
3.0 Development Program

3.1 Development Plan Overview

The type, intensity, and character of anticipated development on the site are described in Chapter 2.0, Project Characteristics. To support this level of development, the Specific Plan provides for:

- A comprehensive transportation and circulation component, governing vehicular and non-vehicular modes of traffic generated by the project, including truck traffic and a plan for transportation demand management;
- A streetscape and landscape component to guide the aesthetic and functional treatment of adjacent street frontages, other project edges and interior landscaping;
- An infrastructure, public service and community facility component describing required improvements to water, sewer, storm drainage systems, as well as police protection, fire protection, solid waste disposal, and maintenance of public and private facilities;
- Phasing of on-site facilities and any off-site facilities which may be required.

3.2 Land Use Plan

The overall concept for the Toyota/Ontario Business Park Specific Plan is to permit the construction of a mixed use warehouse/distribution/office complex for TMS and future owners on the site. Land uses will include the NAPLD building, previously described, smaller regional warehouse and distribution facilities and/or other office and research and development buildings. A trip generation comparison was conducted by Ganddini Group and reviewed by the City's Traffic Engineering Division that compared an Office use versus a Warehouse at a FAR of 0.48.

Exhibit 3 depicts the land use plan for the project. The exhibit divides the site into three Planning Areas based on anticipated, optimum land uses within each of these areas. In addition to buildings, each planning area will contain parking and landscaped areas. A description of uses within each planning areas follows.

- Planning Area 1, located directly on the northwest corner of the site, will provide the opportunity to develop warehouse/distribution, manufacturing, office, research and development facilities or similar uses which may be occupied by Toyota facilities or other users desiring a high visibility site near Toyota's distribution facility. Maximum development within Planning Area 1 will not exceed 300,000 gross square feet .
- Planning Area 2 will house the NAPLD warehouse and distribution facility, consisting of 1.2 million square feet of gross floor space to be built in at least two phases. As a part of the NAPLD building, approximately 65,000 square feet of internal office space will be included to house administrative offices related to the warehouse function.
- Planning Area 3 will contain a regional distribution facility, consisting of a maximum of 700,000 square feet of gross floor area.

Land uses which are permitted within each of the Planning Areas are described in Section 5.2, Permitted Uses.

Table 1 below summarizes land use, development intensity, planning area size and Floor Area Ratio (FAR for the Toyota/Ontario Business Park).

Table 1 Toyota/Ontario Business Park Land Use Summary

Planning Area	Size (Ac.)	Land Use	Max. Dev. Intensity (Sq. Ft.)	Maximum FAR
1	14.4	Office/R&D, Warehouse, and Distribution	300,000	0.48
2	50.6	Warehouse/ Distribution	1,200,000	0.54
3	29.0	Warehouse/ Distribution	700,000	0.55
Total	94.0		2,200,200	0.54

It is anticipated that all or a portion of the site may be subdivided into smaller parcels, consistent with the City’s subdivision ordinance and provisions of the Specific Plan for purposes of financing or utility provision. Minimum lot size shall be consistent with all Development Standards set forth in Chapter 5.0 of the plan.

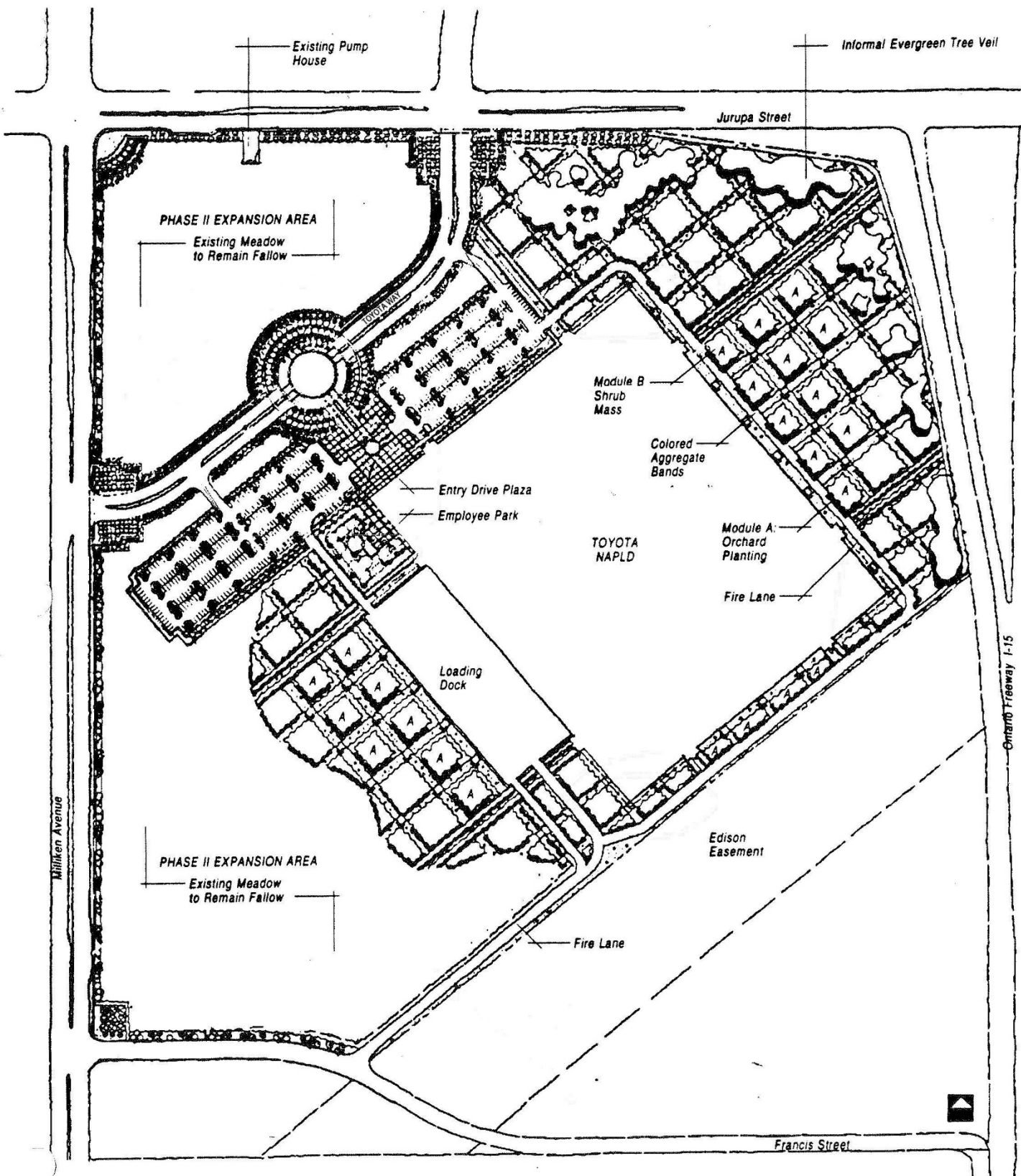
3.3 Streetscape and Landscape Concepts

The general location and extent of landscape and streetscape elements of the project site are depicted on **Exhibit 4**. Landscape and streetscape design objectives include:

- To integrate building architecture and landscape architectural design providing a complementary appearance;
- To use a plant palette appropriate to Ontario’s climatic condition;
- To provide an environmentally responsible design solution consistent with the water constraints in southern California and the necessity to reduce green waste;
- To provide a landscape concept requiring low maintenance;
- To provide a solution for the temporary landscape areas which meet the above objectives as well as providing dust and weed control.

Principal landscape components for the Toyota/Ontario Business Park consist of a landscape grid, shrub dots, tower shrub bands, orchards and parking lot trees which are all design extensions of the architectural elements of the first building on Planning Area 2. The role of the landscape is to complement and enhance buildings comprising the Business Park, not to hide these buildings. Perimeter landscape elements consist of streetscape plantings and an evergreen tree veil, which provide a transition zone between the context of the surrounding area and the project site.

Toyota Ontario Business Park



Note
 1. This plan is a diagrammatic concept plan only. Actual numbers and location of plant material may change during the design process.
 2. See Exhibit 20 for Recommended Plant Palette.

Exhibit 4
Landscape Concept



A key component of the landscape concept is the landscape module, reminiscent of agricultural patterns found in Southern California. The orchard concept has been developed not to replicate, but to pay homage to Ontario's agricultural history and the natural beauty of the landscape. Plantings create a rhythm with the building façade harmonizing with the architecture. The height of orchard trees has been selected with the intent of allowing views to accent "dot" windows, which together with the trees, appear as a "necklace" around the top of the building. **Orchards have been located only between the building towers to focus views to the accented corners of the buildings.** The shrub dots are repeating forms found on the building and integrated into the landscape. Shrub tower bands are an extension of the vertical architectural element into the horizontal plane of the landscape. The parking lot trees are also sequenced with building elevations.

Streetscapes along Jurupa Street and Milliken Avenue have been designed to complement existing landscape forms on the opposite sides of the street, providing a unified public appearance. Toyota Way, the private drive within the project, is accented with special landscape treatments at the intersections with Jurupa Street and Milliken Avenue, as well as Toyota Way. No street trees are planted adjacent to Toyota Way.

An evergreen tree veil with a hydroseeded meadow mix below functions as a transitional element between adjacent streets and the Toyota/Ontario Business Park. This treatment is not contiguous, which allows for views into the project site so that individual buildings can be seen.

A crushed aggregate mulch will be placed on portions of the project site slated for future construction. This will provide temporary dust and weed control prior to permanent construction and landscaping.

The irrigation system for the project reflects water conservation elements consistent with the overall landscape theme and plant palette. Conventional spray irrigation will be minimized. An individual basin watering strategy will be incorporated which uses water efficiently and minimizes weed growth.

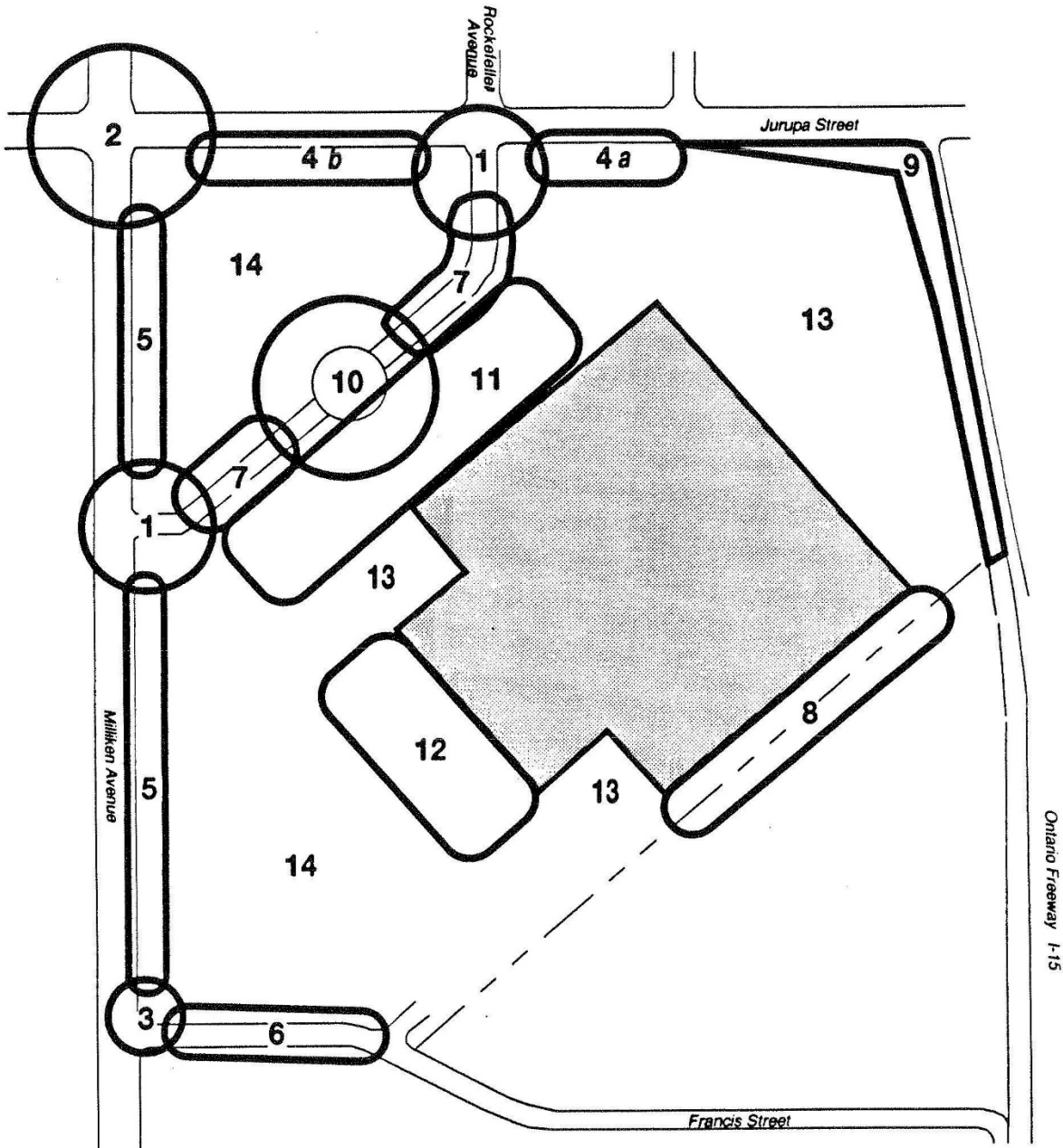
Exhibit 5 shows the location of the various landscape zones within the project area. These are further detailed on exhibits later in the Specific Plan Document.

A small number of trees are currently growing on site which are perhaps the remnants of a windrow or windbreak associated with the previous agricultural use of the property. Prior to commencement of construction on the site, the applicant shall complete an arborist report to determine the health and status of these trees and, based on the arborist report, will prepare a mitigation plan to deal with trees. The mitigation plan may recommend that the trees be relocated on site. If the existing trees are not healthy or are too large to be safely relocated, they may be removed. Replacement and mitigation for removed trees shall be equal to trunk diameter of heritage trees removed per the Development Code Tree Preservation Policy and Protection Measures, section 6.05.020. Add tree protection notes on construction and demolition plans to protect trees to remain.

Following is a description of key streetscape and landscape elements.

3.3.1 Project Entrances

Two project entrances areas are planned, one at the intersection of Jurupa Street and Toyota Way and the other at the intersection of Milliken Avenue and Toyota Way. The



LEGEND

- | | |
|--|--|
| 1 Project Entrances (Exhibit 6) | 7 Toyota Way Streetscape Treatment (Exhibit 12) |
| 2 Milliken / Jurupa Intersection Treatment (Exhibit 7) | 8 Southeast Property Line Treatment (Exhibit 13) |
| 3 Francis Intersection Treatment (Exhibit 8) | 9 Freeway Edge Treatment (Exhibit 14) |
| 4a Jurupa Streetscape Treatment - East (Exhibit 9a) | 10 Toyota Way Circle Treatment (Exhibit 15) |
| 4b Jurupa Streetscape Treatment - West (Exhibit 9b) | 11 Parking Lot (Exhibit 16) |
| 5 Milliken Streetscape Treatment (Exhibit 10) | 12 Loading Dock Screening (Exhibit 19) |
| 6 Francis Streetscape Treatment (Exhibit 11) | 13 Permanent Landscaping |
| | 14 Existing Meadow to Remain Fallow |

Scale: 1" = 400'

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**Exhibit 5
Landscape Zones**



project entrance design is shown on **Exhibit 6**. Each entrance will contain a mixture of palm trees, flowering accent trees, shrubs and ground cover, which are listed on the recommended plant palette (**Exhibit 19**). Public and private sidewalks will be integrated into the design of the entrance areas. Special paving material will be installed at project entrances, which will likely be exposed concrete aggregate to match accent material elsewhere in the Business Park.

The minimum dimension for primary entry treatments is ninety (90) feet.

3.3.2 Milliken Avenue/Jurupa Street and Francis Street Intersection Treatments

Exhibit 7 depicts landscaping improvements which will be installed on the southeast corner of Milliken Avenue and Jurupa Street. Design of the intersection will be complementary with similar intersection treatments constructed by California Commerce Center. Improvements will consist of a concentric, semi-circular ring of Crape Myrtle and Italian Stone Pines with the centerpiece being a number of Mexican Fan Palms sited in a turf area adjacent to the roadway.

Exhibit 8 illustrates the project entrance treatment at the intersection of Francis Street and Milliken Avenue. The concept is to provide a geometric-shaped landscaped area adjacent to Francis Street with a minimum width of ninety (90) feet. Features within this area include a formal planting of an accent tree (Chinese Flame Tree) in a bed of hydroseeded turf and framed by shrub plantings of New Zealand Flax on the perimeter of the intersection treatment.

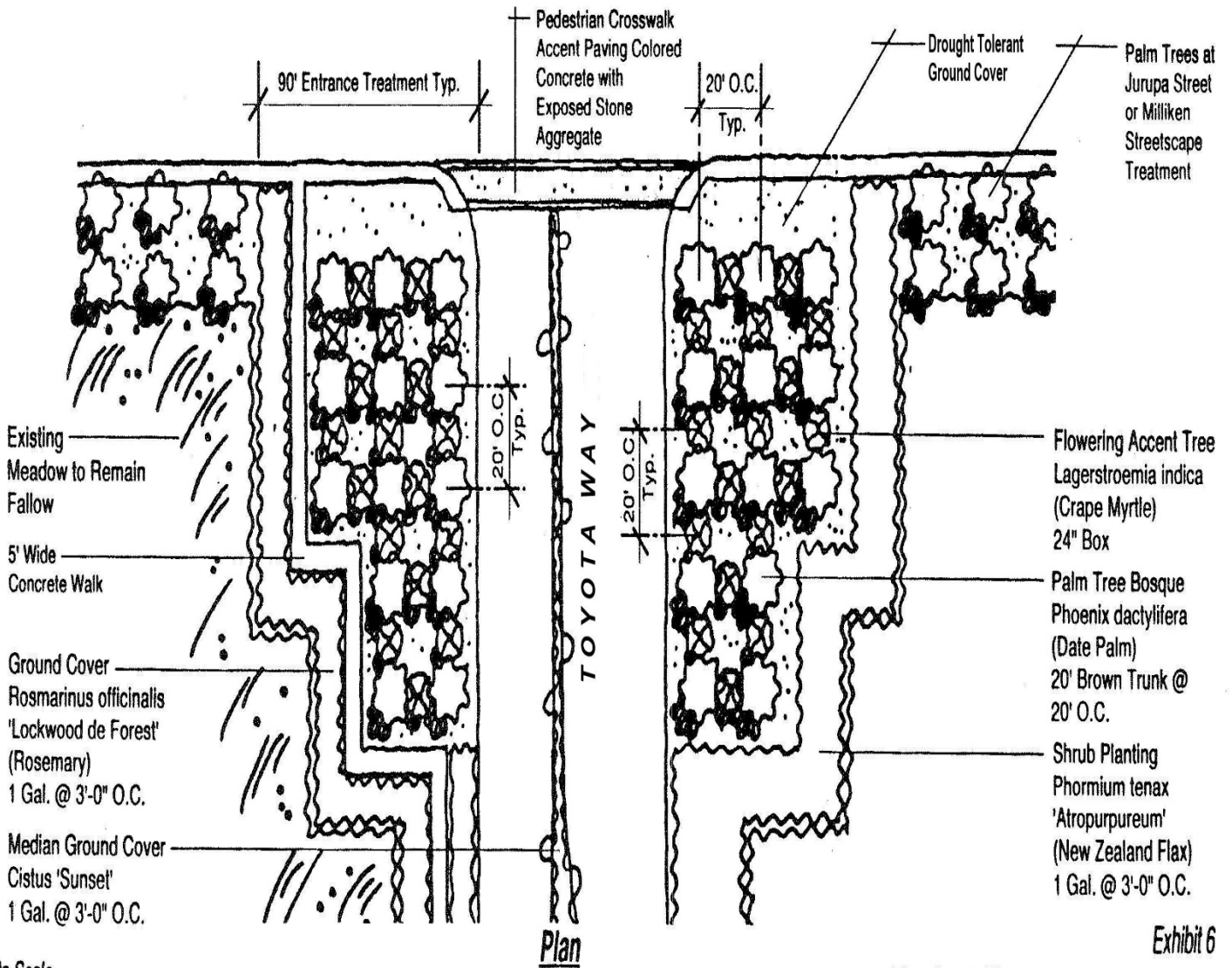
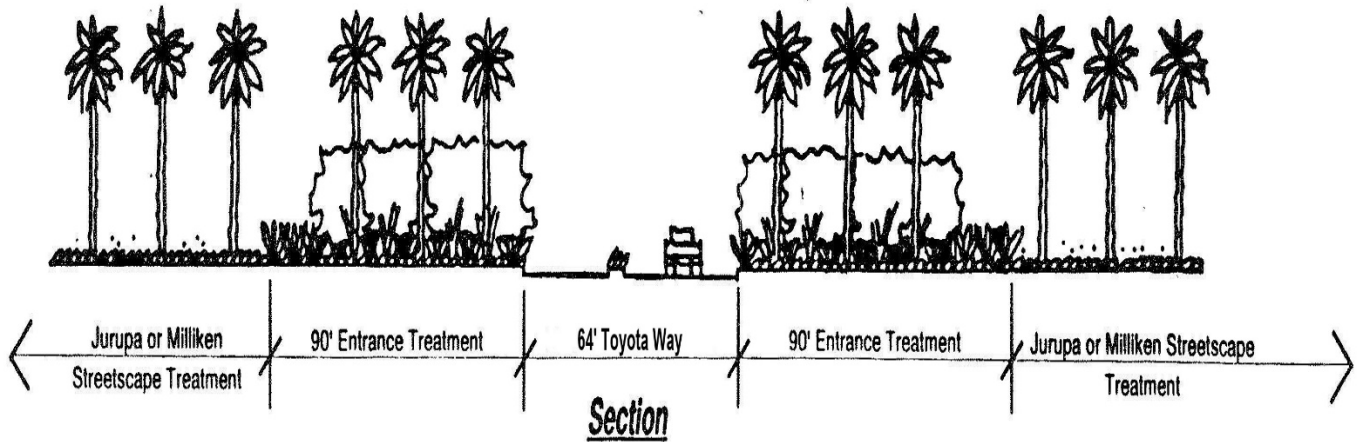
Plant selection may vary somewhat from the above, but all plantings will conform with the Recommended Plant Palette, **Exhibit 20**.

3.3.3 Streetscape Treatments

Exhibit 9a depicts the streetscape treatment which will be characteristic of Jurupa Street east of Toyota Way. Features include a five (5) foot wide public sidewalk with a landscaped parkway of forty-one (41) feet in back of the sidewalk which will contain a double row of Date Palms within a ground cover area. A forty (40) foot storm drain easement east of Toyota Way overlays the landscaped parkway, which contains a ninety-six (96) inch storm drain facility.

West of Toyota Way no storm drain facility or easement exists. **Exhibit 9b** depicts the streetscape condition in this location, which includes plantings of Date Palms with a closer spacing, twenty feet as opposed to twenty-two feet, since the existing storm drain facility does not need to be avoided.

Exhibit 10 illustrates streetscape conditions adjacent to Milliken Avenue. Improvements will consist of an eight (8) foot wide swath of landscaping immediately adjacent to the street, followed by a five (5) foot wide public sidewalk with a twelve (12) foot bermed landscape parkway located behind the sidewalk. Street trees will consist of informal groupings of Ginkgo (Maiden Hair) trees and Italian Stone Pine with a rosemary ground cover.

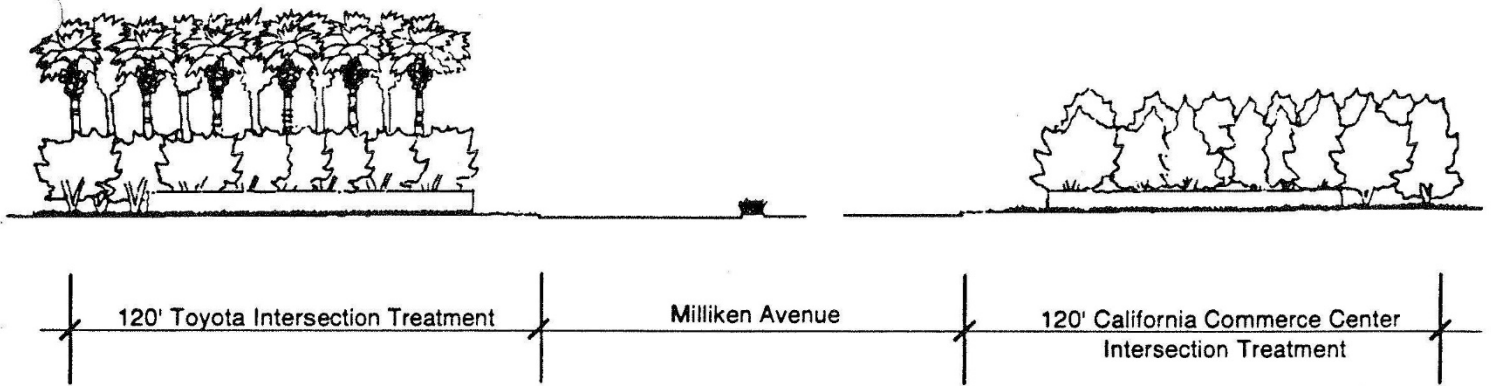


Not to Scale

Exhibit 6
Project Entrance Treatment

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Section
Scale: 1" = 50'

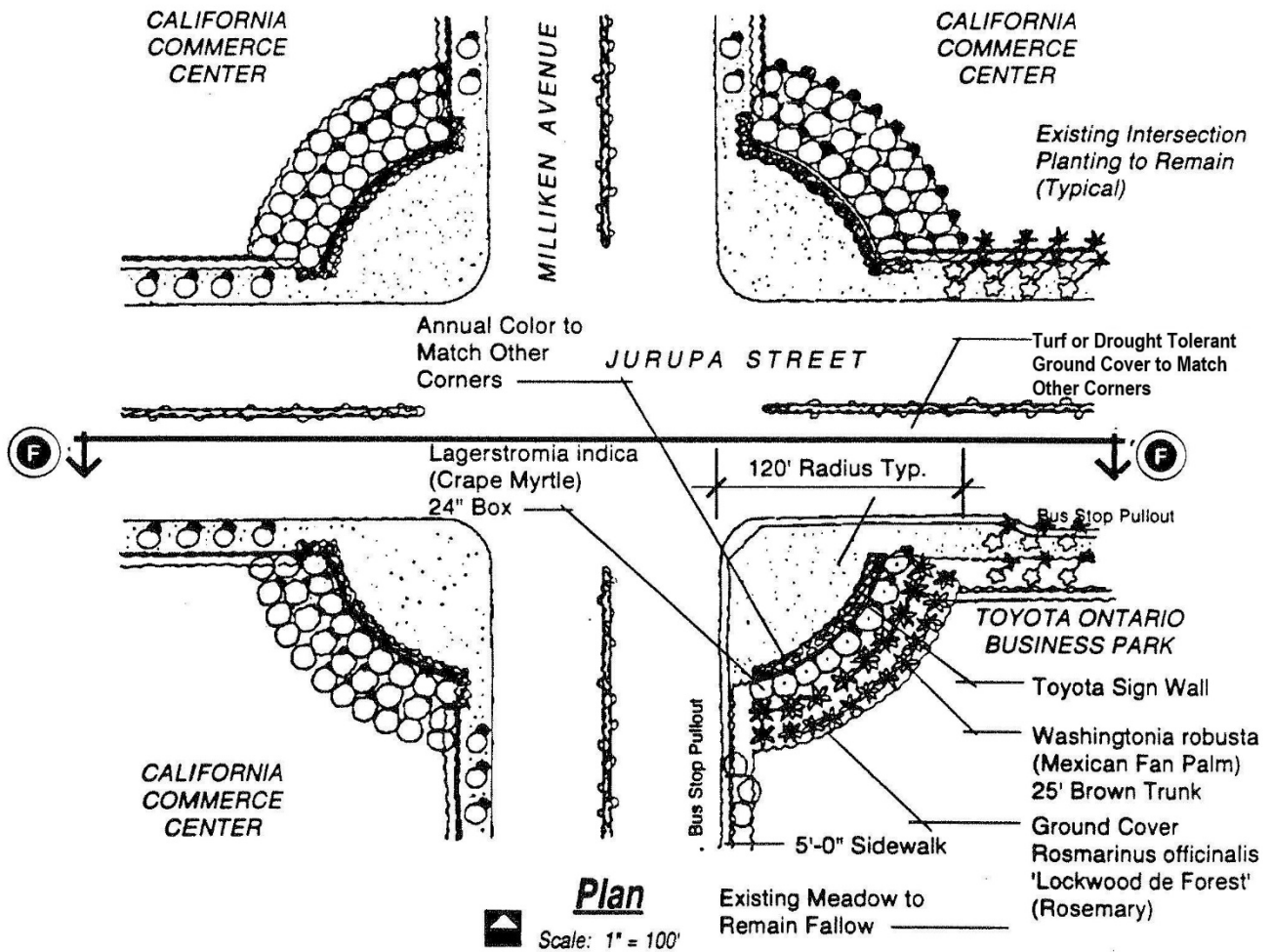
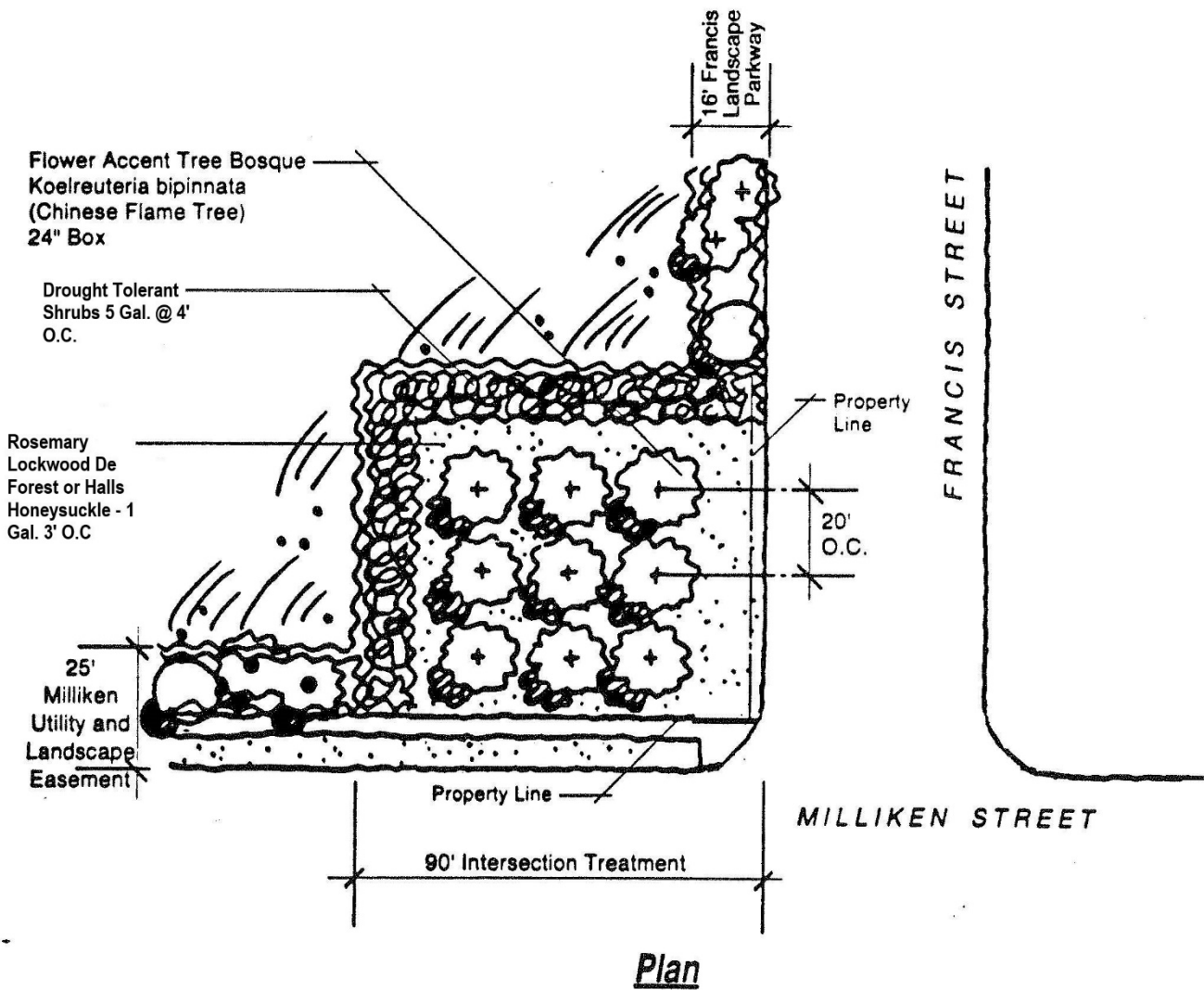
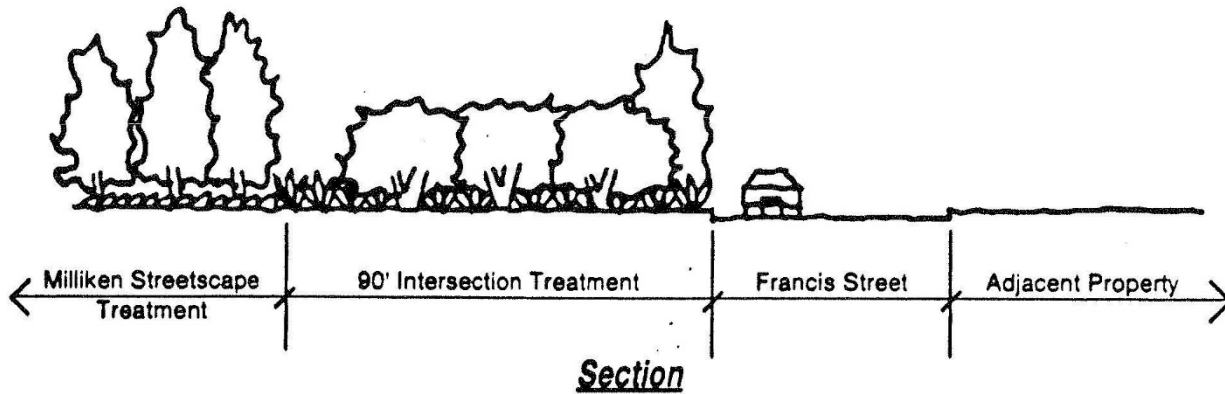


Exhibit 7

Milliken / Jurupa Intersection Treatment



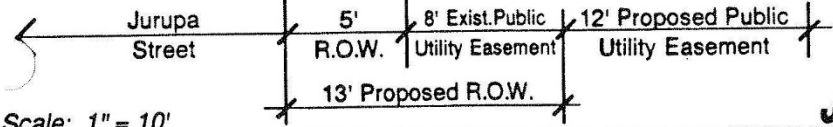
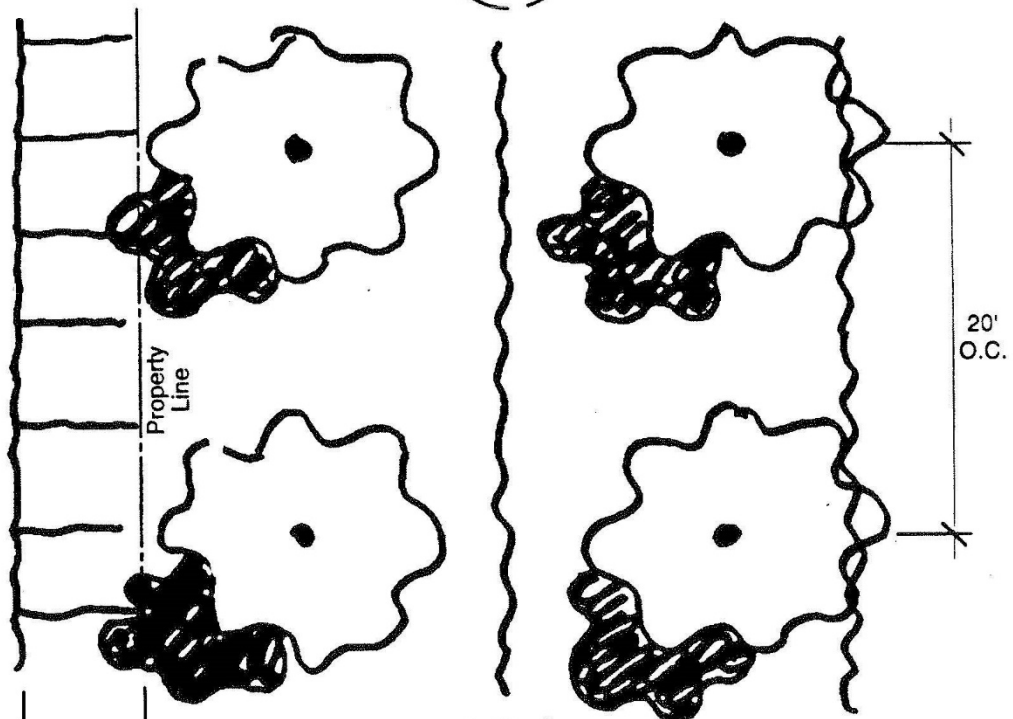
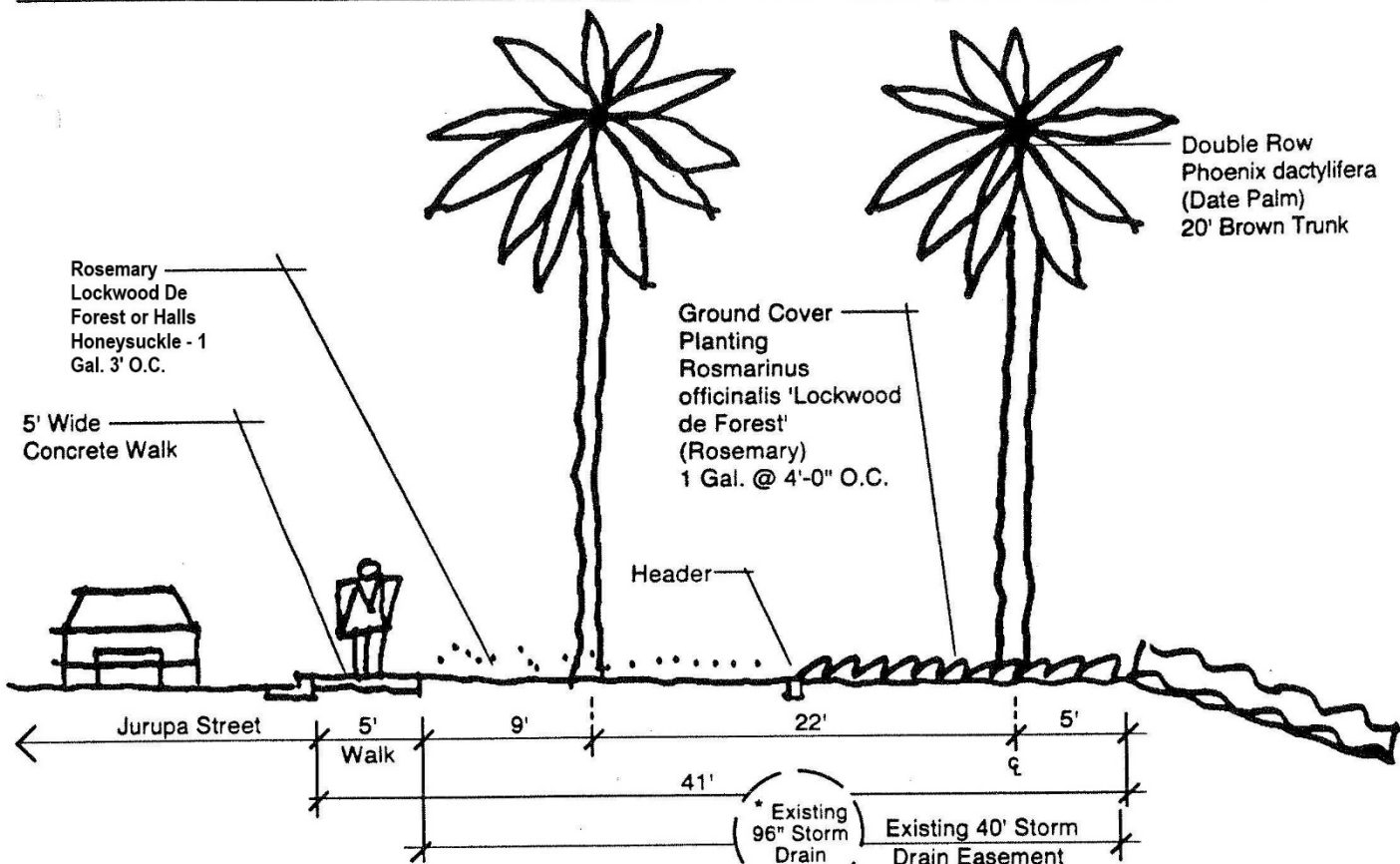


Scale: 1" = 40'

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Exhibit 8
Francis Street Intersection Treatment

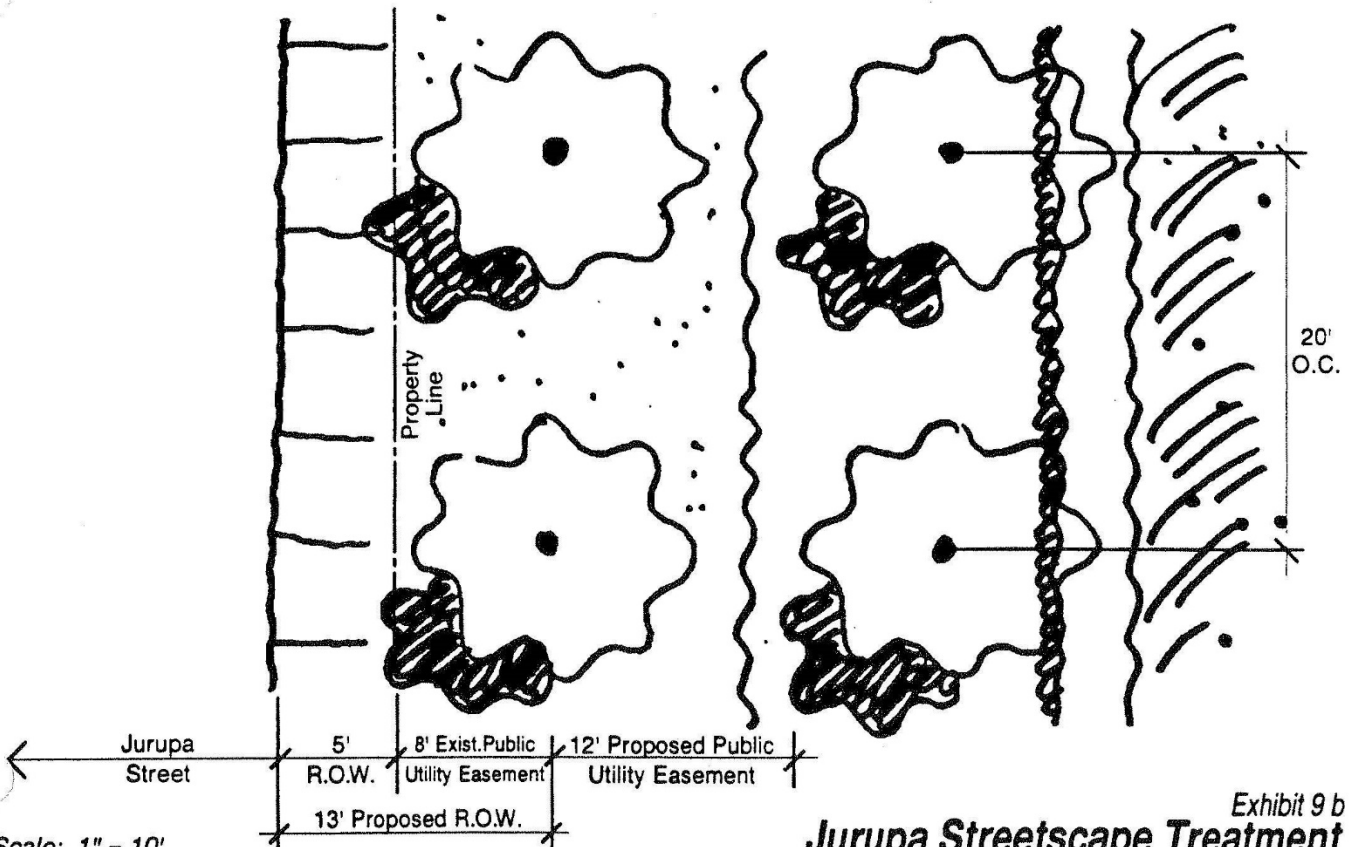
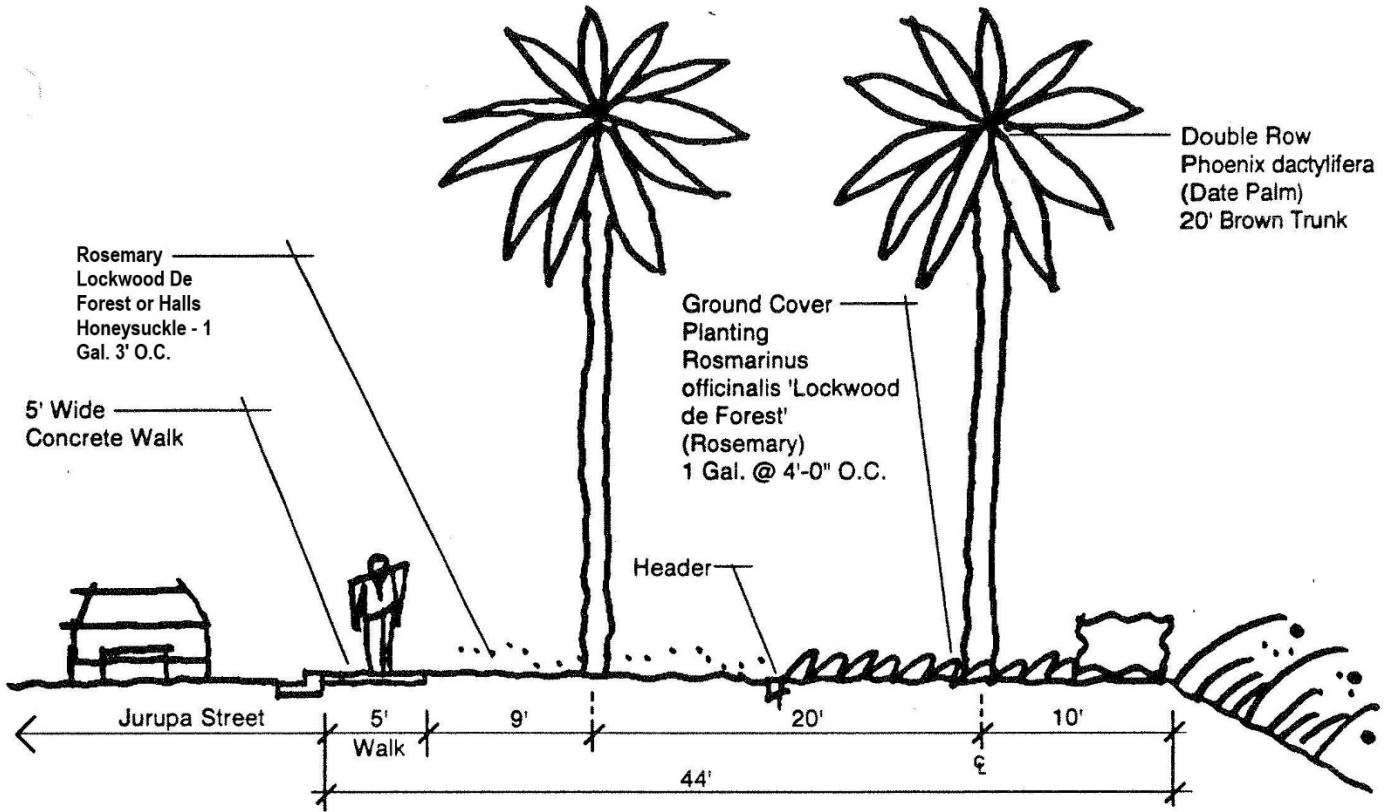




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Exhibit 9 a
Jurupa Streetscape Treatment
East of Toyota Way 



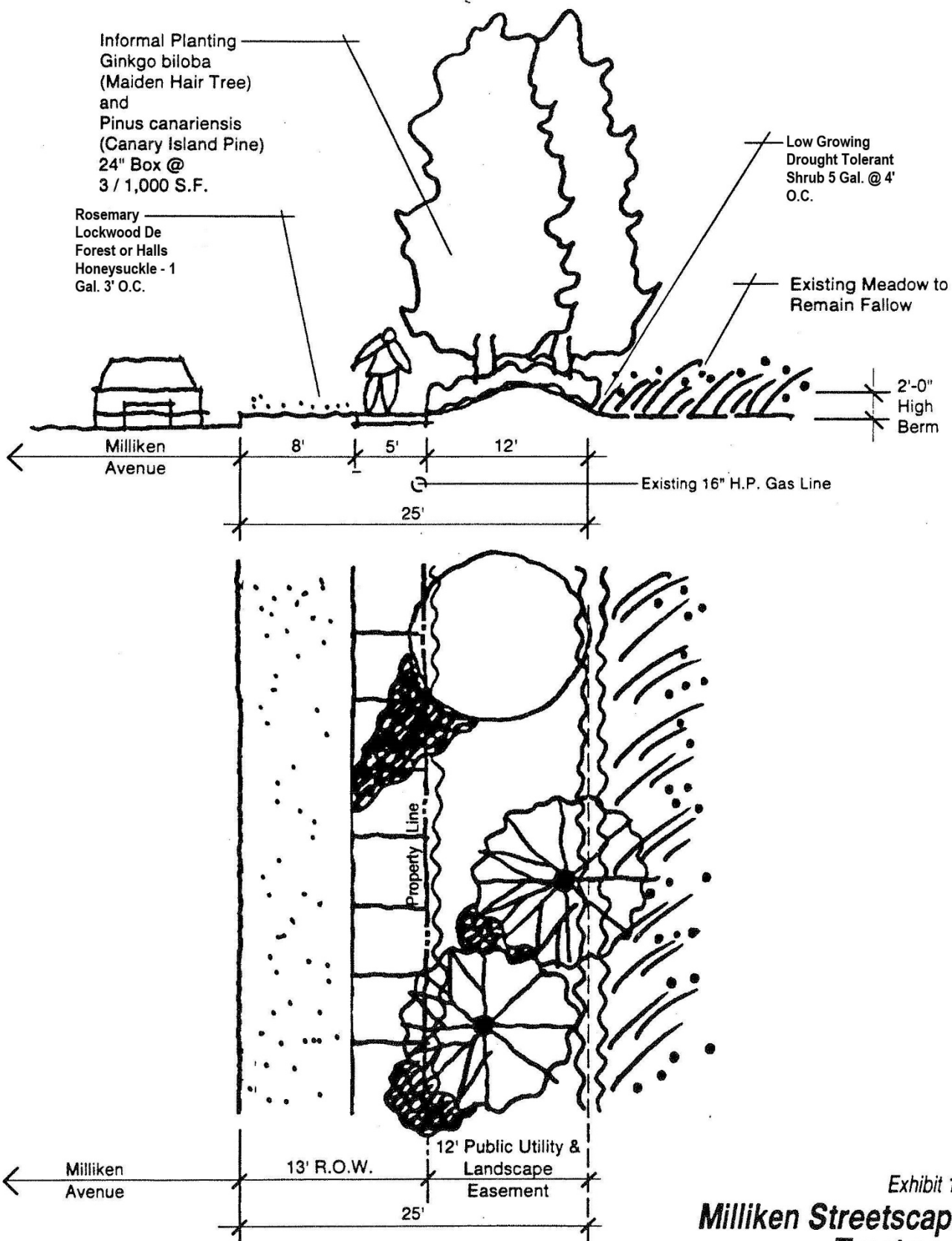
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Jurupa Streetscape Treatment

West of Toyota Way





Scale: 1" = 10'

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Exhibit 10
Milliken Streetscape Treatment



The Francis Street streetscape treatment, illustrated in **Exhibit 11**, will consist of informal groupings of Chinese Flame trees and Italian Stone Pine trees planted in a fifteen (15) foot wide public utility easement.

Exhibit 12 shows the treatment along both sides of Toyota Way, which will be a private street. **No trees will be planted in this location, so as not to obscure the visibility of surrounding buildings and landscaping. Instead, the streetscape treatment will consist of a low-growing groundcover within the median strip (Hypericum) and New Zealand Flax on the perimeter of the roadway.**

3.3.4 Southeast Property Line and Ontario Freeway Landscape Treatment

Special attention will be given the southeastern property line edge of the project site, since this will be visible from the nearby Ontario Freeway. **Exhibit 13** shows this treatment. A private driveway will run along a portion of the southeasterly property line, primarily for truck access to loading areas, but also to provide emergency access around nearby buildings. Adjacent to the driveway will be a building setback varying in width from approximately 70'0" to 92'6" in width. A grove of olive trees will be planted within the building setback area.

Landscaping will be provided along the easterly boundary of the project site as depicted on **Exhibit 14**. Major features of this treatment will consist of a row of Date Palms on Caltrans property integrated with slope bank landscaping installed by Caltrans as part of the I-15 / Jurupa interchange project. Immediately adjacent to the site property line will be a solid planting of shrubs followed by a band of rock aggregate. A tree veil of Red Gum eucalyptus trees, which are tall and columnar, will frame the NAPLD building and provide a contrasting element to the horizontal features of the building.

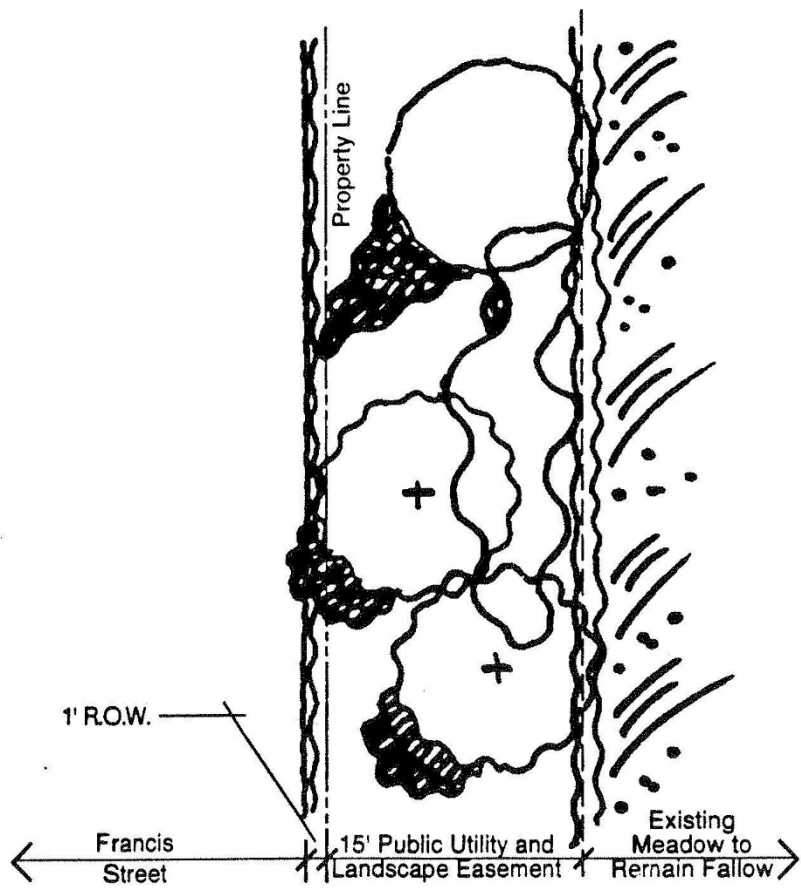
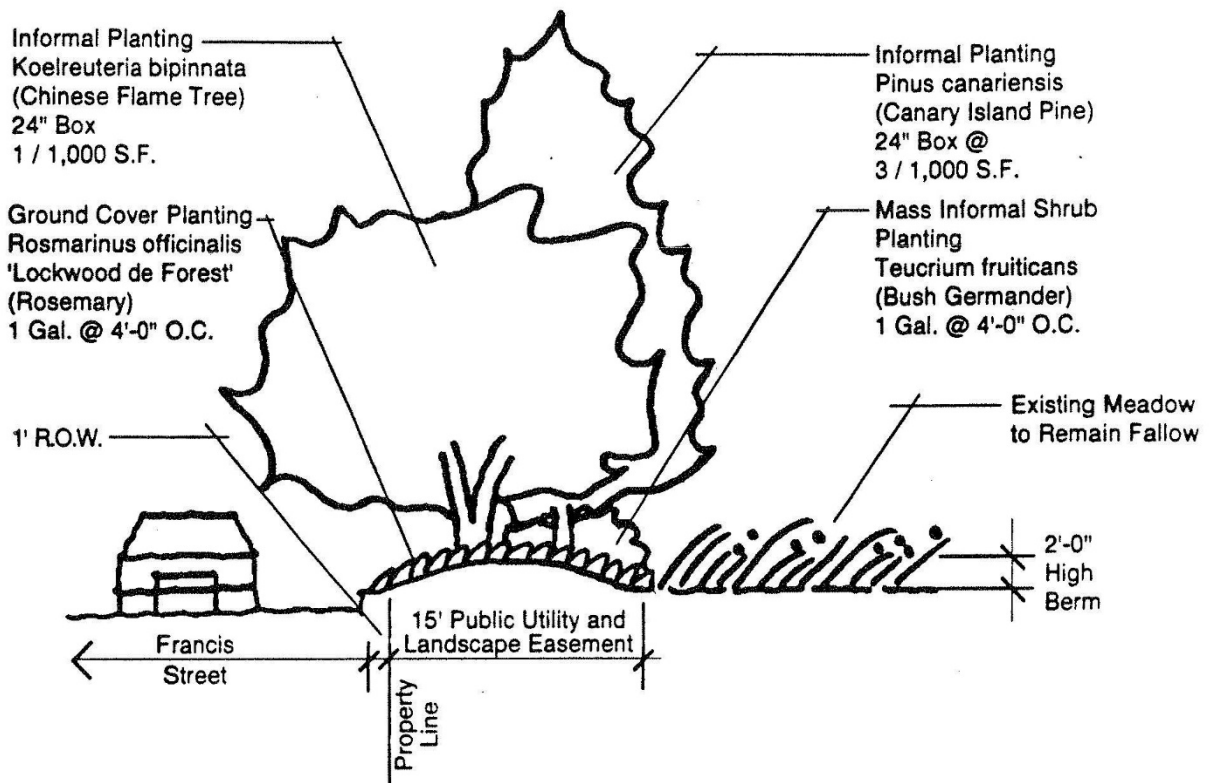
3.3.5 On-Site Landscaping

Treatment of the special landscape visual feature along Toyota Way is shown on **Exhibit 15**. This will consist of a circular planter intersecting Toyota Way at the convergence of the three Planning Areas. The primary visual element in this planter will be a row of Mexican Fan Palm and a row of Crape Myrtle trees with the foundation planting of drought tolerant shrubs behind the trees. Interspersed within the planter area will be a low-growing ground cover of Halls Honeysuckle.

Exhibit 16 depicts typical parking lot landscape conditions within the Specific Plan both in plain view and section. Future development may incorporate a similar grid theme, although the modules may be scaled down to more appropriately integrate future building modules.

Landscaping adjacent to buildings within the Specific Plan is depicted on **Exhibit 17**. Landscape standards are further described in Section 5.7 of this specific plan document. Landscape planters and walkways adjacent to parking lots have taken into consideration overhangs from parked vehicles.

Plant material within parking lots are listed on the plant palette contained in the next section of the Specific Plan.

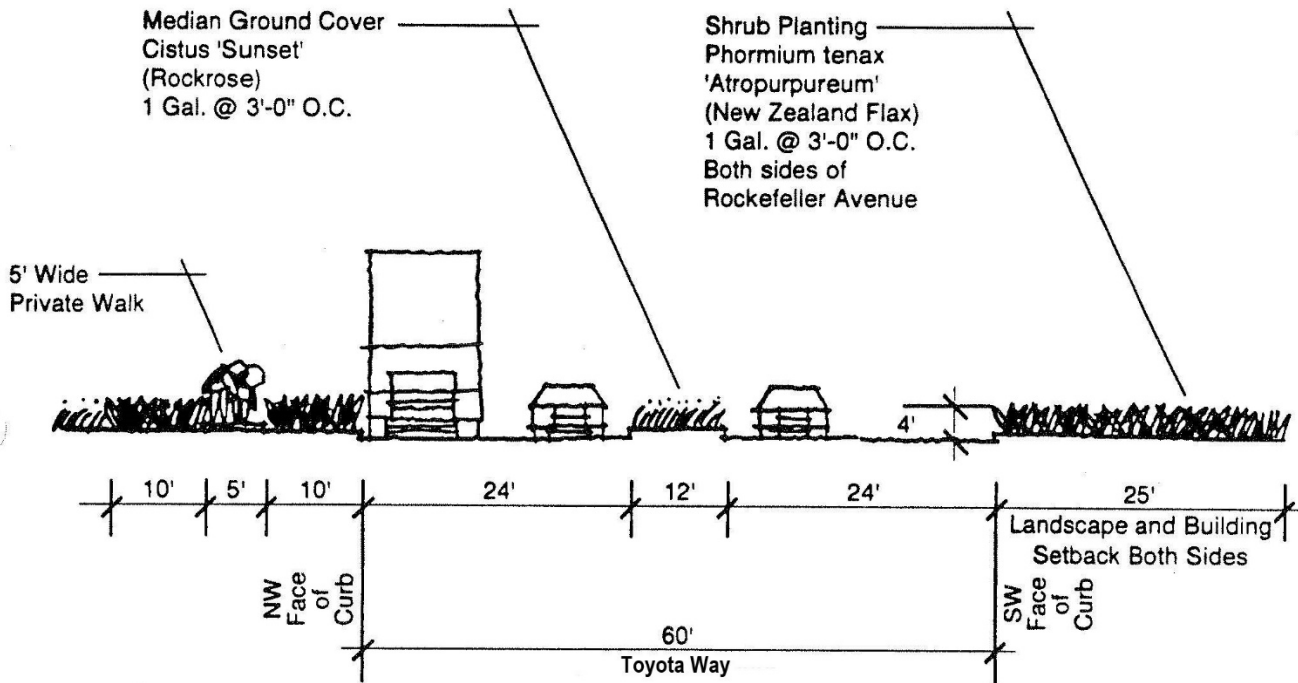


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Exhibit 11
Francis Streetscape Treatment

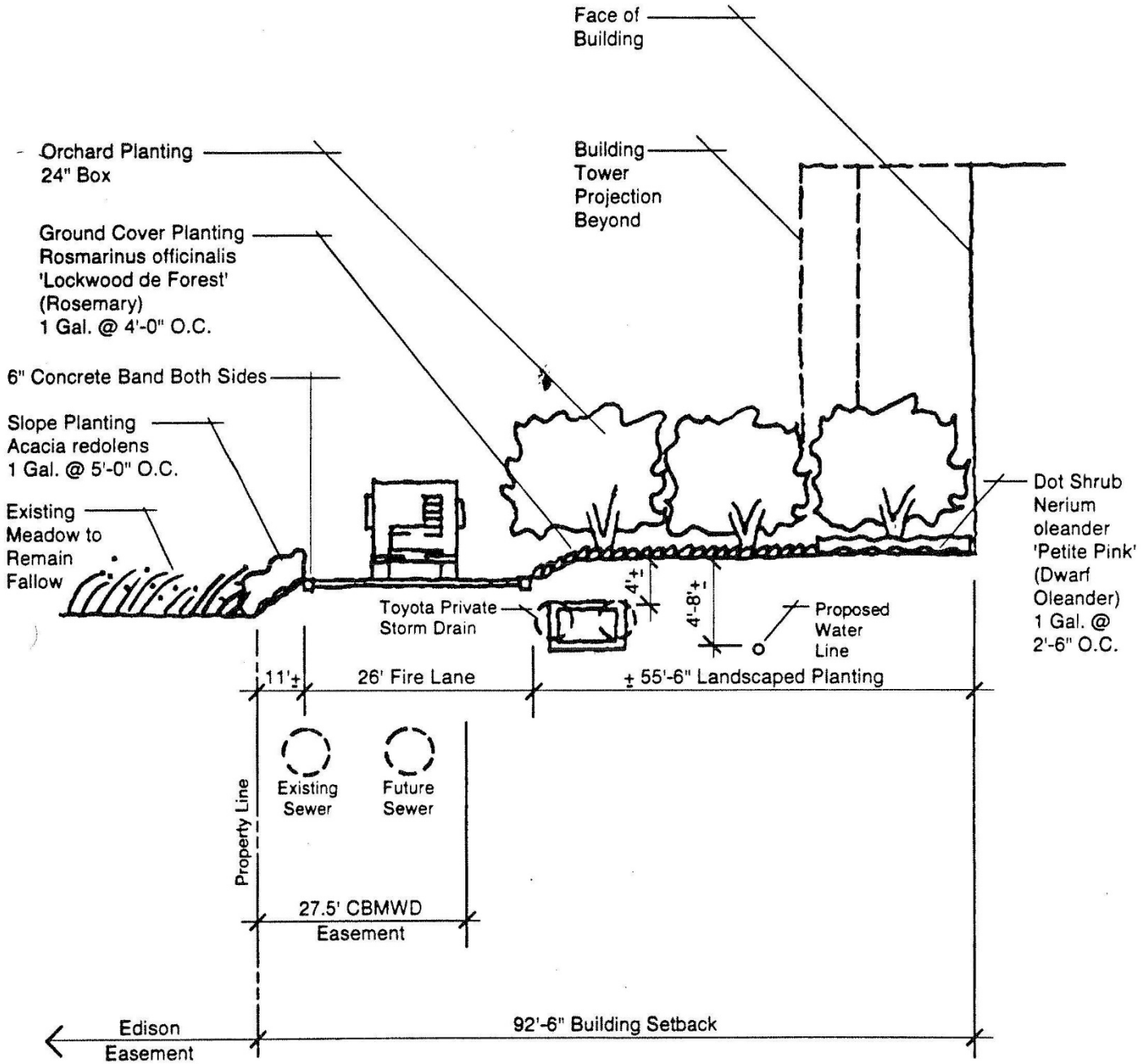




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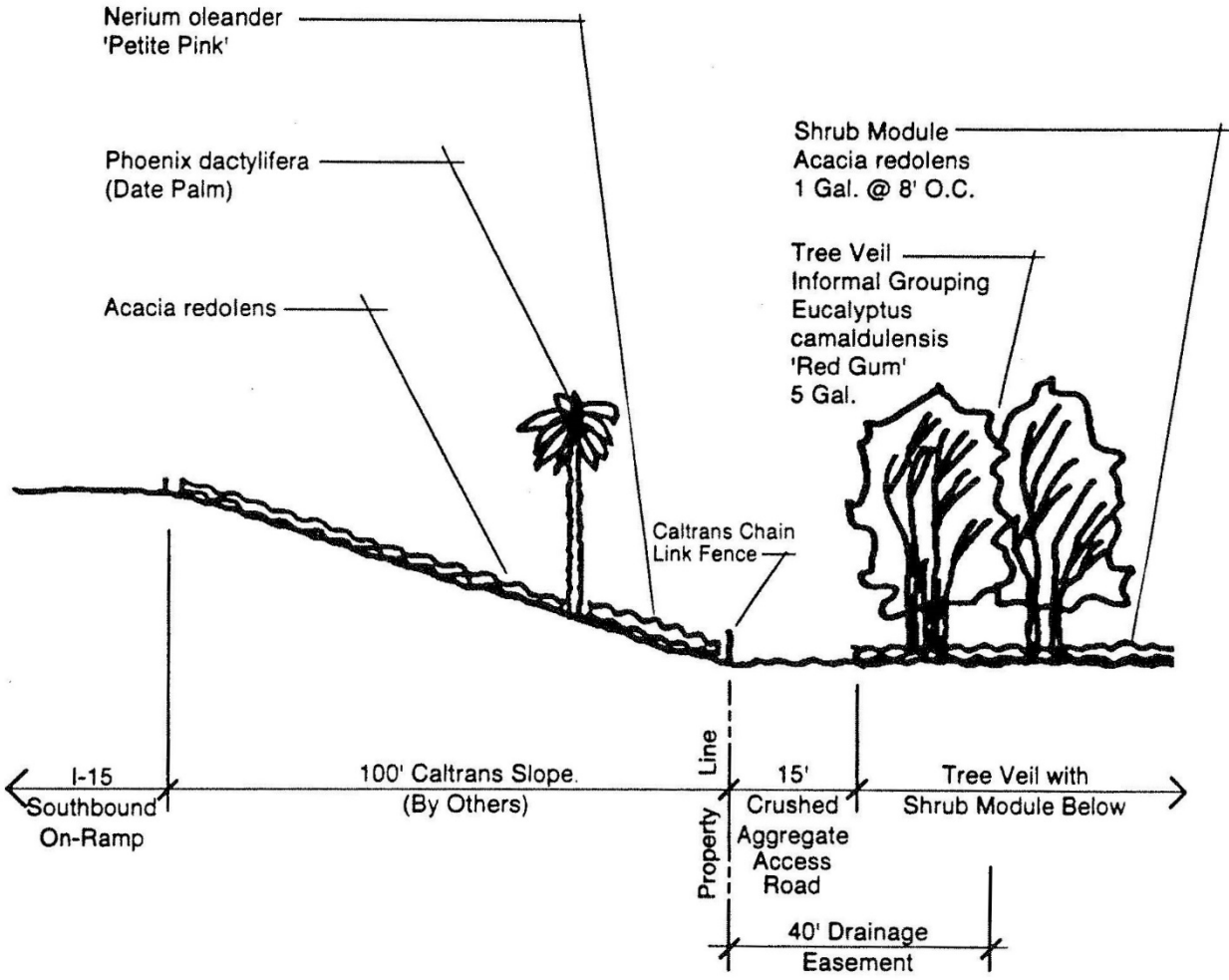
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Southeast Property Line Treatment

Exhibit 13





Scale: 1" = 30'

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Exhibit 14
Freeway Edge Treatment



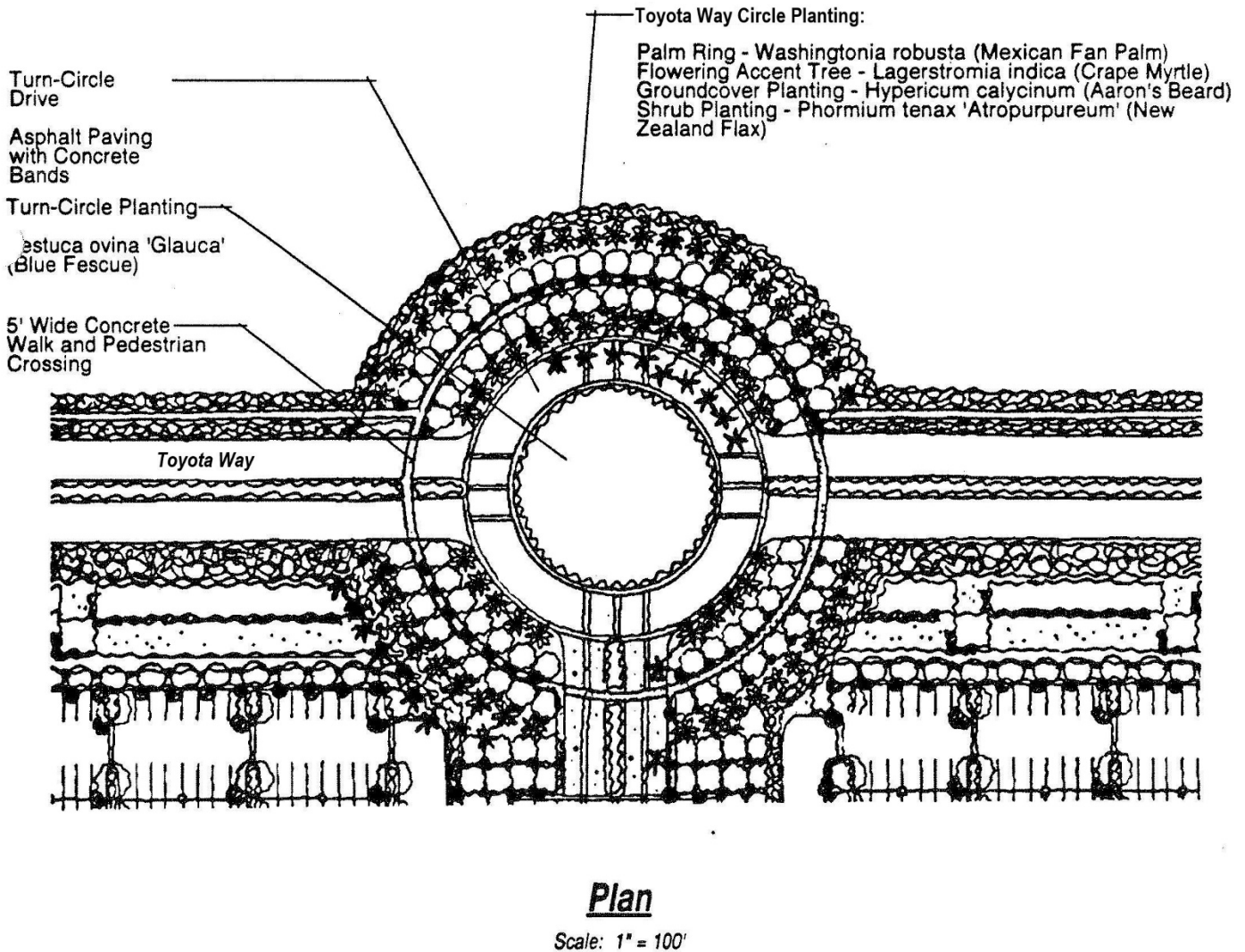
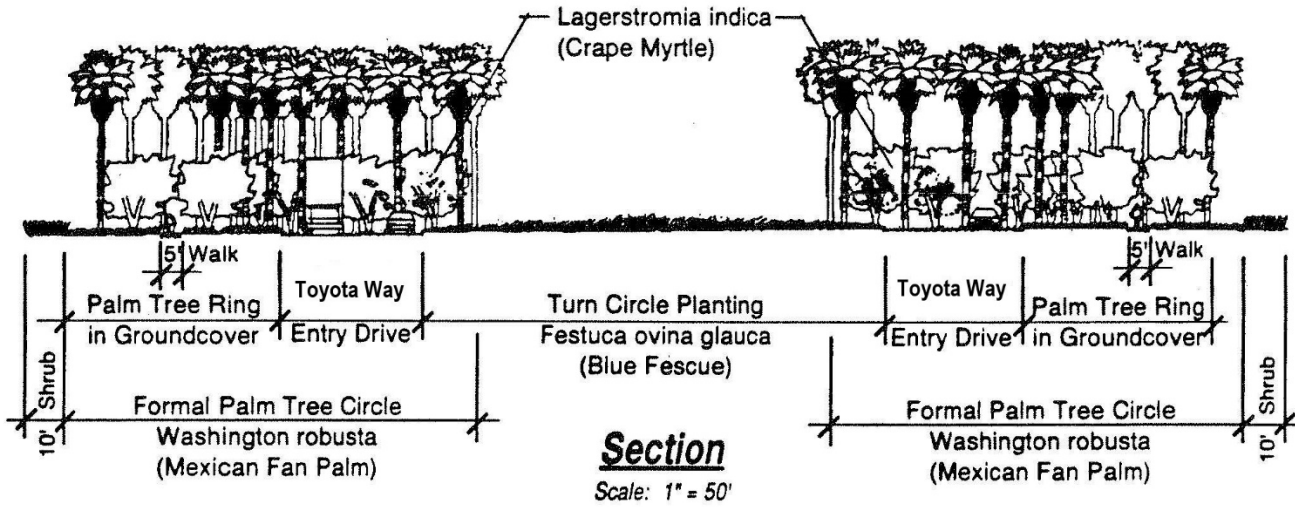
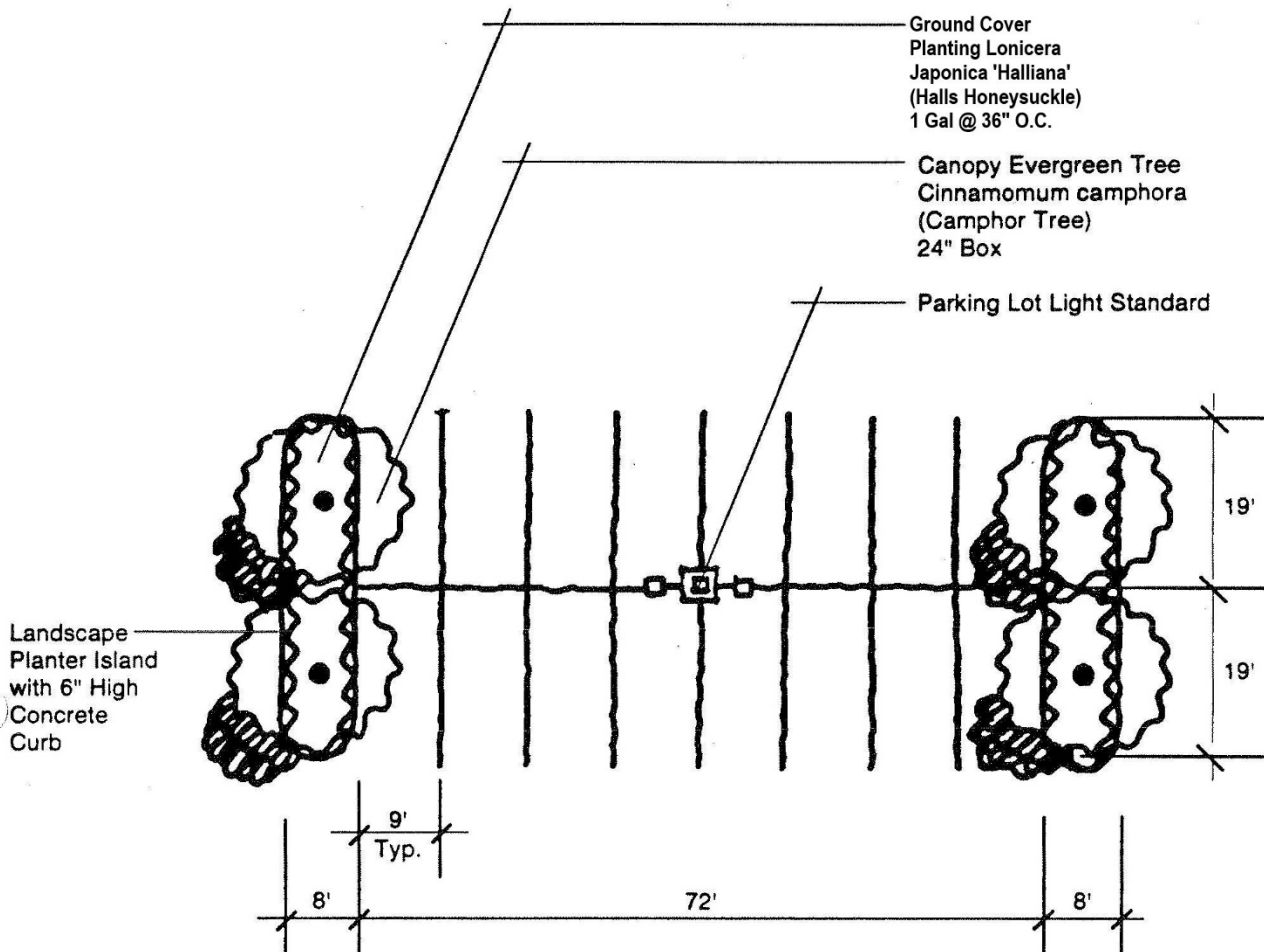


Exhibit 15

Toyota Way Circle Treatment



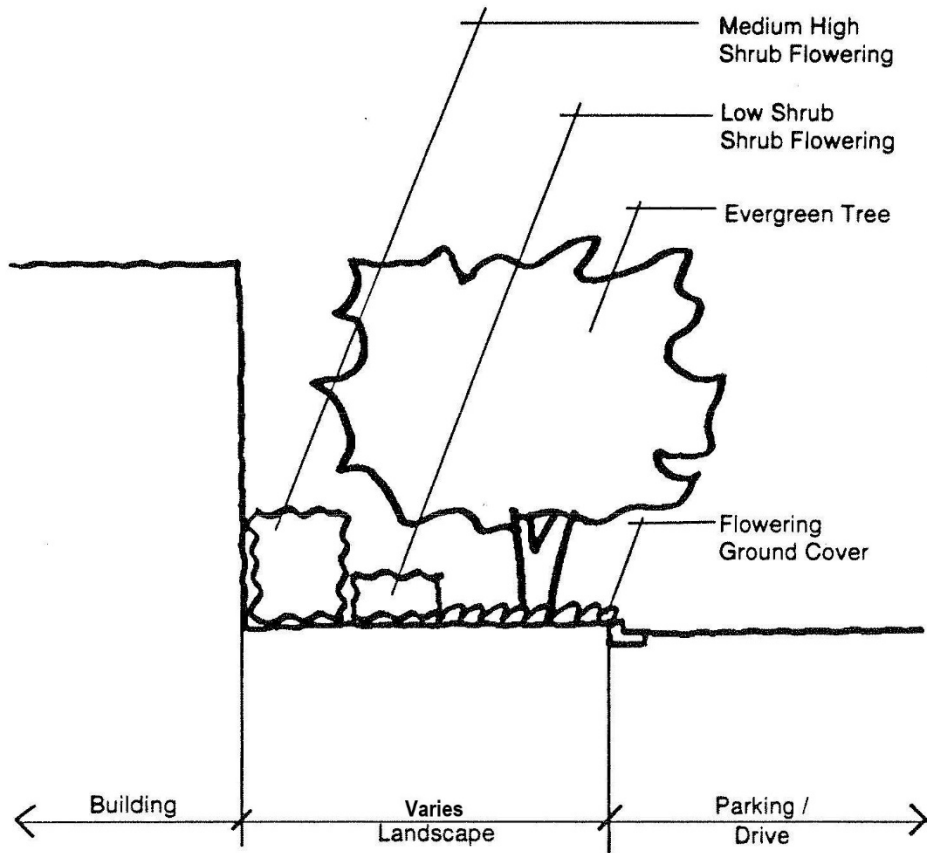


Note:
Minimum one landscape
finger per 8 parking stalls.

Scale: 1" = 20'

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Scale: 1" = 10'

Typical Office and Warehouse Building Landscape

Exhibit 17



Exhibit 18 shows typical landscape modules which will be installed throughout the project. Such features include the orchard modules which form the primary element for the landscaping of the project site, shrub modules and the colored aggregate field, which constitutes the landscaping treatment on portions of the site which are slated for construction in future phases.

Finally, **Exhibit 19** depicts how landscape and structural elements will be used to screen loading docks and loading areas from adjacent streets on the NAPLD Building, Planning Area 2. Screening consists of a ten (10) foot high block wall immediately in front of the truck loading and maneuvering area. A 120-foot area landscaped with a grove of olive trees will be planted in front of the wall, which will ensure that views of the loading area will be obscured from passing motorists. In addition, a sight line analysis shall accompany each site plan submittal to the City in order to demonstrate that sufficient screening has been provided to obscure truck docks and loading areas from nearby streets.

Following installation of on- and off-site landscape with the initial phase of development, any proposed revisions to the landscape will be required to meet the City landscape requirements in effect at the time of Site Plan review and/or the updated landscape palette on Exhibit 20.

3.3.6 Plant Palette

The recommended plant palette for the Toyota/Ontario Business Park is shown on **Exhibit 20**. As noted previously, plant material has been chosen for drought tolerance, which is compatible with the local climate and which is readily available from local suppliers.

3.4 Circulation and Transportation Concepts

3.4.1 Regional Issues

Vehicular traffic in Southern California and the Inland Empire in particular has been steadily increasing over the past fifteen to twenty years, generally outstripping the capacity of the surface transportation network to accommodate demand. This has resulted in high levels of traffic congestion on freeways, at freeway interchanges, and on arterial highways, especially during peak commute times.

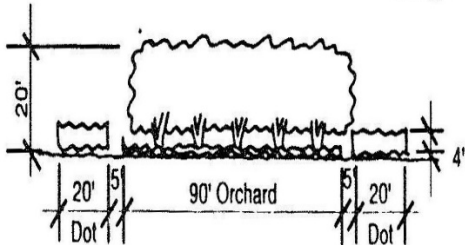
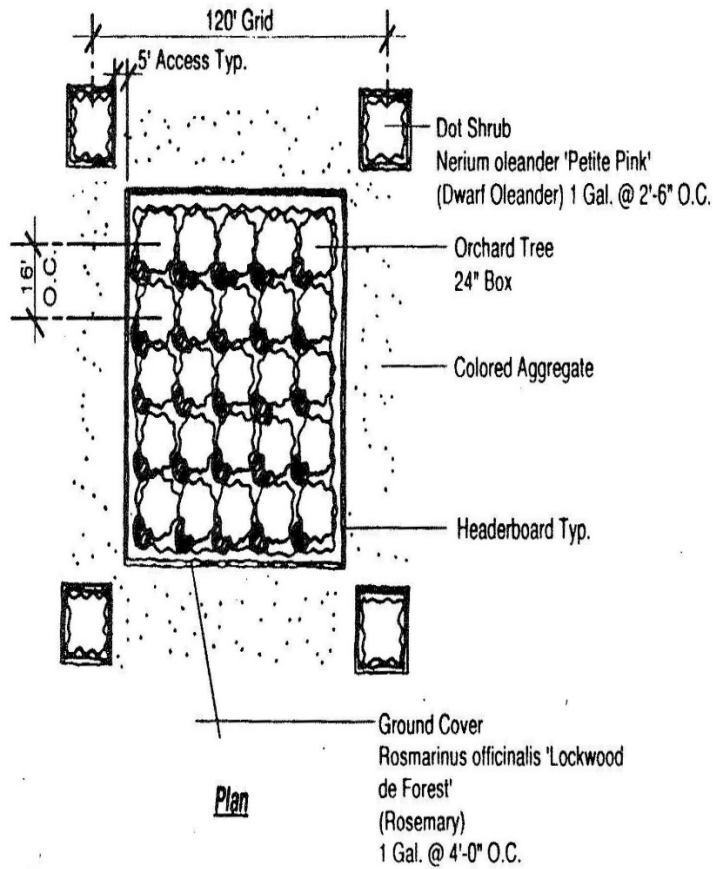
To improve mobility within the region, a number of governmental agencies have undertaken programs to upgrade the surface street system, to provide for alternative transportation modes, including the expansion of bus transportation opportunities and the addition of mass transit facilities, including commuter rail and light rail projects.

Strongly linked to regional transportation and mobility improvements is a concerted regional effort to improve air quality through increased reliance on carpooling, bus transportation, and mass transit, all of which decrease the use of single-occupant automobile traffic.

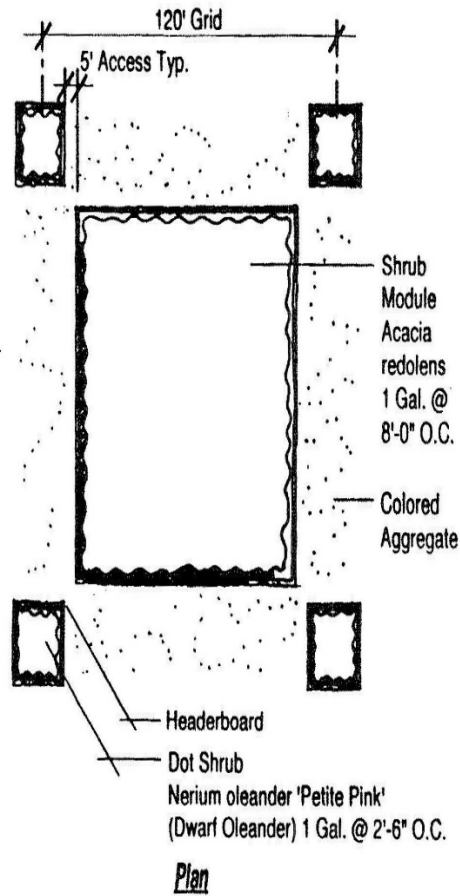
On November 4, 1992, the San Bernardino County Congestion Management Agency (CMA) adopted a Congestion Management Plan (CMP) for the County, which will affect the T/OBP project. Pursuant to the CMP, the traffic and circulation analysis for this project must comply with CMP guidelines.

Other regional transportation issues which have been considered in the development of this Specific Plan include: the Ground Access Program for Ontario International Airport, which

includes the expansion and construction of arterial highways and freeway interchanges in the community to accommodate the planned enlargement of the terminal for Ontario International Airport and Metrolink, which is a commuter rail link between Riverside and downtown Los Angeles with at least one stop in Ontario.



Module A: The Orchard

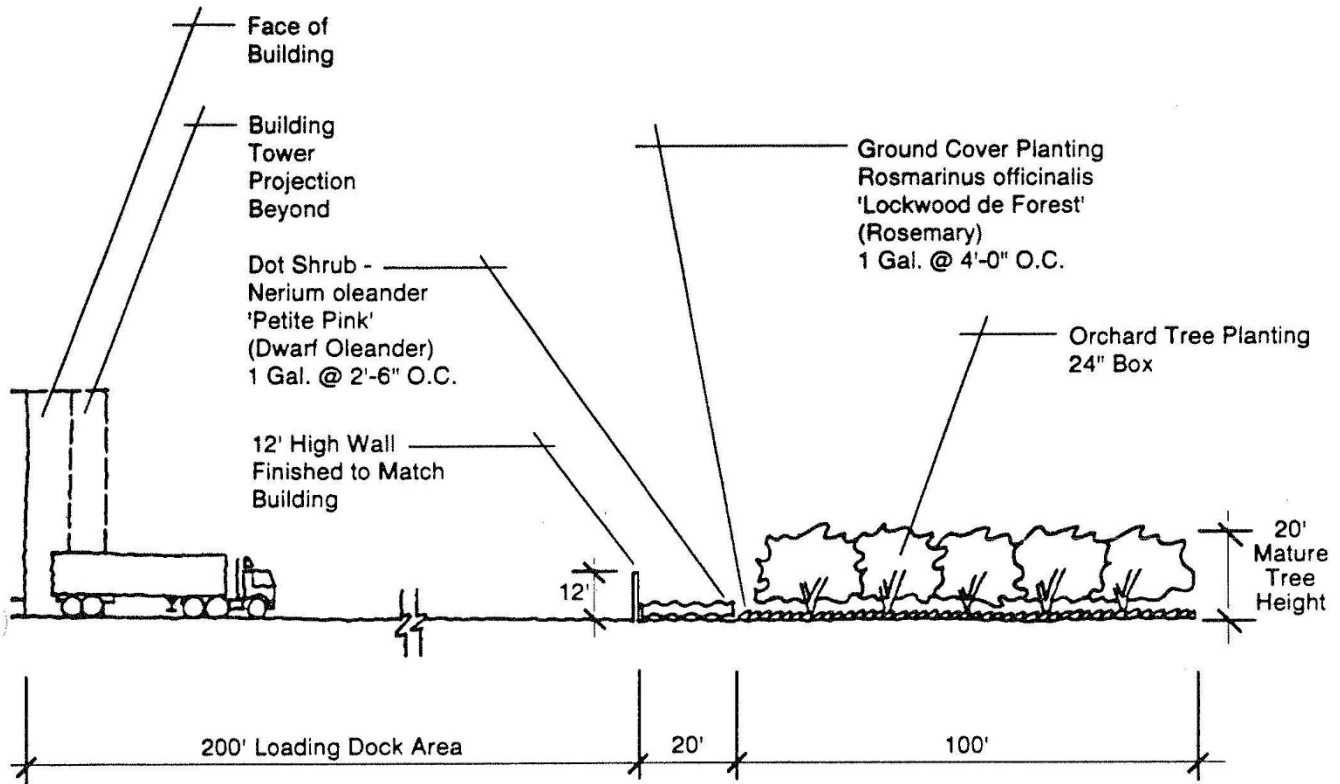


Module B: Shrubs

Scale: 1" = 60'

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Scale: 1" = 40'

Toyota NAPLD Loading Dock Screening

Exhibit 19

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<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>
<u>JURUPA STREETSCAPE</u>		
TREES		
Phoenix dactylifera	Date Palm	20' Brown Trunk
SHRUBS		
None		
GROUND COVERS		
Rosmarinus officinalis 'Lockwood de Forest'	Prostrate Rosemary	1 Gal. @ 4'-0" O.C.

<u>MILLIKEN STREETSCAPE</u>		
TREES (Informally grouped canopy trees)		
Pinus canariensis	Canary Island Pine	24" Box
Ginkgo biloba	Maidenhair Tree	24" Box
GROUND COVERS		
Rosmarinus officinalis 'Lockwood de Forest'	Prostrate Rosemary	1 Gal. @ 4'-0" O.C.

<u>FRANCIS STREETSCAPE</u>		
TREES (Informally grouped)		
Pinus canariensis	Canary Island Pine	24" Box
Koeleruteria bipinnata	Chinese Flame Tree	24" Box
GROUND COVERS		
Turf	Fescue-blend	Hydroseeded

<u>TOYOTA STREETSCAPE</u>		
TREES		
None		
SHRUBS		
Dianella Revoluta	Baby Bliss Flax Lily	1 Gal. @ 3'-0" O.C.
GROUND COVERS (in median)		
Cistus 'Sunset'	Rockrose	1 Gal. @ 3'-0" O.C.

<u>TOYOTA CIRCLE</u>		
TREES		
Washingtonia Filifera	California Fan Palm	25' Brown Trunk
Lagerstroemia indica	Crape Myrtle	24" Box
SHRUBS		
Dianella Revoluta	Baby Bliss Flax Lily	1 Gal. @ 3'-0" O.C.
GROUND COVERS		
Lonicera Japonica Curio Repens	Halls Honeysuckle Blue Chalksticks	Flats @ 12" O.C.

<u>MILLIKEN/JURUPA INTERSECTION</u>		
TREES		
Washingtonia Filifera	California Fan Palm	25' Brown Trunk
SHRUBS		
None		
GROUND COVERS		
Lonicera Japonica 'Halliana'	Halls Honeysuckle	1 Gal. 36" O.C.
Rosmarinus Officinallis 'Lockwood De Forest'	Rosemary	1 Gal. 36" O.C.

<u>PROJECT ENTRANCE (Rockefeller @ Milliken and Jurupa)</u>		
TREES		
Phoenix dactylifera	Date Palm	20' Brown Trunk
Lagerstroemia indica	Crape Myrtle	24" Box
SHRUBS		
Dianella Revoluta	Baby Bliss Flax Lily	5 Gal. @ 3'-0" O.C.
Turf	Fescue-blend	Hydroseeded

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>
<u>TEMPORARY LANDSCAPE AREAS</u>		
TREES (Informally grouped veil)		
Eucalyptus camaldulensis	Red Gum	5 Gal.
SHRUBS		
Rhaphiolepis Indica	India Hawthorn	1 Gal. @ 2'-6" O.C.
Existing Meadow to Remain Fallow		

<u>PARKING AREAS</u>		
TREES		
Cinnamomum camphora	Camphor Tree	24" Box
Geijera parviflora	Australian Willow	24" Box
SHRUBS (as windscreen)		
Ligustrum japonicum 'Texanum'	Texas Privet	1 Gal. @ 3'-0" O.C.
GROUND COVERS		
Lonicera Japonica 'Halliana'	Halls Honeysuckle	1 Gal. 36" O.C.

<u>MIXED USE INDUSTRIAL AREA</u> (Building edges and frontages and entry courtyards)		
TREES		
Eucalyptus rudis	Desert Gum	15 Gal.
Lagerstroemia indica	Crape Myrtle	24" Box
Washingtonia Filifera	California Fan Palm	20' Brown Trunk
Phoenix dactylifera	Date Palm	25' Brown Trunk
Magnolia grandiflora	Southern Magnolia	24" Box
Ginkgo biloba	Maidenhair Tree	24" Box
Pinus pinea	Italian Stone Pine	24" Box
SHRUBS		
Rhaphiolepis Indica	India Hawthorn	5 Gal.
Pittosporum tobira	Tobira	5 Gal.
'Wheeler's Dwarf'	Tobira	5 Gal.
Raphiolepis indica	Indian Hawthorn	5 Gal.
Xylosma congestum 'Compacta'	Shiny Xylosma	5 Gal.
Ligustrum	Privet	5 Gal.
Juniperus sabinia 'Tamariscifolia'	Tamarix Juniper	5 Gal.
GROUND COVERS		
Rosmarinus officinalis	Rosemary	1 Gal. @ 4'-0" O.C.
Lonicera Japonica 'Halliana'	Halls Honeysuckle	1 Gal. 36" O.C.
Trachelospermum jasminoides	Star Jasmine	1 Gal. @ 2'-0" O.C.

<u>INTERIOR SITE</u>		
MODULE A - THE ORCHARD		
Olea europaea 'Wilsonii'	Wilson's Olive	24" Box
Rhus lancea	African Sumac	24" Box
Schinus molle	California Pepper	24" Box
GROUND COVER BELOW		
Rosmarinus officinalis	Rosemary	1 Gal. @ 4'-0" O.C.
Vinca major	Periwinkle	Flats @ 12" O.C.
Lonicera Japonica	Halls Honeysuckle	Flats @ 12" O.C.
MODULE B - SHRUBS		
Acacia redolens		1 Gal. @ 8'-0" O.C.
MODULE C		
Crushed Colored Aggregate		2" Deep
THE DOT		
Rhaphiolepis Indica	India Hawthorn	1 Gal. @ 2'-6" O.C.
TOWER SHRUB BANDS		
Dianella Revoluta	Baby Bliss Flax Lily	1 Gal. @ 3'-0" O.C.

Exhibit 20

Recommended Plant Palette



3.4.2 Circulation and Transportation Overview

Exhibit 21 depicts the major components of the circulation and transportation system to support the level of development intensity on the project site. These elements include an expanded and enlarged Jurupa Street/I-15 Freeway interchange; arterial streets Milliken Avenue, Jurupa Street, and Francis Street, a new private local street, known as Toyota Way and links to the regional public transportation system, OmniTrans. The proposed location of bus bays adjacent to the project is shown on **Exhibit 24**.

3.4.3 Jurupa Street, Milliken Avenue and Francis Street Improvements

3.4.3.1 Existing Conditions

Jurupa Street, which forms the northerly boundary for the project site, presently has a total right-of-way width of 112 feet with a curb-to-curb width of 108 feet, and is improved as a four-lane divided arterial highway with curb and gutter on both the north and south sides of the roadway. A raised median has been constructed within Jurupa Street.

Milliken Avenue has a dedicated right-of-way width of 120 feet (94 feet curb-to-curb) and has been configured as a four lane arterial highway with full curb and gutter improvements.

Francis Street has a right-of-way width of 50 feet with a 48 foot Curb-to-Curb width.

No sidewalks have been built in the vicinity of the project.

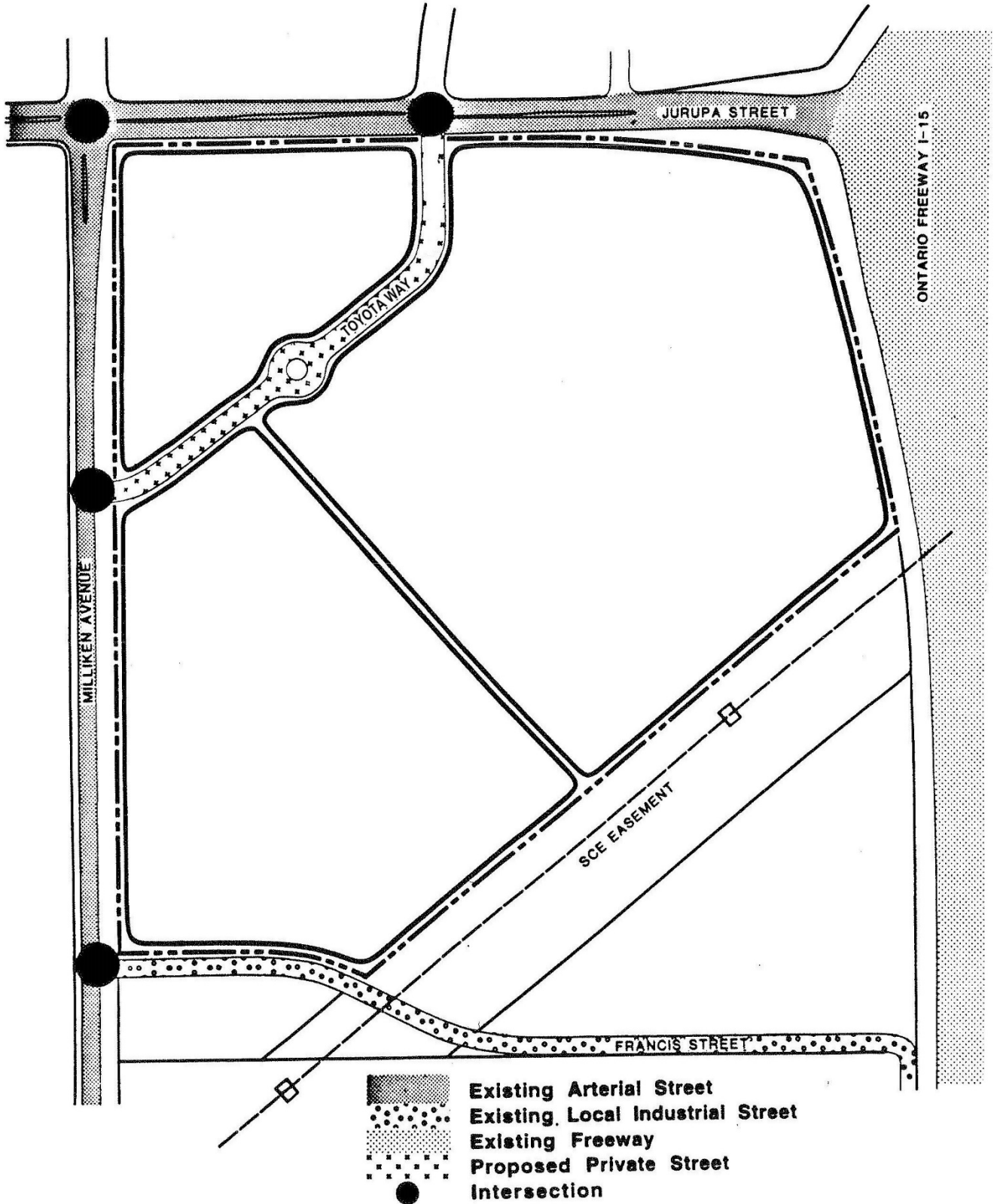
3.4.3.2 Planned Improvements

Exhibit 22a shows, in cross-section format, the ultimate mid-block configurations of Jurupa Street and Milliken Avenue.

A new private street will also be constructed, known as a Toyota Way, which will link Jurupa Street and Milliken Avenue, and which will also provide primary vehicular access into the Business Park. The curb-to-curb width of Toyota Way will be sixty (60) feet. The cross-section design for both Toyota Way and Francis Street are shown on **Exhibit 22b**.

In each instance, these improvements are consistent with the City of Ontario's Master Plan of Streets and Highways.

In conjunction with the T/OBP project, traffic signals will be constructed at the intersections of Milliken Avenue/Toyota Way and Jurupa Street/Toyota Way. A traffic signal has previously been approved for construction at the intersection of Francis and Milliken and is not part of this project. The existing signal at Milliken Avenue/Jurupa Street will be modified to accommodate a new right turn lane.

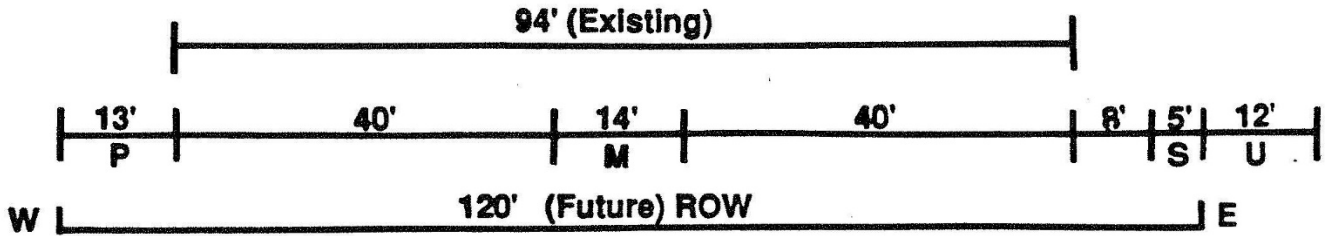


Scale 1"=300'

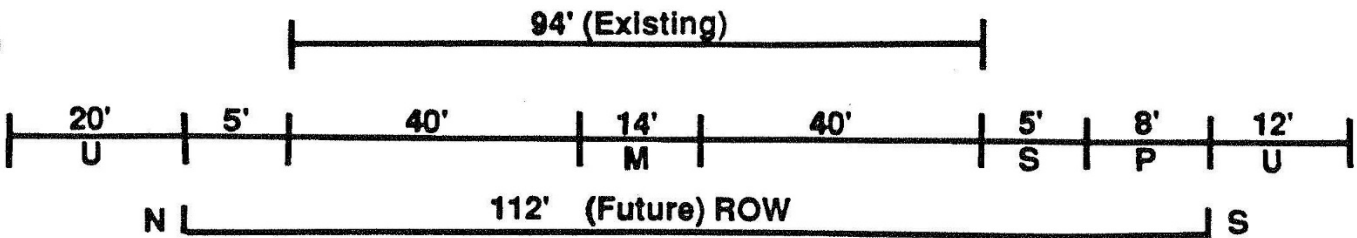
Exhibit 21
Circulation Concept



Milliken Avenue



Jurupa Street



Legend

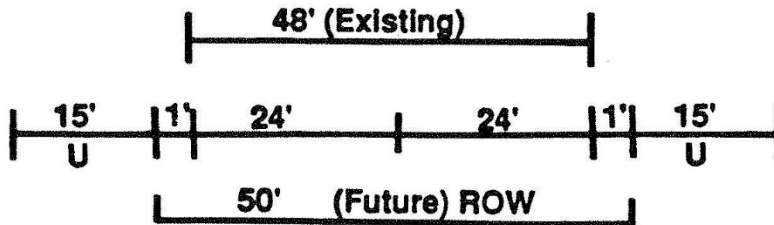
- M** Median
- U** Utility and Landscape Easement
- S** Sidewalk
- W** Private Walkway

Exhibit 22a
Milliken / Jurupa
Cross Sections

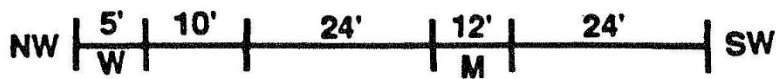
No Scale



Francis Street



Toyota Way (Private)



Legend

- M Median
- U Utility and Landscape Easement
- S Sidewalk
- W Private Walkway



All of these improvements will be incorporated into and financed by Assessment District 106:

- Milliken Avenue:
 - The addition of a 250-ft. long right turn pocket on northbound Milliken Avenue to eastbound Jurupa Street.
 - A median break to allow a left turn pocket for southbound Milliken Avenue to eastbound Toyota Way.
 - Construction of two bus turnouts, one just north of Francis Street and one north of Rockefeller Street.
 - Construction of a new traffic signal at the intersection of Milliken Avenue and Toyota Way and the modification of the existing signal at Milliken Avenue and Jurupa Street.
- Jurupa Street:
 - Construction of a traffic signal at the intersection of Jurupa Street and Toyota Way.

3.4.4 I-15/Jurupa Interchange

Caltrans has prepared plans for the improvement of the existing Jurupa Street/I-15 interchange. The existing diamond interchange configuration is planned to be retained. Primary improvements will include the widening of Jurupa Street to three lanes in each direction with dual left turn lanes accessing the I-15. The existing freeway on-ramps will be widened to three lanes.

The above interchange improvements are anticipated to be completed by late 1994. Funding is to be provided by a combination of Federal grants and the State of California sources, and are not part of the T/OPB.

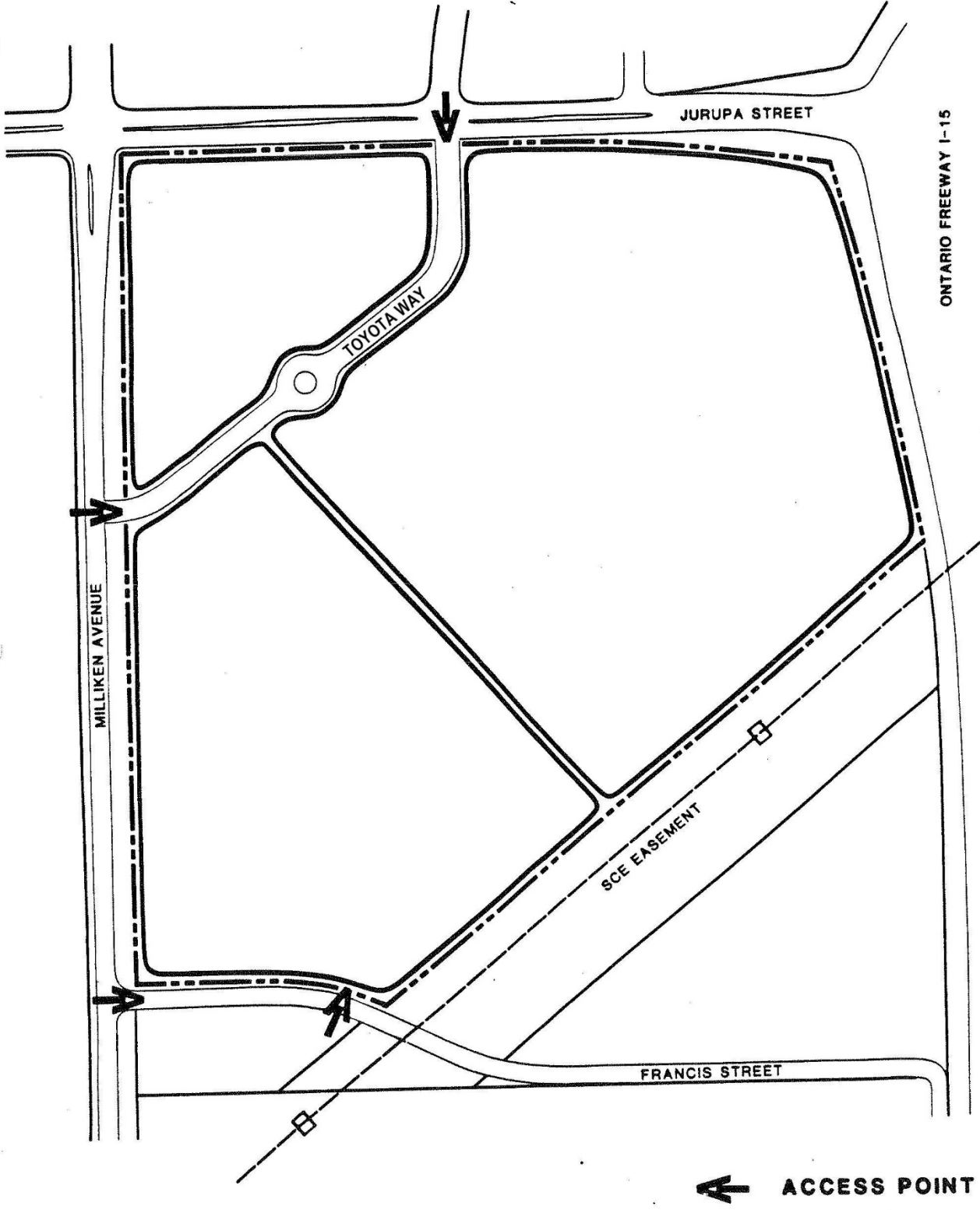
3.4.5 Access Points

Exhibit 23 shows the approximate location of primary vehicular entry points into the project. The precise location of access points will be indicated on site plans for individual projects within the T/OBP project. Additional access points, if desired, shall be subject to the approval of the Planning and Engineering Departments.

3.4.6 Truck Routes

The NAPLD facility will be served by tractor-trailer trucks originating at the Ports of Los Angeles and Long Beach. The primary truck routing paths include the use of the SR-60 (Pomona) Freeway exiting at Milliken Avenue, a right turn onto Francis Street and a left turn into the project site. It is estimated that some truck travel paths would include use of the I-15 (Ontario) Freeway, exiting at Jurupa Street, a left turn on Milliken, left turn onto Francis Street and a final left turn into the project site. A number of the trucks exiting the site would use I-15 and I-10 freeways. Other trucks leaving the site, would use the SR-60 freeway to return to the ports area or to serve auto dealers in the Southern California area. In the future, truck travel paths, origins and destinations, are expected to become more diverse.

Toyota Ontario Business Park



Scale 1"=300'

Exhibit 23
Access Points



It is anticipated that a majority of the truck trips will take place during non-peak commute hours.

On-site rail service will not be used.

3.4.7 Public Transportation and Pedestrian Facilities

At the present time, there is no public transit service to the project site. Future transit service is anticipated by OmniTrans based on the relatively large size of the facility and the number of employees to be located within the complex. **Exhibit 24** shows the approximate location of bus turnouts adjacent to the project. The precise design of each bus turnout facility and timing of installation will be mutually agreed by the City of Ontario, OmniTrans staff and landowner.

Planned pedestrian facilities are also shown on **Exhibit 24**. Public sidewalks are anticipated near the intersection of Jurupa Street and Milliken Avenue which are planned to be integrated with private walkways serving the office complexes and the entries to warehouse and distribution buildings.

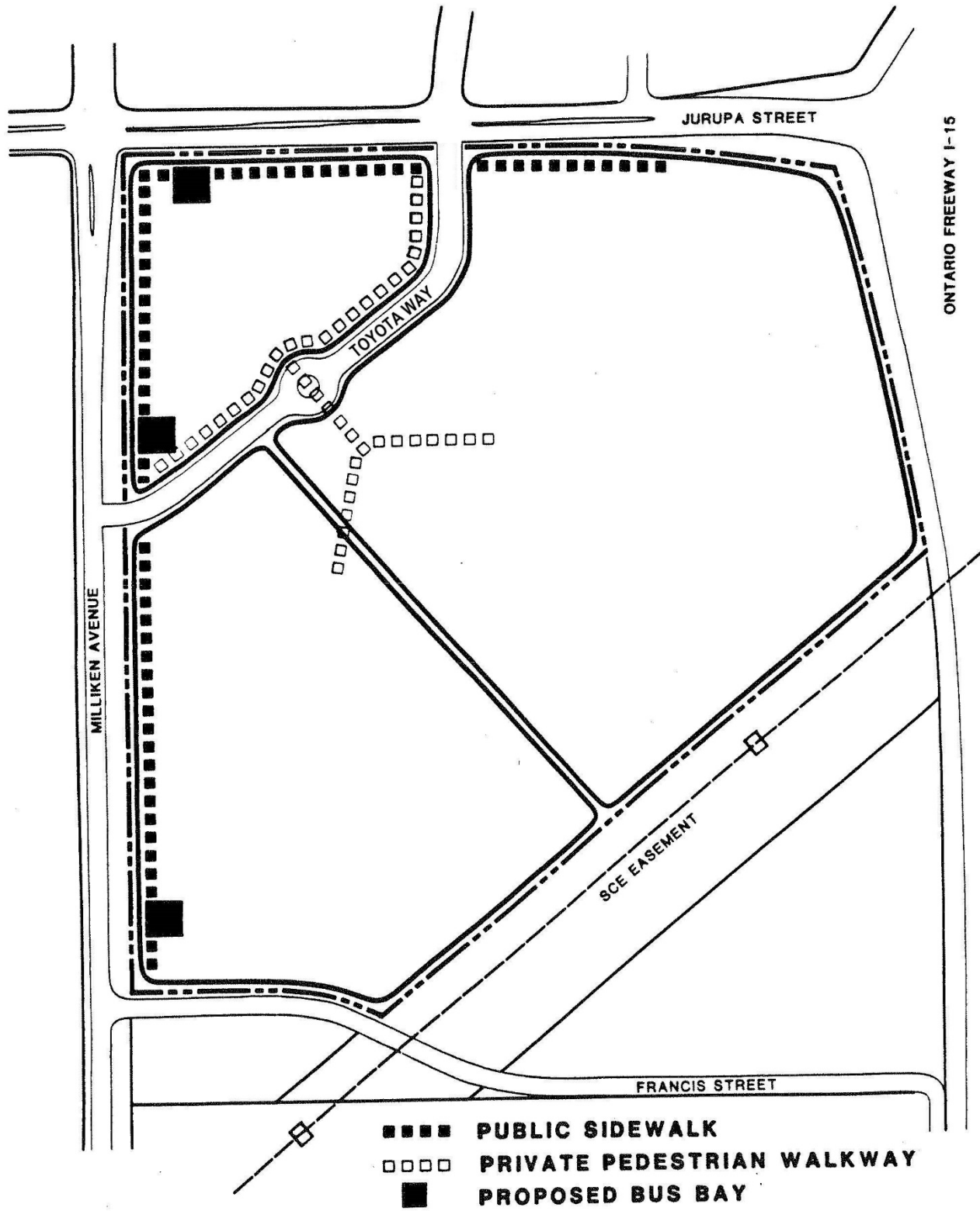
3.4.8 Transportation Demand Management

An important component of the project is the incorporation of Transportation Demand Management (TDM) concepts. The goal of TDM is to reduce the number of automobiles entering and leaving the site at peak travel times which will, in turn, reduce traffic congestion within the region and thereby reduce emission of air pollutants.

Strategies to achieve this goal includes use of carpooling and/or vanpooling, use of public transit opportunities, alternative work hours and reliance upon alternative transportation modes, such as bicycling.

Objectives of TDM include:

- Increased traffic levels generated by new development on the site will be mitigated through TDM strategies aimed at reducing the number of peak hour trips.
- Requirements of the South Coast Air Quality Management District to achieve regional air quality standards are to be partially addressed through implementation of TDM requirements.



Scale 1"=300'

Exhibit 24
***Pedestrian Paths and Bus
Bays***



3.4.8.1 Role of Property Owner, City of Ontario and South Coast Air Quality Management District

The individual property owner of any property owned within the specific plan area, or its designated agent, will be the responsible party for designing and implementing specific TDM methods for that property. These methods are described in the following section. The City of Ontario will review individual site plans within the project for consistency with TDM elements as outlined in the Specific Plan. The South Coast Air Quality Management District reviews and approves trip reduction plans for facilities having 100 or more people.

3.4.8.2 Trip Reduction Plan

Consistent with the provisions established by the South Coast Air Quality Management District Regulation XV, a comprehensive Trip Reduction Plan (TRP) shall be completed and submitted to the City of Ontario and the South Coast Air Quality Management District prior to or subsequent with the first site plan to be filed within the T/OB Project, and shall apply to all additional site plans approved by the City. The Trip Reduction Plan consists of specific measures to be taken to ensure that an Average Vehicle Ridership of 1.5 is achieved and maintained. Techniques and strategies which can be employed to reach this goal are listed in Section 3.4.8.3. Compliance with this requirement will be monitored through annual reporting and updates.

If a portion of the project site is later sold to another owner by Toyota Motor Sales, the new owner shall have the responsibility of submitting a separate Trip Reduction Plan should a minimum of 100 employees be located on the site.

The Trip Reduction Plan shall contain, at minimum, the following information:

- Proposed land use or uses;
- Gross building square footages and site address;
- Number of employees at the site (by shift) and methods used to determine employee population;
- Hours of operations, work hour shifts and related information which may assist in developing TRP;
- A listing of nearby businesses which have or plan to have a TRP in place;
- A listing of specific trip reduction techniques to be used to achieve trip reduction goals and estimated time frames for installation of physical improvements (such as bike racks) or start dates for trip reduction programs (such as carpooling);
- The name of the Employee Transportation Coordinator (ETC) who will be responsible for developing, implementing, and evaluating the effectiveness of the TRP;
- A discussion of estimated costs of funding sources necessary to implement the TRP;
- Provision for annual monitoring and updating of the TRP, including information as to achievement of trip reduction goals for the year. If reduction goals are not met,

a specific listing of additional methods which will be implemented over the next year must be included.

3.4.8.3 Trip Reduction Techniques

Individual site plans within the project will contain some or all of the following trip reduction techniques. Such techniques will be specified upon submittal of site plans to the City of Ontario.

Facility Improvements (on-site):

- Provision of bicycle lockers;
- Provision of on-site bus benches, bus shelters and bus turnouts;
- Reservation of high occupancy vehicle parking areas in convenient locations;

Employee Benefits:

- Preferential parking for carpools/vanpools;
- Distribution of incentives and subsidies, such as bus passes and similar incentives;
- Prizes for participation in carpools/vanpools;
- Alternative work hours and flex time options;
- Provision for telecommuting.

Alternative Transportation Modes:

- Bus (public or private transit);
- Train (when and if available);
- Carpooling/vanpooling;
- Bicycling.

As part of the Trip Reduction plan, the transportation coordinator shall ensure that all employees are aware of the Trip Reduction Plan and the various incentives and programs available.

3.5 Grading Concept

Existing site conditions consist of undeveloped land, gently sloping in a southeasterly direction. Consisting of loose soil, the site is covered with seasonal vegetation and a few trees that may be removed during grading operations. Drainage for the site consists generally of sheet flow in a southeasterly direction towards Francis Street, where it is collected in existing City storm drain systems.

Grading for the project will consist of both mass and precise grading. The site is to be developed in multiple phases, with large areas landscaped to create a visual statement that will also accommodate future phased construction.

The initial phase of the grading concept calls for the construction of phase I of the NAPLD facility, along with roadways connecting to Jurupa Street, Milliken Avenue and Francis Street as well as truck loading areas and parking areas. Small amounts of grading will also occur adjacent to Milliken Avenue and Jurupa Street to allow for installation of streetscape improvements and sidewalks. This area, identified as Planning Areas 1 and 2 on **Exhibit 25**, will be designed such that no importation of soil from outside of the site will be required.

The remaining phased construction of the regional distribution facility in Planning Area 3 and the development of Planning Area 1 will proceed as the need is encountered and will utilize on-site materials when possible. The preliminary earthwork estimates for Phase 1 of development (Planning Areas 1 and 2) will require approximately 290,000 cubic yards of material to be handled. The future development of Planning Area 1 will require approximately 30,000 cubic yards and Planning Area 3 will require approximately 140,000 cubic yards. The total estimated quantity of soil to be handled is approximately 460,000 cubic yards.

Prior to issuance of building permits, the developer must obtain permits for dust control from the City of Ontario as well as the San Bernardino County Department of Agriculture. The notice of intent for the NPDES permit will also be required. Grading operations shall meet or exceed all Federal, State, and local NPDES requirements.

The Chino Basin Municipal Water District has a large Interceptor Relief Sewer line in an easement along the south easterly boundary of the site. Their review and approval will be required prior to the start of any of the grading operations.

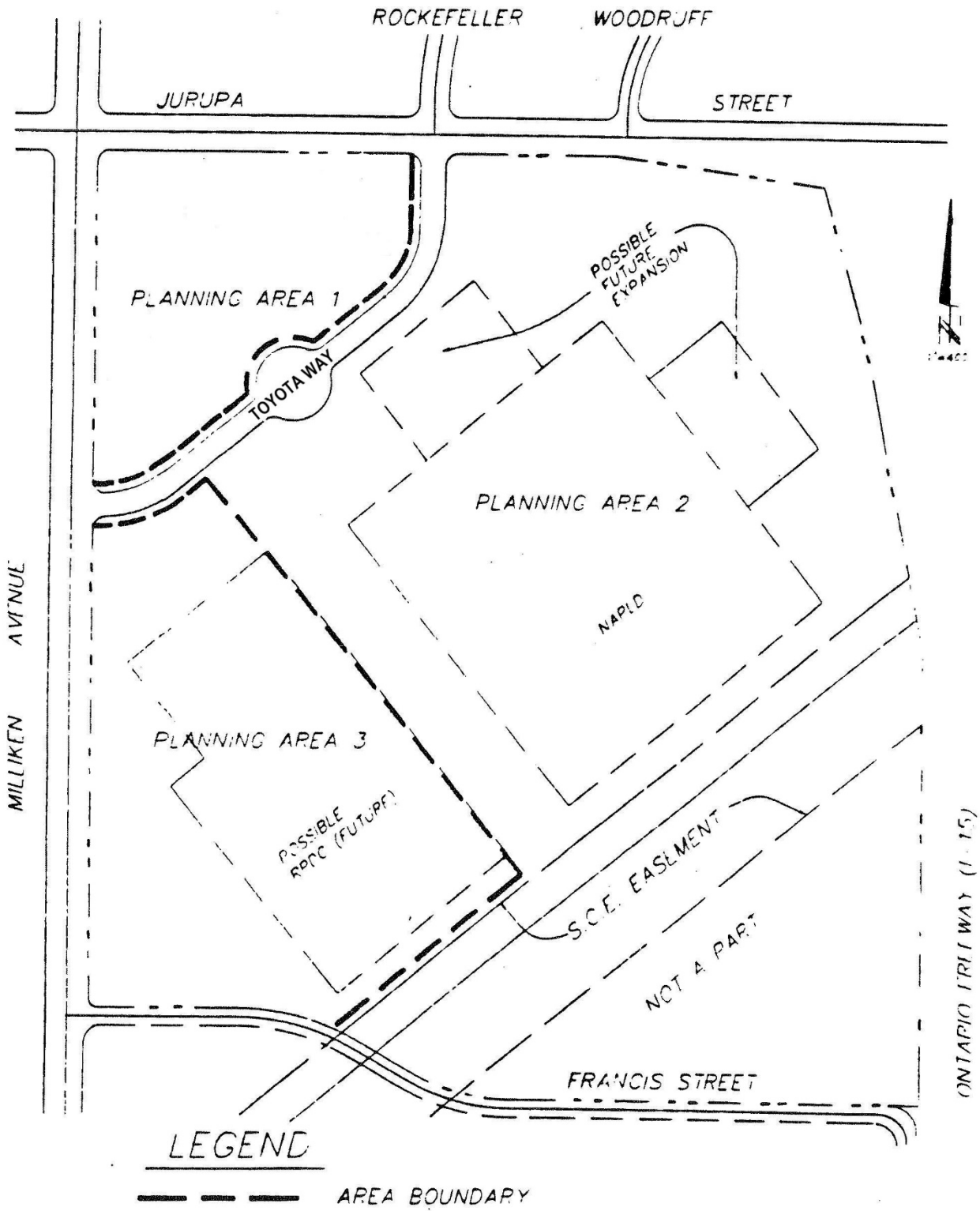
3.6 Infrastructure and Public Services

Presented below are descriptions of the existing water, sewer, and storm drain systems in the vicinity of the project site as well as the improvements that will be required to accommodate the proposed project. Technical master plans for infrastructure components for T/OBP have been printed separately.

So that improvements will be sized conservatively, the water and sewer master plans assume that the facilities built will have an industrial use rather than a mix of industrial and office/research and development uses. The industrial land use designation yields higher values for water demand as well as for wastewater generation.

3.6.1 Water System

The City of Ontario provides water service to the site, which lies within the Eighth Street system and the proposed Phillips Street system. Generally, this site was analyzed in the "Master Plan of Sewer and Water for the Entratter Property" (by Williamson and Schmid in



Scale 1"=300'

Exhibit 25
Concept Grading



December of 1989). However, several factors make it likely that the assumptions and conclusions contained in this earlier study may be subject to modification. First, the City's current study of the entire water system could result in new data for existing system segments. In addition, changes to the siting of buildings have required the reconfiguration of the previously designed system for the site.

3.6.1.1 Existing Water Systems

The City of Ontario currently serves the site with a 16" line in both Milliken Avenue and Jurupa Street, as well as a 12" line north of the street centerline in Francis Street. These lines are within the City of Ontario's Eighth Street System.

There is also an 18" line in Milliken Avenue and a 12" line south of the street centerline in Francis Street that are within the City's proposed Phillips Street System. This system operates at a lower pressure than the Eighth Street System and will ultimately be supplied by a reservoir to be located near the Interstate 10 Freeway and Milliken Avenue. Currently, this system is connected to the Eighth Street System and is supplied by a pressure reducing station located approximately 250' south of Francis Street.

Although the City of Ontario is attempting to provide non-reclaimable water lines for landscape and irrigation uses, no such lines are currently in the vicinity of this project. Therefore, services for landscape and irrigation will be provided by the existing lines bordering the site. Final design of the system will permit connection to any future non-reclaimable water lines.

3.6.1.2 Water System Requirements

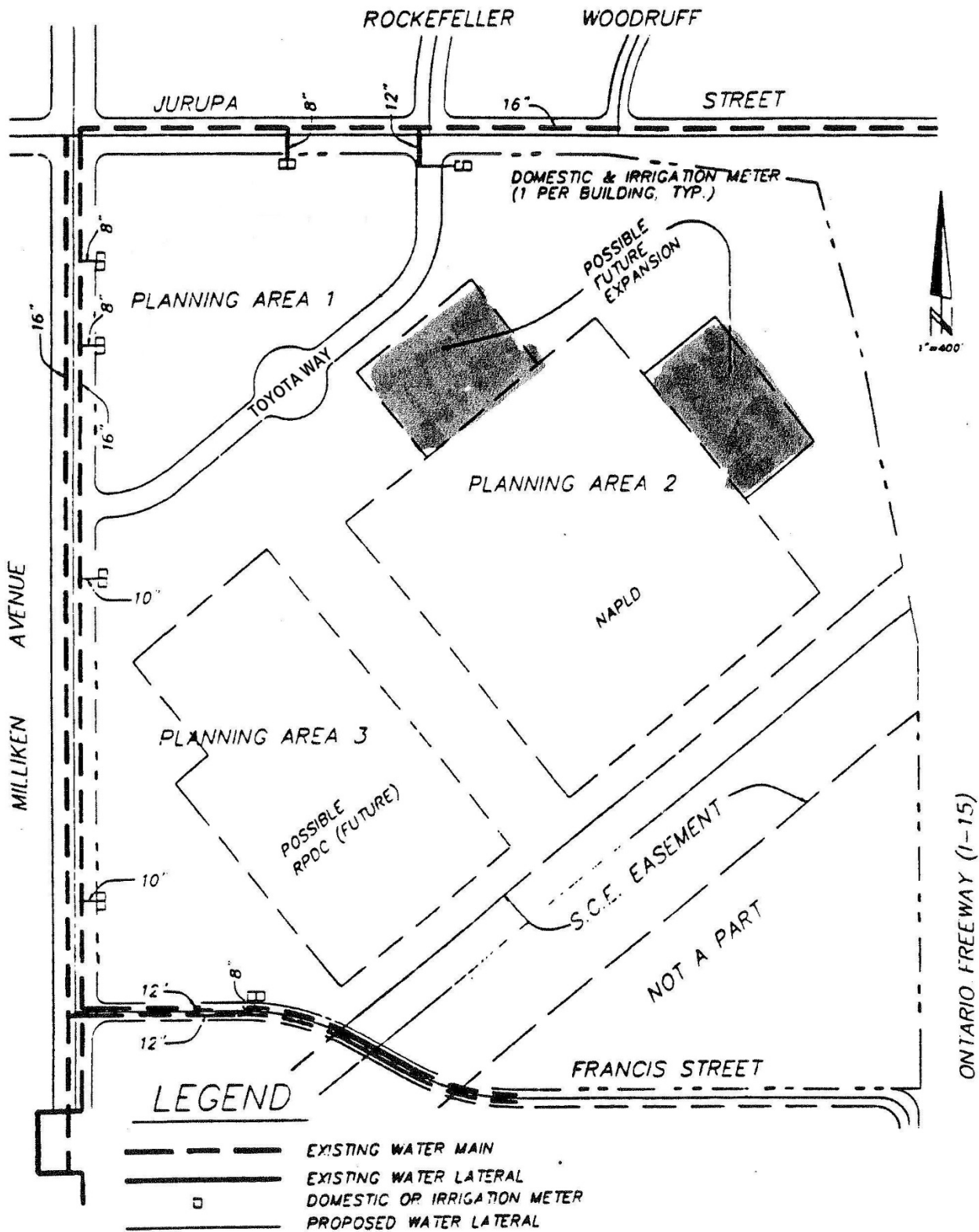
A Water Master Plan for T/OBP has been prepared to be used as a guide for the design and construction of the water system for the project. The Water Master Plan also indicates the water facilities necessary to provide service and meet fire flow requirements.

All water facility improvements will be constructed in accordance with the requirements of the City of Ontario. Minimum pressures should be normally above 40 pounds per square inch (PSI) under maximum day conditions. The maximum velocities should not exceed 10 feet per second and the minimum residual pressure allowed is 20 psi for fire flow conditions. Fire hydrant spacing will generally be between 300' and 350'. Fire hydrants will be located in accordance with Ontario Fire Department recommendations.

Fire flow demands of approximately 3,000 gallons per minute (gpm) shall be assumed at two fire hydrant locations (for a total of 6,000 gpm demand) spaced no more than 300 feet apart.

3.6.1.3 Water Master Plan

The services for domestic and landscape/irrigation uses will be provided by the existing Eighth Street system facilities bordering the site. Existing laterals will be utilized when practical and, if none exists where needed, new laterals will be constructed. Each building will be separately metered.



Scale 1"=300'

Exhibit 26
Concept Water System



If future development of the results in building(s) that exceed two stories, booster pumps may be required to insure adequate pressures at the upper stories.

Exhibit 26 shows the proposed ultimate water system, in concept format, for domestic and landscape/irrigation service.

The fire protection system will be independent of the domestic system. The proposed system utilizes the 12" Phillips Street System line in Francis Street as its source. The proposed system is looped; the plan will call for a secondary storage tank to be constructed in the southeast portion of the site rather than connecting to an existing main as a second source. Pumps are proposed at both sources to boost the pressures so that adequate fire protection will be provided.

The fire protection system is connected to the Phillips Street system because of the uncertain reliability of the Eighth Street System to provide adequate supplies for use in fire protection. The fire protection system for this site may be revised when the City's ongoing study of the entire water system has been completed.

Prior to the issuance of occupancy permits, future applicants shall submit documentation to the City of Ontario Building Department that all appropriate water conservation measures have been incorporated into building and site designs. Compliance with all relevant State laws will be demonstrated, including Title 20 and Title 24. Drought tolerant landscaping, efficient irrigation, and mulching shall be employed where appropriate.

3.6.2 Sewer Master Plan

This site was included in the "Master Plan of Sewer and Water for the Entratter Property" (prepared by Williamson and Schmid in December 1989). However, the development of this site has changed considerably since preparation of that report with the addition of approximately 8 acres in the northwest and southwest corners and the construction of Francis Street along the southerly boundary. The current plan both responds to the current site configuration and complies with restrictions on utilities crossing the Southern California Edison right-of-way.

3.6.2.1 Existing Sewage Conveyance System

The City of Ontario provides sewage collection for this site. The Chino Basin Municipal Water District (CBMWD) accepts the flow from the City lines into their interceptor and relief sewers, which is then conveyed to the CBMWD Regional Treatment Plant 1.

Major existing sewer lines in the project vicinity include an 18" line in Jurupa Street and Milliken Avenues, and a 10" line in Francis Street. The 18" line in Jurupa Street is connected to the 18" line in Milliken Avenue in the intersection of the two streets. However, the manhole was rechannelized when the line in Jurupa Street was extended westerly. Flows that previously flowed southerly in Milliken Avenue now flow westerly in Jurupa Street; only the flows generated by properties fronting Milliken Avenue contribute flow into the 18" line in Milliken Avenue.

The CBMWD had a 66" Interceptor Relief Sewer and a 36" Interceptor Sewer. The 66" line runs adjacent to the Southern California Edison Easement along the southeasterly border of the property, while the 36" line runs along the southerly edge of Francis Street.

A metering manhole located approximately 190 feet south of the centerline of Francis Street limits the capacity of the 18" sewer in Milliken Avenue to 1.28 cfs. The existing 18" sewer south of Francis Street turns easterly through a manhole and decreases to 8". The sewer turns southerly, and increases to 10" to the upstream end of the metering manhole. Upon leaving the metering manhole, the pipe size is again 8" until it connects to a manhole at the intersection with the 66" CBMWD Fontana Interceptor Relief Sewer.

3.6.2.2 Sewage Flows

Average wastewater flows differ by type of land use and by overall building coverage. Unit flow factors used in previous California Commerce Center sewer master plans and previous infrastructure master plans for this site were based on gross acreage. This approach has been used in calculating flows for this site.

In addition, a peaking equation presented in the previous sewer master plans was used to calculate peak flows and form the basis of design for sizing collection sewers. The wastewater flow factors and peaking equations are shown in **Tables 2** and **3**, respectively.

Table 2 Average Wastewater Flow Factors

City of Ontario Sewer Master Plan (gal/ac-day)	California Commerce Center (gal/ac-day)	Entratter/Baxter Site (gal/ac-day)	Toyota NAPLD (gal/ac-day)
4,000	1,950	4,000	4,000

Source: Williamson & Schmid, *Draft- Master Plan of Water and Sewer for the Toyota NAPLD (Ontario)*, 3-22-93.

Table 3 Wastewater Peak Flow Equation

Peaking Equation	Units
$Q_{pk} = 2.42 - 0.235 \ln Q_{avg}$	CFS

Source: Williamson & Schmid, *Draft- Master Plan of Water and Sewer for the Toyota NAPLD (Ontario)*.

3.6.2.3 System Requirements

Design and construction of the sewer system will be completed in accordance with the standards and specifications of the City of Ontario. After calculating peak flows, the sewer lines were sized based on maximum 50 percent full of 8" diameter line and maximum 75 percent full for sizes greater than 8" at peak flow with a minimum velocity of 2 feet per second.

The estimated pipe slope used was based on preliminary finish grade and proposed street alignment. The minimum depth of sewer will be 6 to 7 feet below finished grade. Manholes will be spaced at 300 to 400 feet. All facilities will be built in locations approved by the City. The sewer system has been laid out so that all portions of the site can be served by public sewers, in public rights of way or in easements, without the necessity of pumping.

3.6.2.4 Sewer Plan

Applying the peaking factor to the total average flow for this site yields 1.83 cubic feet per second (cfs). The site configuration allows for the flow to be divided and distributed into two different sewer systems. Each of the systems ultimately flows to CBMWD's Regional Treatment Plant No. 1.

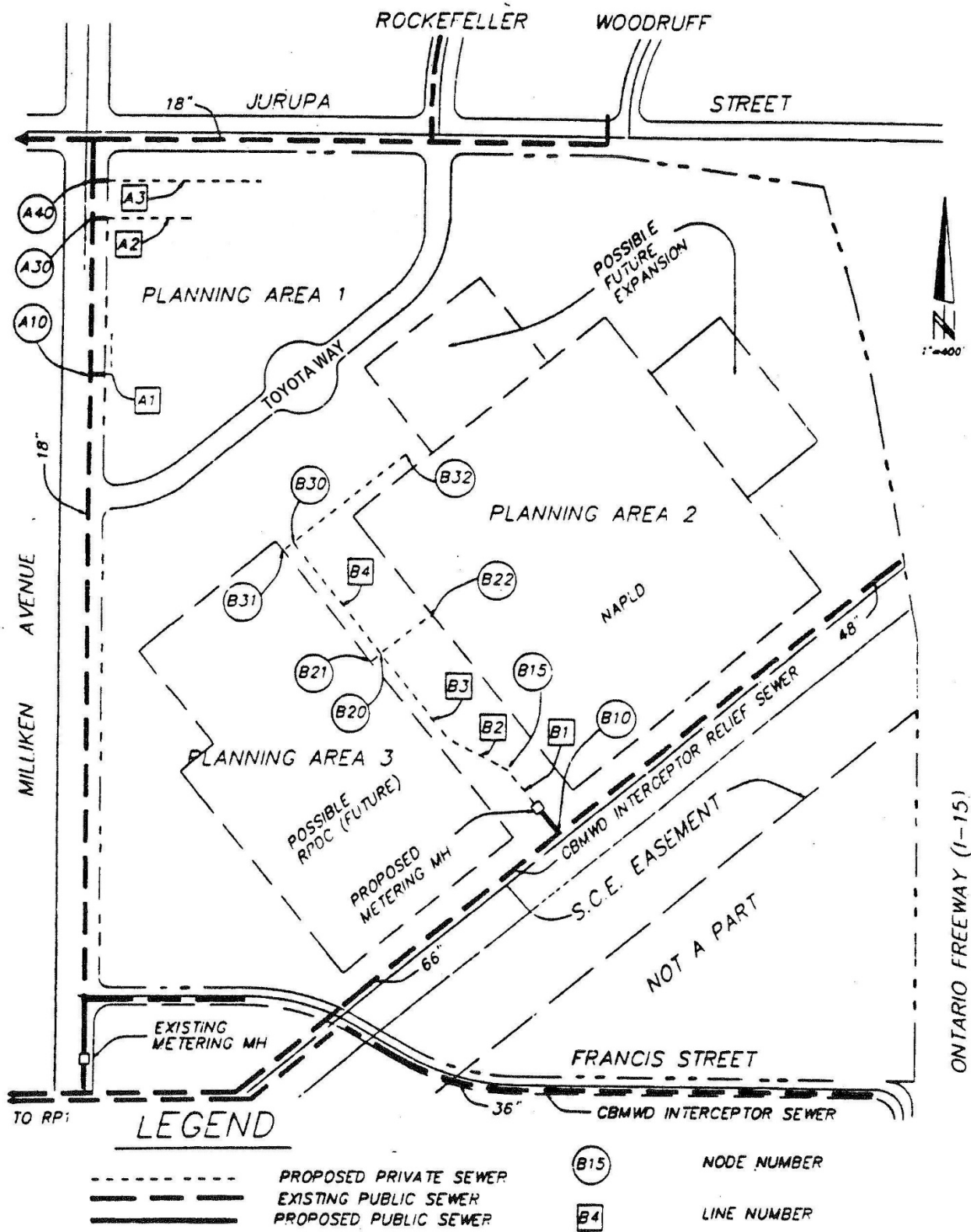
Planning Area 1 was analyzed to consider development of Research and Development Offices as a maximum use. Located at the northwest corner of the site, this use would generate 0.29 cfs, and flow into the existing 18" sewer in Milliken Avenue. A triangular shaped portion of the southwest corner of the site, although containing only open space at this time, as well as an adjacent area just south of Francis Street has been tabulated to generate 0.14 cfs, and flow into the existing 10" sewer line in Francis Street. Both of these areas could contain buildings in the future and would best be served by the existing 10" sewer in Francis Street. Should a warehouse building(s) be developed in Planning Area 1 instead of offices, the sewer demand would be less. At the time of entitlement, the specific project will be analyzed to confirm anticipated sewer flow.

The existing 10" line in Francis Street connects to the existing 18" line in Milliken Avenue in the intersection of the two streets. Therefore, the total flow from this site entering the existing 18" line in Milliken Avenue is 0.43 cfs.

In addition to these areas of the project site, the area bounded on the north by Jurupa Street, on the south by the future extension of Francis Street, on the east by Milliken Avenue, and on the west at the midpoint between Milliken and Dupont Avenues was calculated to flow into the existing 18" line in Milliken. Applying the generation factor to the area of 39.4 acres, yields a peaked flow of 0.66 cfs. This flow, combined with the 0.43 cfs generated from this project site, totals 1.09 cfs.

The proposed NAPLD and regional distribution facility will flow into the existing 66" CBMWD Fontana Interceptor Relief Sewer. The total flow from all of these facilities will be 1.35 cfs.

A request for service to connect a new facility to an interceptor or relief sewer is initiated by the municipality being served rather than individual users. The City of Ontario must submit a formal letter to the CBMWD Board of Directors requesting this type of connection.



LEGEND

- | | | | |
|--|------------------------|--|-------------|
| | PROPOSED PRIVATE SEWER | | NODE NUMBER |
| | EXISTING PUBLIC SEWER | | LINE NUMBER |
| | PROPOSED PUBLIC SEWER | | |

Scale 1"=300'

Exhibit 27
Concept Sewer System



3.6.2.5 Sewer Master Plan

Exhibit 27 shows the proposed sewer concept plan for the Toyota/Ontario Business Park, including existing facilities, pipe sizes for the backbone system and related components. The limited capacity of the existing 18" line in Milliken Avenue has not been exceeded.

3.6.3 Storm Drainage System

This master plan serves as a guide for design and construction of drainage systems for this project. This master plan considers the existing and future regional drainage facilities as well as the drainage from this site and its effect on existing master planned facilities.

3.6.3.1 Methodology

This drainage study follows the procedures outlined in the 1986 San Bernardino County Hydrology Manual. All of the watersheds studied for this site encompass less than one square mile in area and therefore the rational method has been used for the hydrologic analysis. Based on a 1985 rainfall study in the City of Ontario, a slope of 0.55 for the intensity-duration curve will be used in lieu of the 0.60 slope provided in the Hydrology Manual.

3.6.3.2 Existing Storm Drain Systems

The existing storm drain facilities, as shown on **Exhibit 28**, will be utilized to drain the project site. The facilities consist of the following:

A. Existing 90" Reinforced Concrete Pipe

This system is in Toyota Way, crosses Jurupa Street and turns easterly, then it runs easterly along the southerly side of Jurupa Street before turning southerly along the Interstate 15 Freeway, then it runs southerly parallel to the Interstate 15 Freeway before turning easterly at the Southern California Edison easement, it then continues easterly, across the Interstate 15 Freeway as an 8'x8' reinforced concrete box, where it terminates at the County of San Bernardino's Wineville Detention Basin.

B. The Baxter Storm Drain System-West

This system consists of 48" reinforced concrete pipe in Francis Street that drains ultimately to the Philadelphia Street Master Planned Storm Drain System.

C. The Baxter Storm Drain System-East

This system consists of a 27" reinforced concrete pipe in Francis Street that ultimately drains to the Philadelphia Master Planned Storm Drain System.

D. The City of Ontario AD 106 Storm Drain System

This proposed system consists of two 18" reinforced concrete pipes connecting to a 24" reinforced concrete main line in Milliken Avenue at Francis Street. this system will ultimately connect to the storm drain facility in Philadelphia Street.

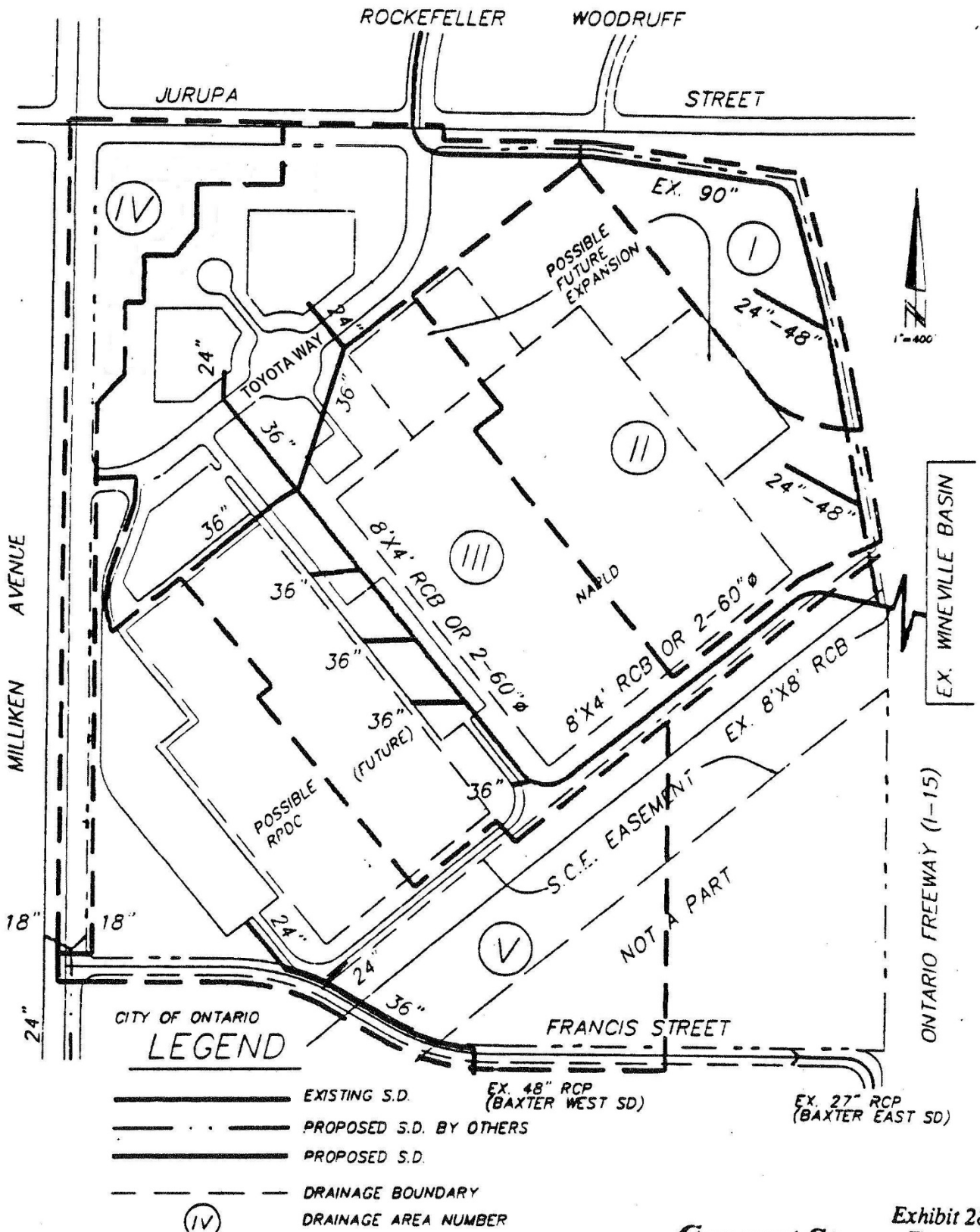


Exhibit 28
Concept Storm Drain System

Scale 1"=300'



3.6.3.3 Storm Drain Master Plan

The site has been segmented into five major contributing drainage areas. These areas, as shown on **Exhibit 28**, will drain to the existing or proposed facilities as described in Section 3.6.3.2. Areas I, II, and III will drain to the existing 90" RCP that runs along the Interstate 15 Freeway. The total tributary acreages in the 1981 drainage report was approximately 73 acres. It is anticipated that a total of 73 acres will now drain into the 90" RCP. Area IV will drain to the proposed City of Ontario AD 16 storm drain system in Milliken Avenue. This site will contribute 6.7 acres or 13.8 cfs for Q100, which is less than the Q100 value of 19.0 cfs for which the system has been designed.

Area V, as shown on **Exhibit 28** will drain to the Baxter Storm Drain System-West. This system is 48" and has been designed to accept 89 cfs. The new tributary area is approximately 38 acres with a peak flow at Q100 of 86 cfs.

The site grading and ultimate location of the buildings may require a minor adjustment to these five tributary areas; however, they generally conform with the existing or proposed system's design capacities. The Baxter Storm Drain System-East will not be utilized for any of this site's drainage needs.

3.7 Community Facilities

3.7.1 Fire Protection

Fire protection service to the site is provided by the Ontario Fire Department, which is headquartered at 425 East "B" Street. The Department also currently maintains six other fire stations throughout the community. In addition to fire suppression, the Department offers emergency medical and rescue services, fire code compliance, and inspection services.

The closest fire station to the project site is located at 5400 East Jurupa Street, east of the I-15 freeway, which is equipped with one engine/paramedic company and one ladder company.

Prior to the approval of the individual site plans within the project area, a Master Fire Protection Plan shall be submitted to and approved by the Ontario Fire Department which will detail specific fire protection measures to be included within the site plan. The Master Fire Protection Plan shall address:

- Adequate interior sprinkler systems, smoke detectors or other fire suppression systems.
- Location and testing of fire hydrants and fire extinguishers.
- Identification of and methods for handling and storage of potentially hazardous materials.
- Adequate access and turning radii for emergency vehicles

Individual site plans within the T/OBP will be subject to City Ordinance No. 2491, requiring the payment of fire facility and fire equipment impact fees.

3.7.2 Police Protection

Police Protection is provided by the Ontario Police Department which is headquartered at 200 North Cherry Street in the Ontario Civic Center. The Police Department presently employs a force of 268 personnel, of which 186 are sworn officers.

All future construction within the project site will comply with applicable provisions of City of Ontario Ordinance No. 2482, Security Standards for Buildings.

3.7.3 Solid Waste Disposal

The City of Ontario provides solid waste disposal services to the site, which includes periodic pick-up of waste material and transportation to the County's Milliken Landfill facility. Trash enclosures will be constructed within the project area, with the number, location, and size of the enclosures to be determined by the City of Ontario Public Service Agency at the time of the site plan review.

The Toyota/Ontario Business Park will be subject to solid waste reduction programs currently being developed by the City pursuant to the requirements of AB 939.

3.7.4 Maintenance

Maintenance of utilities and related facilities within public rights-of-way, including traffic signalization, street paving, lane striping, street signs, and street lights is the responsibility of the City of Ontario.

Landscape and hardscape features, both on private property and within adjacent street rights-of-way are maintained by the property owner.

Major water, sewer and storm drainage facilities within public rights-of-way or within dedicated easements are maintained by the City of Ontario. Telephone, electric and natural gas facilities are to be maintained by their respective providers.

3.8 Phasing

The Toyota/Ontario Business Park is anticipated to be built in multiple phases. The initial phase will consist of approximately 872,000 square feet as the first increment of the NAPLD project within Planning Area 2 (shown on **Exhibit 3**). Additional phases will be built, but no projections exist as to the timing or the square footages of the increments to be built.

It is anticipated that all of the off-site improvements, including street improvements, traffic control devices, major utilities, including fire hydrants, sidewalks, and streetscape improvements will be installed in conjunction with the initial phase of project construction. On-site facilities to be built as the first phase includes a portion of the NAPLD building, described above, parking lots, building, and parking lot landscaping and utility connections to major utility systems (sewer, water, storm drainage etc.)

Minor extensions to on-site improvements, including water, sewer, storm drains, sidewalks, and building landscaping, will be constructed as additional buildings are constructed.

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