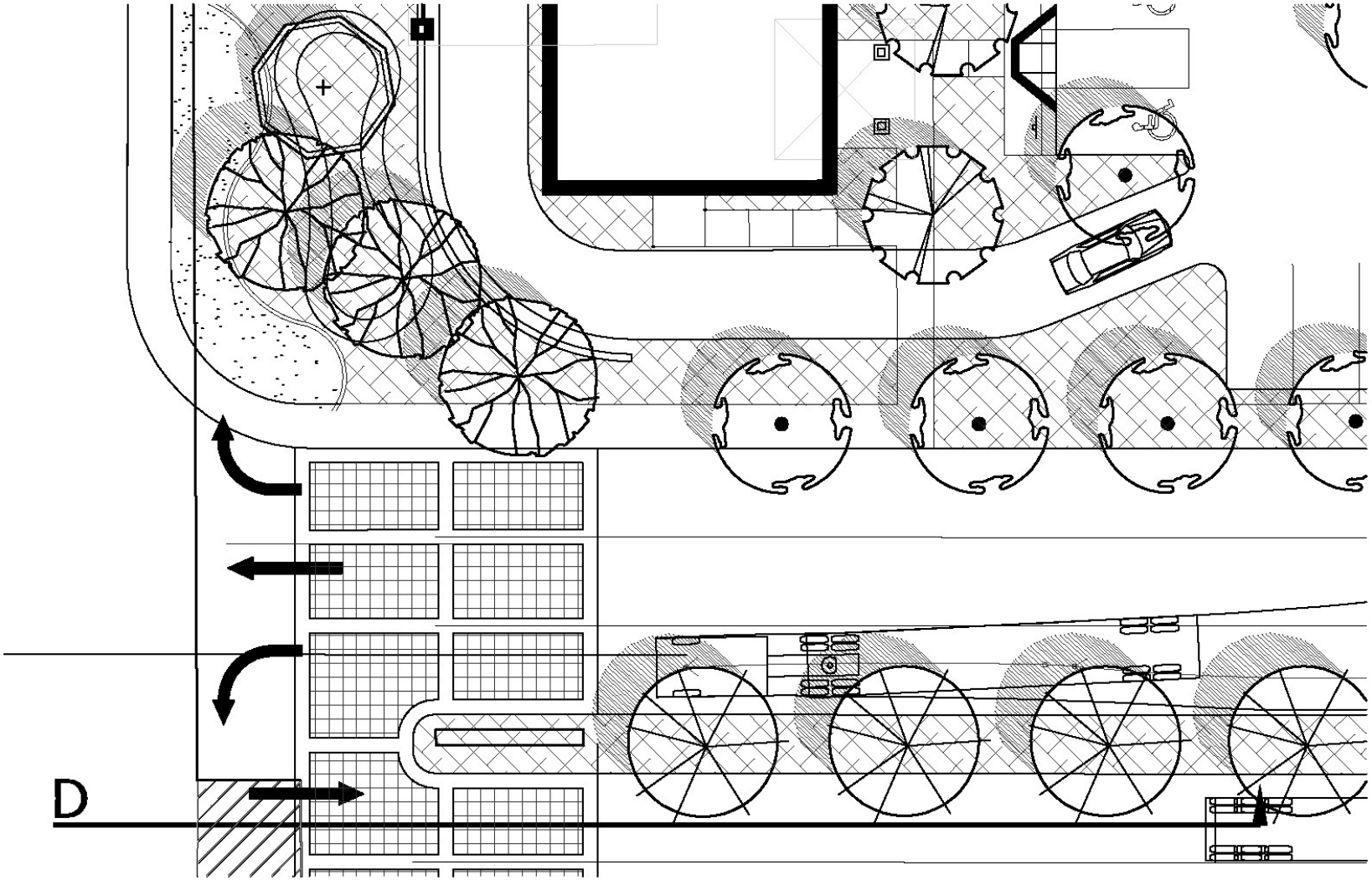
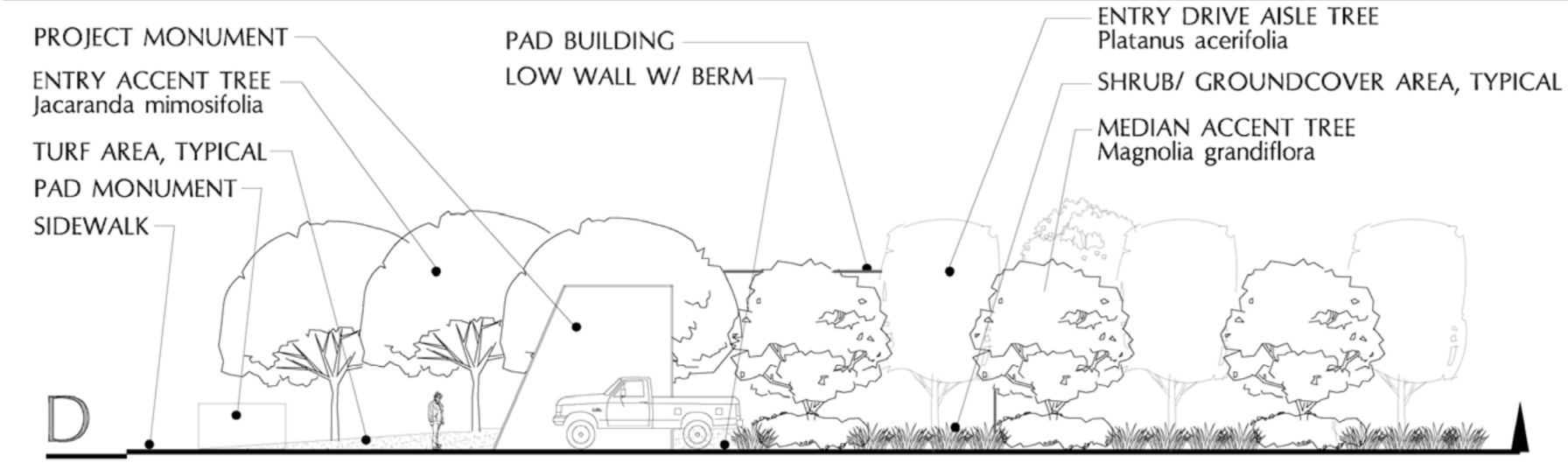


EXHIBIT 3.3-F
SPECIAL LANDSCAPE TREATMENT SECTION



3.3.3 Architectural Design Concept

Architectural concepts for the Center are intended to assure that all buildings within **The Exchange** are thematically related, complementary to one another, and enhance the overall appearance of the development. The Specific Plan establishes general standards and requires that individual buildings and/or phased construction generally conform to the design established in each planning area.

3.4 General Sign Requirements and Regulations

3.4.1 Sign Concept

3.4.1.1 Sign concepts for the Center are intended to assure that all signage is both functional and tasteful. Signs are to be located and designed to complement the architecture of the building and the overall appearance of the Center. All signs will exhibit clarity of presentation, facilitating communications with the user as well as being in conformance with Federal and State Highway standards, where applicable. The Specific Plan establishes general standards and requires that a comprehensive sign program be submitted for approval prior to the installation or erection of any sign.

3.4.1.2 At the time that initial sign design program is submitted, a project symbol shall be developed for use on primary and secondary project identification and amenity elements. The symbol may be used with and without the accompanying The Exchange logotype.

3.4.1.3 Freeway Pylon Signs

Due to the elevation of the project below the adjacent freeway and distance of the property from the freeway traffic lanes, the height of a single freeway pylon sign for each planning area may be increased to up to a maximum of fifty feet (50') above the freeway traffic lanes (75' maximum above grade). The sign area of these signs may be up to 300 square feet for each of two sign faces per pylon sign. The actual height, sign area and design of these signs are subject to review by the City of Ontario and shall be included in the Sign Program.

3.4.2 Compliance Required

No person shall erect, re-erect, construct, enlarge, alter, repair, move, improve, convert, equip any sign or sign structure, or paint a wall sign in **The Exchange**, or cause, or permit the same to be done, contrary to this sign program. The City of Ontario is responsible for enforcing compliance through sign and building permit process. Any installed, nonconforming or unapproved sign must be brought into conformance with this sign program. Enforcement procedures are outlined in Section 3.4.12.

3.4.3 Interpretation of Sign Program Provisions

All signs to be installed within The Ontario Center must be reviewed and approved by the Development Standards Committee (DSC) of **The Exchange** and the City of Ontario.

3.4.4 Sign Maintenance

3.4.4.1 All signs, together with all their supports, braces, and anchors shall be properly maintained with respect to appearance, structural and electrical features. The display surface of all signs shall be kept neatly painted or posted at all times.

3.4.4.2 All signs on private property shall be subject to the following maintenance provisions: (1) rust or other corrosion due to the elements shall be removed and the sign refinished; (2) cracked or broken sign faces shall be adequately repaired or replaced; and (3) malfunctioning lamps shall be replaced. Proper and timely maintenance of all signs will be enforced.

3.4.5 Maintenance

3.4.5.1 Responsibility for maintenance of general **Exchange** signage shall be as follows:

(A) The City of Ontario or other appropriate public agency shall maintain all standard regulated traffic control signage consisting of regulatory, warning and guidance elements located on public rights-of-way, and easements within **The Exchange** development.

(B) The Property Owners Association shall maintain all primary and secondary **Exchange** project identification and amenity signage located throughout the development and all multi-tenant common signs located at entrances to individual building complexes.

3.4.6 Sign Construction

All signs shall comply with the following criteria:

(A) All signs including proposed methods of illumination must be approved by the Development Standards Committee and the City of Ontario.

(B) All electrical signs and their installation must comply with all local building and electrical codes.

(C) No exposed conduits, tubing or raceways will be permitted except as shown on the attached exhibits.

(D) All cabinets, conductors, transformers and other equipment shall be concealed.

(E) Electrical service to all signs on privately owned property shall be on Owner's/Occupant's meters.

(F) All exterior letters exposed to the weather shall be mounted at least ¾" from the building wall to permit proper dirt and water drainage. All bolts, fastenings and chips shall be of stainless steel, aluminum, brass, bronze or other non-corrosive materials. No black iron materials of any type will be permitted.

(G) Sign Contractor shall repair all damage caused by his work.

(H) Owners/Occupant shall be fully responsible for the operations of their sign contractor.
(I) All sign illumination systems shall minimize the energy needed by utilizing contemporary energy saving techniques and materials.

(J) Sign materials shall be limited to metal, concrete, glass and acrylic materials with UV inhibitors. All materials shall be of high quality, durability, and require low-maintenance.

(K) Wall mounted signs shall be constructed of individual letters.

(L) Exposed neon signage is not permitted.

3.4.7 Special Event Signs/Devices

Temporary signs are subject to the requirements of Chapter 8.0 (Sign Regulations) of the City of Ontario Development Code (effective 1/1/2016).

The Development Standards Committee shall review the request for temporary signage within fifteen (15) working days after receipt, and shall make a determination to approve, approve with modifications, or deny the request. Approval period for special event signing shall not exceed thirty days per calendar year. The City Engineer shall review all signs placed within public right-of-way. Window signs permitted pursuant to this section may only cover an area equivalent to 15% of the window glass area facing the street.

3.4.8 Address Numerals (Mandatory Signage)

Address numerals shall be displayed for each building, pursuant to Section 8.01.020.E of the Ontario Development Code (effective 1/1/2016). The location of address numerals shall be approved by the Development Standards Committee.

3.4.9 Prohibited Signs

The following signs are not permitted in **The Exchange**:

(A) Any sign not specifically permitted in accordance with the provisions of this program.

(B) Signs constituting a traffic hazard, which by color, wording, design, location or illumination resemble or conflict with any traffic-control device or with safe and efficient flow of traffic.

(C) Private signs are prohibited from being placed in the public right of way.

(D) Signs consisting of any moving, swinging rotating, flashing, blinking, or otherwise animated light. This shall include theatre marquee signs or other similar signs, which may be approved by the Development Standards Committee.

(E) Signs that create a safety hazard by obstructing clear view of pedestrian and vehicular traffic.
(F) Signs projecting into the public right-of-way, with the exception of traffic control signage.

(G) Banners, flags, pennants when used for advertising purposes unless approved subject to Section 4.1.5.10. National or state flags displayed in an appropriate manner are permitted.

(H) Vehicle mounted or portable signs which advertise, identify, or provide directions to a use or activity, that are not related to the vehicle's lawful making of deliveries of sales or of merchandise or rendering of services.

(I) Light bulb strings, other than temporary decorative holiday lighting.

(J) Audible signs.

(K) Signs, which project above a parapet or the highest point of a roof.

(L) Interior signs within a building that are visible from off-site

(M) Off-premise signs, other than primary and secondary project identification signs, directional/guidance signs and bus stop identification signs.

(N) Hand-painted wall, window or ground signs of a permanent nature used to identify a company or products sold within.

(O) Projecting signs suspended from or supported by a building or structure and projecting outward there from.

(P) Roof mounted signs.

3.4.10 Exempt signs

The following signs, if non-illuminated, are allowed and exempt from the application, approval and permit of this sign plan.

(A) Interior signs within a building or activity, which are not readily visible from outside of the building.

(B) Official and legal notices issued by any court, public body, person, or officer in performance of a public duty or in giving any legal notice.

(C) Official flags of the U.S.A., the State of California and other states of the United States, countries, municipalities and official flags of foreign nations. Location and number of flag standards will be subject to review and approval by the Development Standards Committee and the City of Ontario Planning Department.

3.4.11 Signs Relating to Inoperative Activities

Signs pertaining to activities or occupants that are no longer using a property shall be removed from the premises, or sign copy on such signs shall be removed, within thirty (30) days after the associated enterprise or occupant has vacated the premises. Any such sign not removed within the required period shall be subject to removal by the Property Owners Association at the expense of the owner of said property.

3.4.12 Enforcement

Enforcement shall be pursuant to the provisions of the applicable CC&R's and/or City Codes as appropriate.

3.5 Parking

3.5.1 Statement of Intent

All site plans for **The Exchange** shall provide an adequate supply of on-site parking spaces commensurate with the level of development constructed. Recognizing the size and diversity of uses that constitute the development, provisions may be made for the shared use of parking facilities and other techniques, which will ensure the efficient use of the land.

3.5.2 Minimum Parking Requirements

Minimum parking requirements shall be as specified in the City of Ontario Development Code.

Special Provisions
For a use not specified in the schedule, the same number of off-street parking spaces shall be provided as are required for the most similar specified use, or as approved pursuant to a resolution of the Planning Commission. Additional off-street parking spaces may be required by the Planning Commission for any use upon a finding that the additional spaces are needed to relieve a critical shortage of curb spaces, to facilitate the free flow of traffic on a street, or to reduce a hazard to public safety.

3.5.4 Exceptions to Parking Requirement

Reductions from the minimum parking requirement for individual uses may be granted by the Planning Commission where circumstances indicate that joint use of parking or other factors will mitigate peak parking demand. Where parking spaces are provided for a project on an adjoining legal lot, a recorded joint access agreement shall be required between the respective property owners, per City procedures.

Requests for reductions for the minimum parking requirements shall be subject to Section 6.03.020 (Reduction in the Required Number of Parking Spaces) of the City of Ontario Development Code (effective 1/1/2016).

3.5.5 Parking Lot and Circulation Standards

Parking lot and circulation standards, including parking stall dimensions, driveway widths and other design criteria, shall be governed by the appropriate sections of the Ontario Development Code (effective 1/1/2016) and other applicable standards.

3.6 Circulation

3.6.1 Overview

The circulation system for The Exchange incorporates several components into an integrated, balanced whole, which serves to bolster the mixed commercial uses center. The principal components are a vehicular circulation system, a pedestrian system within the center, and a relationship to the industrial park to the south.

Fourth Street, Ontario Mills Parkway, and Interstate 15 form the backbone of the vehicular system. Traffic will enter and exit the Freeway Commercial (FC) site from 4th Street. Traffic will enter and exit the Industrial Park (IP) site from Ontario Mills Parkway. Site plans for both planning areas shall be designed to accommodate vehicular traffic within their respective planning areas. Care should be taken to minimize the overlap of delivery and customer vehicular paths.

A pedestrian circulation system interrelates with the proposed business within the development and will provide access between the two planning areas. Care should be taken to minimize the overlap of vehicular and pedestrian paths.

3.6.2 Provisions for Emergency Vehicles

Site design shall take in to consideration emergency vehicle access and maneuvering through, within and between each of the planning areas. Gates, if provided to prevent customer circulation between planning areas, shall be approved by the City's Police and Fire departments and designed to accommodate emergency vehicles.
This plan endorses a reflectorized marker program for fire hydrants. This will involve the installation of a blue, reflectorized, raised pavement marker in the emergency-vehicle lane opposite the location of each fire hydrant. This provision will assist the fire department in locating hydrants during fire emergencies.

3.7 Energy Design Guidelines

3.7.1 Statement of Intent

Shortages of traditional energy sources coupled with spiraling prices make energy conservation an important concern in the design of large-scale developments. As such, a program to conserve energy is outlined in this section. Specific techniques listed are intended both as policies to be followed by developers and as guidelines to be used by architects, site planners, and engineers.

3.7.2 General Objectives

All buildings within The Exchange must comply with the minimum State energy conversation standards, presently embodied in Title 24 of the California Administrative Code. Typically, State energy standards concentrate on such structural factors as insulation and

glazing. Emphasis should be placed on instituting a number of financially feasible conversation techniques, such as appropriate landscaping, daylighting, and water management rather than attempting the implementation of specialized advanced technology devices. Bike and pedestrian paths and transit opportunities also represent conservation measures.

3.7.2 Implementation Program

3.7.1.1 Buildings should be designed and situated so that their relationships to each other achieve energy conservation through active or passive solar utilization.

3.7.2.1 Buildings and mechanical/electrical systems should be property monitored and periodically maintained and audited. Energy audits include gathering base information for each building's energy performance and monitoring this information on a periodic basis to determine if conservation techniques are functioning properly.

3.7.3.1 Nearly 50 percent of commercial building energy consumption is used for lighting. Daylighting programs reduce lighting power consumption, producing attractive economic returns. The daylighting and energy-saving appliance should be addressed through implementation of a combination of the following:

(A) Use appropriate glazing techniques to permit light interior penetration up to 20 feet within buildings. The appropriate ss of glazing are reviewed by the Building Official at building plan check.

(B) For interior areas greater than 20 feet from window areas, construct skylights, light wells, interior courts or similar architectural features.

(C) Institute appropriate interior layouts to accommodate the daylighting concept.

(D) In conjunction with daylighting technology, utilize low wattage light fixtures, dimmer switches, zoned lighting banks, and time controlled lighting controls for public areas.

(E) Utilize energy-efficient appliances in all buildings, especially residential, including microwave ovens, pilotless ranges, hot water heaters and heating equipment.

(F) The installation of "active" solar hot water and space heating systems may be considered for buildings within the development. However, any decision to include this kind of system within a building should be based upon a careful consideration and comparison of availability, initial system cost, performance and long term opening costs of active systems versus conventional heating systems.

3.8 Water Management Program

3.8.1 Landscape & Irrigation

Anticipating escalating water costs in the southern California region over the next few years, the following considerations in landscape planning at **The Exchange** should be addressed.

(A) The proposed plant materials, native and/or adaptive, shall have drought-tolerant qualities as well as tolerance to withstand micro/macro climatic conditions, i.e., heat, frost and high velocity winds. The term "drought tolerant" should not be interpreted to mean that irrigation is unnecessary. Once established, selected plants can be maintained on minimum water requirements.

(B) The use of reclaimed water for irrigation purposes should be implemented where possible to further reduce use of potable water. Needs would involve storage of gray water, filtration systems and a dual water system. Irrigation costs would be reduced, but further investigation as to short/long-term cost benefits are required. The quality of reclaimed water is of both positive and negative character. Salt build-up in the water and therefore in root zones is a known factor but would be of less concern in sandy soils due to quick percolation and filtration rates. The mineral content, i.e., nitrogen and phosphorus, in reclaimed water is beneficial to plant material as well as cost efficient in reducing the need for applied fertilizers.

(C) Due to the high percolation rates of existing soils, a drip irrigation system should be used wherever possible to maximize results from applied water and required fertilizers.

(D) Specific determinations regarding water conservation options shall be submitted to the City within 90 days after City Council approval of the revised Specific Plan. The landscape and irrigation design shall comply with Division 6.05 (Landscaping) and water use calculations shall be provided. When reclaimed water is available in 4th street or Ontario Mills Parkway, the site shall incorporate use of reclaimed water onsite for landscape purposes.

3.9 Utilities

3.9.1 Water Facilities

3.9.1.1 Introduction

The Specific Plan area is within the Cucamonga Valley Water District (CVWD) service area.

3.9.1.2 Water Demand

To determine the water supply requirements, land use data is combined with knowledge of water consumption trends. Unit demand factors or duty factors are applied to different land uses to generate estimates of water demand. The unit factors or duty factors represent the amount of water a unit value of space will need. Unit demand factors vary because of the climate and type of land use.

3.9.1.3 System Requirements

(A) Design and construction of water facilities within The Exchange will be completed under the jurisdiction of the CVWD. All public dedicated water lines will be located within public streets or dedicated easements. Construction materials will be those acceptable to the CVWD. City design standards in effect at the time of submittal of individual projects will be used. The Exchange's developers will cause the construction of water facilities within the Center. Where other properties benefit from the construction of improvements, it is anticipated that an appropriate cost sharing or reimbursement schedule would be approved by the CVWD.

(B) The water pipelines will be 3 to 5 feet below finished grade elevations unless alternative designs are approved by CVWD. The minimum pipe diameter considered is eight inches. Pipe sizes are determined so that velocities are generally below 7 feet per second at peak hour demand or maximum day demand plus fire flow demand. The resulting higher flow criteria are used. Pressures should normally be above 45 psi, although, due to the large differences in the surface elevations of the water services, much higher pressures will normally be present. Mains will be looped to improve circulation in the system and to provide reliability in the event of problems with local water mains.

(C) Fire hydrants will be spaced in accordance with Fire Department requirements and will generally be located at 300 to 330-foot intervals. Where streets exceed 100 feet in width or where a median is built, fire hydrants will be located on both sides of the street. A minimum clearance of eight feet between hydrants and other street surface obstructions will be maintained.

(D) Metering of services will be provided to the satisfaction of the CVWD. Exact locations and type of services and meters will be determined during the design phase for each project.

3.9.2 Sewage Facilities

3.9.2.1 Introduction

The Specific Plan area is within the Cucamonga Valley Water District (CVWD) sewer service area. Sewage from the northerly portion of the Center is transported through trunk lines operated by CCWD, which also operates the treatment plants and is responsible for disposal of the effluent.

3.9.2.2 Sewage Flows

Wastewater flows are estimated by applying unit flow factors to each distinct land use and multiplying each by a peaking factor. The peaking factor is the ratio of peak flow to average flow.

Unit flow factors vary according to an area's physiographic, land use, climate, and socioeconomic conditions as well as water demands. Thus, it is important to be aware of a development's natural and manmade characteristics when projecting wastewater flows. Previous research of similar developments helps form the basis of any unit flow factor.

As a general rule, wastewater flow equals 70 percent of water consumption although water consumption includes irrigation and other uses typical in municipal systems, which do not contribute to wastewater flows.

3.9.2.3 System Requirements

Design and construction of sewer facilities within The Exchange will be completed under the jurisdiction of the CVWD as applicable. All public dedicated sewer lines will be located within public streets or dedicated easements. Construction materials will be those acceptable to the CVWD as applicable. CVWD design standards in affect at the time of submittal of individual projects will be used as applicable.

For the purpose of preparing this plan element, it was assumed that the sewer pipelines would generally be constructed 6 to 7 feet below finished grade elevations. The minimum pipe diameter considered was 8 inches. Pipe diameters of 8 inches and 10 inches are designed to flow at a maximum depth of 50 percent of the pipe diameter when carrying ultimate peak flows. Design capacities for pipes with a diameter of 12 inches and larger when carrying ultimate peak flows were equal to 75 percent of the pipe capacity.

There is currently no sewer in Ontario Mills Parkway fronting the Specific Plan site to the south. Sewers in the northerly Freeway Commercial (FC) Planning Area flow to the north into existing mains in 4th Street. The southerly 2/3's of this Specific Plan would need to be pumped to the main in 4th Street. Minimum acceptable slopes for gravity sewer are defined as those, which ensure a velocity of at least 2 feet per second when carrying ultimate peak flows. Manholes are spaced at 350 feet unless otherwise approved by the CVWD.

As with the proposed water distribution system, all new facilities will be constructed by the Center's developers. Where other properties benefit from the construction of improvements, it is anticipated that an appropriate cost sharing or reimbursement schedule would be approved by the CVWD as applicable.

Any plans for changes to the existing sewer lines in 4th Street, which would affect those properties, will be made only after consultations with the CVWD and with the owner (s) of the aforesaid properties. In no case will the present level of service be reduced.

Existing CVWD sewer in Ontario Mills Parkway is located approximately 2,550 feet west of The Exchange Specific Plan site. Connecting the southerly portion or Industrial Park (IP) area of the Specific Plan to this existing CVWD sewer would require approximately 2,550 feet of new sewer main extension, which would have to go under the existing Day Creek Storm Channel, which would render a gravity sewer infeasible and likely require pumping and a force main. A potential alternative sewer connection could be connect to City of Ontario sewer systems in Ontario Mills Parkway west of the I-15 Freeway if possible. This alternative will require further research and the agreement of CVWD and the City of Ontario.

3.9.3 Telephone

Telephone service is provided by Verizon Telephone Company or a suitable alternative entity. Those telephone facilities located in dedicated streets shall follow the ultimate alignment of said streets, subject to the approval of the City Engineer. All lines shall be underground and located within dedicated public streets or in easements within private streets subject to the approval of the City Engineer. Areas designated as Open Space are not used for longitudinal utility locations unless they are underground. All utility crossings in open space areas are subject to the approvals of the City Engineer and Director of Public Services.

3.9.4 Electricity

Electrical service is provided by the Southern California Edison Company or a suitable alternative entity. Those electrical facilities located in collector streets shall follow the ultimate alignment of said streets, subject to the approval of the City Engineer. All electrical lines are underground and placed in dedicated public streets, in dedicated easements within private streets subject to the approval of the City Engineer and the Southern California Edison Company.

3.9.5 Natural Gas

Natural gas service is supplied by the Southern California Gas Company or a suitable alternative entity. All gas facilities shall be placed in dedicated public streets, in dedicated easements within private streets subject to the approval of the City Engineer and the Southern California Gas Company. All utility crossings are subject to the approvals of the City Engineer and Director of Public Services.

3.10 Grading

3.10.1 General

Grading shall occur on a planning area basis and follow existing drainage patterns to minimize disruption of tributary drainage areas. Cut and fill should be designed to be balanced as feasible on a project-wide basis. The general intent of the grading program is to provide suitable conditions for building construction across The Exchange site.

3.10.2 Grading Requirements

3.10.2.1 Grading work shall be balanced on-site to the greatest extent possible.

3.10.2.2 In instances where a grading plan involves import or export, approval shall be from both the Approving Agent and the City of Ontario prior to obtaining a grading permit.

3.10.2.3 All grading plans shall include reference to specific techniques to be employed for dust control and prevent runoff and erosion during and after the grading process, time frames for grading activity and identification of specific areas to grade during the probability for rain.

3.10.2.4 Following rough grading, the graded areas shall be treated with soil sealants if no construction activity is anticipated sooner than 90 days.

3.10.2.5 Ditches, or other swales, shall be lined with natural erosion control materials or earthen-colored slurry. Drainage conduits shall be buried where possible; no metal or plastic lines shall be permitted to remain exposed.

3.10.2.6 All berms and slopes shall be constructed at inclinations not to exceed 2:1 in shrub and groundcover areas or 3:1 in turf areas. Berms shall be graded in full, gentle, undulating, naturalistic forms: no straight or steep slopes or visible "hinge points". Landscape themes incorporating sculptural boulders on berms is recommended. Provisions are to be made for drainage around or through berms, as required.

3.10.2.7 The site shall be graded to direct "Stormwater First Flush" drainage into landscaped areas, basins, underground infiltration chambers, or installed Dry Wells to the maximum extent practicable.

3.11 Maintenance

3.11.1 Overview

Maintenance responsibilities will be allocated to the City of Ontario, special districts, and to a series of maintenance associations formed for the explicit purpose of maintaining commonly owned facilities. The associations are composed of property owners within the Center. Covenants, conditions, and restrictions (CC&R's) shall be prepared to guarantee maintenance of these facilities.

3.11.2 Streets

All streets accepted by the City shall be maintained by the City in accordance with established City policies. All collector and local streets shall be maintained by the City of Ontario subsequent to a one-year developer maintenance period. Maintenance of all private streets shall be the responsibility of the landowners within the Center and shall be regulated by Covenants, Conditions, and Restrictions (CC&R's). All maintenance shall be in accordance with City standards and policies in effect at the time of acceptance of improvements.

3.11.3 Landscape Maintenance

An association comprised of property management / owners shall be formed to maintain all areas within the center.

3.11.4 Drainage Facilities

3.11.4.1 Interim Facilities

The maintenance and liability for drainage improvements designated as interim facilities will remain the responsibility of the developer/landowner in all cases. If a facility is specifically accepted by the City of Ontario or another agency, the responsibility could be transferred.

Temporary detention basins are required until the ultimate storm drain buildout to Ontario Mills Parkway is completed as part of the industrial complex construction in the IP planning area. In the event that development occurs first in the FC planning area, temporary basins shall be sized to attenuate proposed hydraulic flows from the commercial site so as to not exceed existing flows. The temporary basins are not required until construction of Parcel 1 (buildings 'Major A, B & C') has commenced.

3.11.4.2 Permanent Improvements

It is proposed that all drainage improvements constructed in public rights-of-way will be permanent facilities. The City of Ontario will accept those facilities for maintenance.

Where it is necessary to construct underground drainage facilities across private property from public rights-of-way, an easement for drainage and access may be dedicated to the City.

Drainage facilities on private property will be considered private drains in the absence of an easement dedicated to the City of Ontario. Maintenance of these drains would be the responsibility of the landowner or, of the association charged with the general up-keep of the landscaping and other common improvements.

Permanent storm drain facilities will be constructed with the IP planning area on the southern portion of the project. These storm drain facilities will eliminate the need for the temporary basins required in section 3.11.3.1. Once storm drain facilities to Ontario Mills Parkway or an existing approved storm drain facility are constructed, the temporary basins may be eliminated. The Basins may be left as permanent facilities if testing shows an adequate percolation rate required to attenuate all FC planning area run-off.

As stated in section 3.3.2, paragraph D, 'first flush' storm water runoff will be directed into landscaped areas so as to prevent the discharge of contaminated storm water into the storm drain system. Routing of storm water into landscaped areas is a permanent site feature and maintenance of this system will be the responsibility of the developer.

3.11.5 Water and Sewer

The Cucamonga Valley Water District (CVWD) will assume responsibility for the maintenance and monitoring of sewer and water facilities constructed with the public rights-of-way if they are the ultimate service provider if required by construction of this center.

3.11.6 Stormwater Runoff Retention Swales, Dry Wells and Treatment Devices

Stormwater retention and treatment facilities shall be the responsibility of the landowner or of the association charged with the general up-keep of the development.

3.11.7 Miscellaneous

The Southern California Gas Company maintains natural gas facilities. Southern California Edison maintains electrical facilities. The General Telephone Company maintains all telephone facilities.

3.12 Phasing

3.12.1 Land Use

Actual phasing of development is difficult to predict completely over the long term but, the anticipation is that the commercial center and industrial park will be built out as separate projects. A site plan review submittal is required for each project showing the extent of improvements for each phase within the projects.

Precise phasing within each planning area shall be reviewed and approved by the Development Advisory Board during site plan review. Modifications may be made to the phasing plan and may be approved by the Development Advisory Board when infrastructure facilities in the area are consistent with phasing plan changes.