

PHYSICAL DEVELOPMENT

LAND USE PLAN

Overall Concept

The overall land use concept for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area is development of a major regional commercial center surrounded by offices and support commercial services.

The major land use will be the Ontario Mills Regional Commercial Center. This Regional Commercial Center will generate significant sales tax, as well as employment opportunities, while establishing a strong area identity to attract offices and support commercial uses. The Ontario Mills will be the largest activity generator within the project, and is thus placed at the center of the project, convenient to all other activity areas. The most visible perimeter portions of the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will be used for employment generating office uses, and supporting commercial development.

Land Use Categories

The land use types within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area are Regional Commercial and Commercial/Office. These land use categories will respond to a wide range of demands for sales tax and employment generating development (see the Proposed Land Use Summary, Table III-1, and the Proposed Land Use Plan, Figure III-1).

**CALIFORNIA
COMMERCE
CENTER NORTH
GATEWAY PLAZA
WAGNER PROPERTIES
SPECIFIC PLAN
DISTRICT/SECTOR PLAN**



LEGEND

DISTRICT 1: MALL



SECTORS A-D AND N

DISTRICT 2: FREEWAY FRONTAGE



SECTORS E AND F

DISTRICT 3: MILLIKEN AVENUE/
FOURTH STREET FRONTAGE

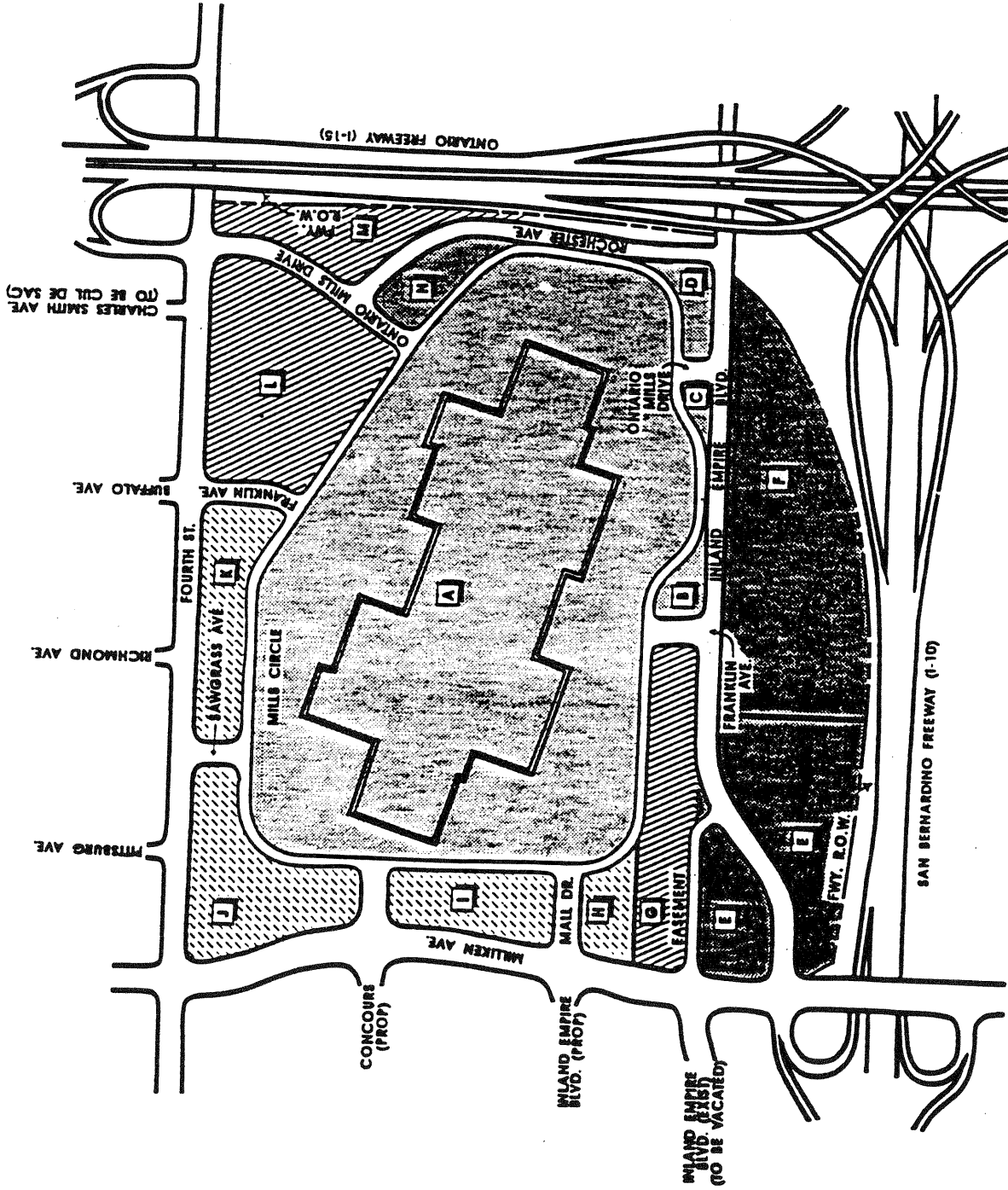


SECTORS H-K

DISTRICT 4: WAGNER

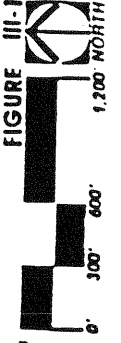


SECTORS G, I AND M



SOURCE: PLANNING NETWORK, 1991.

PLANNING NETWORK



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Table III-1
Proposed Land Use Summary

SITE DATA		SQUARE FEET	NET ACRES
DISTRICT 1: REGIONAL COMMERCIAL CENTER			
Sector A CCCN	Mall Gross Leasable Area	1,650,000	
	Mall Non-Leasable Area	250,000	
Subtotal		Mall Gross Floor Area	1,900,000 / 121.8
Sectors B, C, D, N CCCN	Regional Commercial Peripheral Parcels	67,708	8.1
SUBTOTAL		1,967,708	129.9
DISTRICT 2: FREEWAY FRONTAGE			
Sector E MAXROAD/HILLGREN	Commercial/Office 0.44 FAR	306,279	16.0
Sector F SIMI INVESTMENT	Commercial/Office 0.44 FAR	615,050	32.1
SUBTOTAL		921,329	48.1
DISTRICT 3: MILLIKEN/FOURTH STREET FRONTAGE			
Sector H CCCN	Commercial/Office 0.5 FAR	76,833	3.5
Sector I CCCN	Commercial/Office 0.5 FAR	133,511	6.3
Sector J CCCN	Commercial/Office 0.5 FAR	213,226	9.7
Sector K CCCN	Commercial/Office 0.5 FAR	182,952	8.4
SUBTOTAL		606,522	27.9
DISTRICT 4: WAGNER PROPERTIES			
Sector G WAGNER PROPERTIES	Commercial/Office 0.439 FAR	179,000	9.4
Sector L WAGNER PROPERTIES	Commercial/Office 0.69 FAR	662,143	18.0
Sector M WAGNER PROPERTIES	Commercial/Office	97,082	6.3
SUBTOTAL		938,225	33.7
TOTAL		4,433,784	239.6

Note: City of Ontario, Building and Safety, will monitor development, confirm the amount of excess floor area ratio for any given sector.

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California Commerce Center North/Ontario Gateway Plaza/Wagner Properties Specific Plan

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Regional Commercial Center

District 1: Regional Commercial Center

The Ontario Mills Regional Commercial Center is planned to be a 1.9 million square foot (1.65 million leasable square feet) super-regional specialty mall. The value-oriented retail center is to be anchored by up to ten or more major tenant retailers. The retail concept planned for the Regional Commercial Center provides for a combination of specialty retailers, manufacturers' outlets, "category-killer" retailers, and new outlet stores from traditional retailers. The enclosed, single-level mall will provide for savings on a wide selection of brand name items in a unique environment. In addition, four small peripheral parcels, totalling 8.1 acres, may be developed with supporting commercial retail, restaurant, and service uses. A maximum of 67,708 square feet may be developed within the Regional Commercial Center's peripheral parcels. The peripheral parcels may be developed to augment the parking provided interior to Mills Circle, as necessary (see Chapter V).

Approximately 129.9 net acres at the center of the site have been allocated to this category. Development intensity may be transferred between Sectors within District 1 without restriction, but may not be transferred into or from any other District. Total FAR may not exceed 1.0 for any one Sector.

Commercial/Office

The 109.7-acre (net) Commercial/Office land use area is intended for urban intensity office development, retail sales, and supporting commercial services. This land use category has been designed to take advantage of high visibility locations along the Interstate 15 and Interstate 10 Milliken Avenue, Fourth Street, and surrounding the Regional Commercial Center.

Commercial uses within the Commercial/Office category area are intended to emphasize a regional rather than local market, although it is expected that commercial uses will also serve some local needs. These uses are also intended to emphasize support for services for local office and industrial businesses.

Office uses within the Commercial/Office category are intended to emphasize white collar job creation and a high quality urban image. Retail commercial structures will generally be one and two stories. Office buildings will generally be multi-storied, ranging from low-rise garden offices (one to two stories) in clustered landscaped settings, to more urban oriented, mid-rise office buildings (three to eight stories). Orientation of the buildings will be toward the freeways, urban plazas, and surface street system, as well as toward the mall.

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District 2: Freeway Frontage

District 2 encompasses 48.1 net acres of land along the frontage of the San Bernardino Freeway between Milliken Avenue and the Ontario Freeway. Permitted land uses within this District will include retail, office, or an appropriate mix. This District's strategic location along the San Bernardino Freeway and the primary freeway entrance to the Ontario Mills mall from that freeway make it the most visible District within the project site, having frontage along the freeway and Inland Empire Boulevard.

The maximum building area permitted within District 2, Freeway Frontage, is 921,330 square feet. Each Sector within District 2 has an allowable Floor Area Ratio (FAR), as set forth by Table III-1. Density transfers between the Sectors within District 2 are allowed; density transfers into or from other Districts are not permitted.

Upon buildout of any Sector within District 2, any residual density will be available for use within any other Sector of District 2, on a "first-to-build" basis. No compensation for such transfers is required. A Sector is deemed to be "built-out" when all parcels within that Sector have received building permits in accordance with the individual site plans, and have commenced construction.

Area Transfer of Floor Area Ratio (FAR): If only a portion of one Sector within District 2 is developed, then any excess FAR allocation will be first given to the remaining undeveloped land within that Sector up to a FAR of 1.0. When (1) the remaining undeveloped land within any Sector reaches a FAR of 1.0, the excess FAR over 1.0 will be added to a pool, and (2) once a Sector is completely "built out", all excess FAR will be added to that pool, then all undeveloped Sectors within District 2 can draw from it on a "first-to-build" basis. A Sector will be deemed built out when:

- new building improvements have been constructed on each parcel within such Sector that has been approved for buildings;
- the buildings described above are the final construction phase applicable to each parcel; and
- all certificates of occupancy have been granted.

No parcels within a Sector of District 2 may be created as "out parcels", flag lots, undevelopable landscape areas, or other similar configurations for the purpose of avoiding the assignment of excess FAR to the pool. Only parcels within District 2 can collect excess FAR allocation from the pool. The FAR allocation will be based on land area prior to dedication of land and/or adjustment of parcel boundaries as contemplated in Section III of this Specific Plan.

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District 3: Milliken/Fourth Street Frontage

District 3 consists of 27.9 net acres of proposed Commercial/Office development along the frontages of Milliken Avenue and Fourth Street. The maximum building area permitted within District 3 is 606,522 square feet (0.50 FAR). Development intensity may be transferred between Sectors within District 3 without restriction, but may not be transferred into or from any other District. The total FAR may not exceed 1.0 for any one Sector. Development within District 3 will have frontage not only along Milliken Avenue and Fourth Street, but also along Ontario Mills Circle, facing the mall.

District 4: Wagner Properties

District 4 consists of 33.7 acres which were previously included within the Wagner Properties Specific Plan. Sectors L and M are located in the northeasterly portion of the project area, at the project's northerly entry from the Ontario Freeway. These Sectors will be developed with a maximum of 816,933 square feet of commercial and office uses. Sector G is located at the southwesterly portion of the project, between the mall and the Freeway Frontage District. This Sector will be developed with a maximum of 179,000 square feet of commercial and office uses. Development intensity may be transferred between Sectors L and M within District 4 without restriction; density may not be transferred into or from Sector G. The total FAR may not exceed 1.0 for any one Sector.

Density Transfers

Density transfers within Districts shall be reviewed and approved by the Development Advisory Board, pursuant to the Substantial Conformance process as defined in Chapter VI, Administration, of the Specific Plan. Said approval must include the following findings:

1. The transfer is in substantial conformance with the intent of the Specific Plan; and
2. All infrastructure master plans remain valid or have been revised so as to reflect the requirements of the density transfer.

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GRADING

Gradings for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will consist of mass grading for each Sector. District No. 1 (Sectors A-D and N) and District No. 3 (Sectors H through K) will be mass graded at the same time. Mass grading permits will be required from the City of Ontario for each property grading operation. In addition, soil disturbance permits will also be required from the San Bernardino County Department of Agriculture.

The construction of Inland Empire Boulevard through Sector E in District 2 will require fill material. Soils material can be generated from Sector F, if the grading operation is coordinated between the property owners, and the mass grading is done at the same time on Sectors E and all or part of F. If this grading operation cannot be coordinated, then, this fill material must be imported from another source.

Grading permits may be issued for individual developments within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area, provided that the grading plan is in basic conformance with the conceptual surface drainage plan approved as part of this Specific Plan. Discretionary approvals are required for projects by the City per its zoning ordinance prior to the issuance of grading permits (see Chapter II for more detail). Soil may be stockpiled on or borrowed from locations within the individual owner's site. All grading plans shall be reviewed by the Inland Empire West Resource Conservation District.

Grading plans for the entire site will be reviewed and approved by the City of Ontario Building, Planning, and Engineering Departments prior to the issuance of grading permits. All grading plans and activities will conform to the City grading Ordinance, as well as the Comprehensive Dust and Erosion Control Plan. In addition, prior to the issuance of grading permits for Districts 1 and 3, the project proponents shall confirm with the City of Ontario Planning Department and California Department of Fish and Game that all necessary requirements pursuant to Fish and Game codes 1601-1603 have been complied with, which may include obtaining a Section 1603 Streambed Alteration Agreement.

Prior to the stockpiling or borrowing of any soil in order to grade separate parcels, the developer shall obtain an approval from the City Building Department and the Engineering Department, to assure conformance with appropriate codes, and provision for proper drainage.

Prior to the issuance of grading permits, a qualified archaeologist must be obtained to conduct monitoring for artifacts or other materials found during grading activities. In addition, paleontological mitigation requirements may apply (see EIR Mitigation Measure 24, Chapter VI of this document).

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CIRCULATION AND TRANSPORTATION PLAN

Vehicular Circulation

Prior to issuance of street encroachment and grading permits, the applicant shall submit to the City of Ontario Building and Safety Department and the Engineering Department, proper approvals from the Southern California Edison Company and Chino Basin Municipal Water District, if the street or grading design requires a change in grade over their lines. Those facilities are specifically, a SCE 12-inch fuel line in Rochester Avenue and Inland Empire Boulevard, and a CBMWD 27-inch non-reclaimable wastewater line in Inland Empire Boulevard.

Design Parameters

To begin the process of determining required roadway widths, an evaluation of project-generated traffic was undertaken as part of the Technical Master Plan for Circulation for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area. This analysis concluded that the Specific Plan area will generate approximately 120,026 trips on an average weekday at build out. Of these trips, 2,202 (or just over under two percent) will be in the A.M. peak hour, while 11,215 (or just over nine percent) will be in the P.M. peak hour.

All roadways within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area have been designed to accommodate peak hour traffic demands from the project and other anticipated developments, based on cumulative traffic forecasts. These cumulative traffic forecasts were prepared based on other regional modeling efforts; the project model was developed from the Rivsian model, which is currently being updated. The project model is a focused model of the regional Rivsian modeling effort. The focused area used for analysis of project-related impacts includes the Cities of Upland, Rancho Cucamonga, Fontana and Ontario, in detail; the Cities of Chino Hills, Montclair, and the County of Riverside were also included with a lesser degree of detail.

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Project Area Roadways

Roadway Alignments: Proposed roadway alignments, including roadway widths, intersection geometrics, and traffic signal warrants are illustrated in Figures III-2 and III-3. As indicated, the Milliken Avenue centerline will be relocated westward per plans which were previously approved by the City of Ontario. It is intended that the existing centerline be moved slightly south along Fourth Street to accommodate its widening while maintaining the existing curb line within the City of Rancho Cucamonga.

A private internal street, Mills Circle, has been designed to serve the mall site, and will be designed as a loop road surrounding the mall.¹ Mall Drive and Concours will connect Mills Circle to Milliken Avenue. Franklin Avenue, Sawgrass Avenue, and Ontario Mills Drive will connect Mills Circle to Fourth Street to the north. Franklin Avenue and Ontario Mills Drive will connect Mills Circle to Inland Empire Boulevard from the south. Each of the roadways connecting Mills Circle to the surrounding road system will be terminated at Mills Circle.

Inland Empire Boulevard, extending from west of the Ontario Freeway (Interstate 15), will be realigned to connect to the westbound San Bernardino Freeway (Interstate 10) ramps at Milliken Avenue. In addition, Ontario Mills Drive is proposed to be aligned with the southbound Ontario Freeway (Interstate 15) ramps at Fourth Street.

The precise centerlines of all streets within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will be determined as part of the parcel map or site plan approval process. In site plan levels of review, special attention shall be given to sight distance requirements at entry points onto principal streets.

Roadway Cross-Sections and Intersection Configurations: Year 2010 traffic projections were utilized to determine the number of through lanes needed on each roadway to serve anticipated cumulative demands. Existing and proposed roadway names are illustrated in Figure III-2. Based on City of Ontario daily design capacities, required mid-block cross-sections were determined, and are illustrated in Figure III-3.

The previously identified roadway classifications and cross-sections identify mid-block conditions. In order to fully accommodate projected peak hour traffic conditions within the project vicinity, widening of intersections to include dedicated turn-lanes in addition to through-lanes will be necessary. Peak hour

¹ It is intended that public utilities will be located within this private roadway. Thus, a public utilities easement will be established. Information regarding maintenance of the roadway and the public utilities within the roadway is provided in the Maintenance Section of Chapter IV.

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traffic volumes for ultimate conditions were determined and utilized to calculate peak hour intersection movements using the 1985 Highway Capacity Manual methodology for the design of signalized and unsignalized intersections. The Highway Capacity Manual work sheets are contained in the Appendices to the Circulation Technical Master Plan. The intersection configurations required to support project and ultimate traffic are included in Figure III-3.

Vehicular Access Parameters

Median Breaks Along Arterial Roadways: Median breaks will be permitted along Milliken Avenue, Fourth Street, and Inland Empire Boulevard only at the intersections illustrated in Figure III-3.

Local Access: Precise number and location of right-in and right-out vehicular access points shall be determined with Site Plan review and approval. Minimum spacing of 300 feet will be allowed with a minimum one per parcel on Milliken Avenue, Inland Empire Boulevard, and Fourth Street, as illustrated in Figure III-3. Full-access driveways within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area may be permitted along an undivided roadway or a roadway having a two-way left-turn lane at minimum 150-foot intervals.

Driveway access along Mills Circle to the Ontario Mills Regional Commercial Facility will be constructed as necessary to provide access to the mall parking lot as approved during the site plan review process. It is anticipated that individual parking aisles will access Mills Circle throughout its length. The only exception to access of Ontario Mills parking aisles to Mills Circle will be that aisles may not enter the roadway within 120 feet from the centerline of Concours; Mall Drive; Franklin Avenue; Ontario Mills Drive; or Sawgrass Avenue.

Access from Mills Circle to Districts 3 and 4 will be fixed as part of the parcel map and/or site plan approval process.

A 32-foot reciprocal ingress/egress easement will be created by the landowners of Districts 2 and 4 as shown in Figure III-3. Driveway access will exist on Milliken Avenue at the joint boundary of Districts 2 and 4 (see Figure III-3), and along Inland Empire Boulevard, to be determined. The access on Inland Empire Boulevard will exist at the median break which will be no closer than 800 feet to the centerlines of Milliken Avenue and Ontario Mills Drive. This easement will replace the access from Milliken Avenue to Districts 2 and 4, as currently provided by "G" Street, which will be vacated. It is anticipated that this access will be designed as a drive access between parking areas serving developments fronting on Inland Empire Boulevard and Mills Circle.

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Public Transportation

Traffic Signal Warrants

Intersections located throughout the site and intersections identified within the project study area by the CCCN/Ontario Gateway Plaza/Wagner Properties Traffic Study that warrant traffic signals shall have such traffic control devices installed as part of street improvements.

Development Requirement

All roadways and intersections within the project, or adjacent to the project, shall be designed and constructed to their ultimate width as development occurs. All proposed and approved public rights-of-way shall be dedicated to the City of Ontario or Caltrans at project implementation or roadway improvement stage, whichever occurs first.

Public transportation services to the project area will be provided by Omnitrans. Although no public transportation routes presently exist which serve the site, due to the intensity of development, it is expected that transit routes will be brought into service along the major transportation corridors within and adjacent to the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area. Discussions with Omnitrans indicate that bus service will be extended to the Ontario Mills mall at project opening from Milliken Avenue and Fourth Street.

Fixed-routes which might support bus service surrounding the project site are identified on Figure III-4. Design for all bus bays, shelters, and transit appurtenances, which are ultimately approved, shall comply with the Orange County Transit District Design Manual, which is utilized by Omnitrans for their design. Typical bus shelters are depicted in Figure IV-33.

All parcel maps and site plans proposed within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will be submitted to Omnitrans for review. Bus turnouts and shelter facilities shall be provided as required by Omnitrans.

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Pedestrian Facilities and Plazas

In addition to vehicular circulation, a comprehensive pedestrian circulation system will be provided within the CCCN/Ontario Gateway Plaza/ Wagner Properties Specific Plan area. This will consist of a system of traditional sidewalks along arterial streets and landscaped pedestrian concourses radiating out from the Ontario Mills mall, connecting outlying parcels directly to the mall, and connecting with a series of plazas. This pedestrian circulation system is illustrated in Figure III-4. Guidelines for onsite pedestrian circulation are included in the Transportation Demand Management Section of this Chapter.

Bicycle Facilities

The Ontario General Plan proposes Class 3 bicycle facilities along Fourth Street and Inland Empire Boulevard. Class 3 facilities consist of on-street bicycle lanes, which shall be included as part of area street improvement plans.

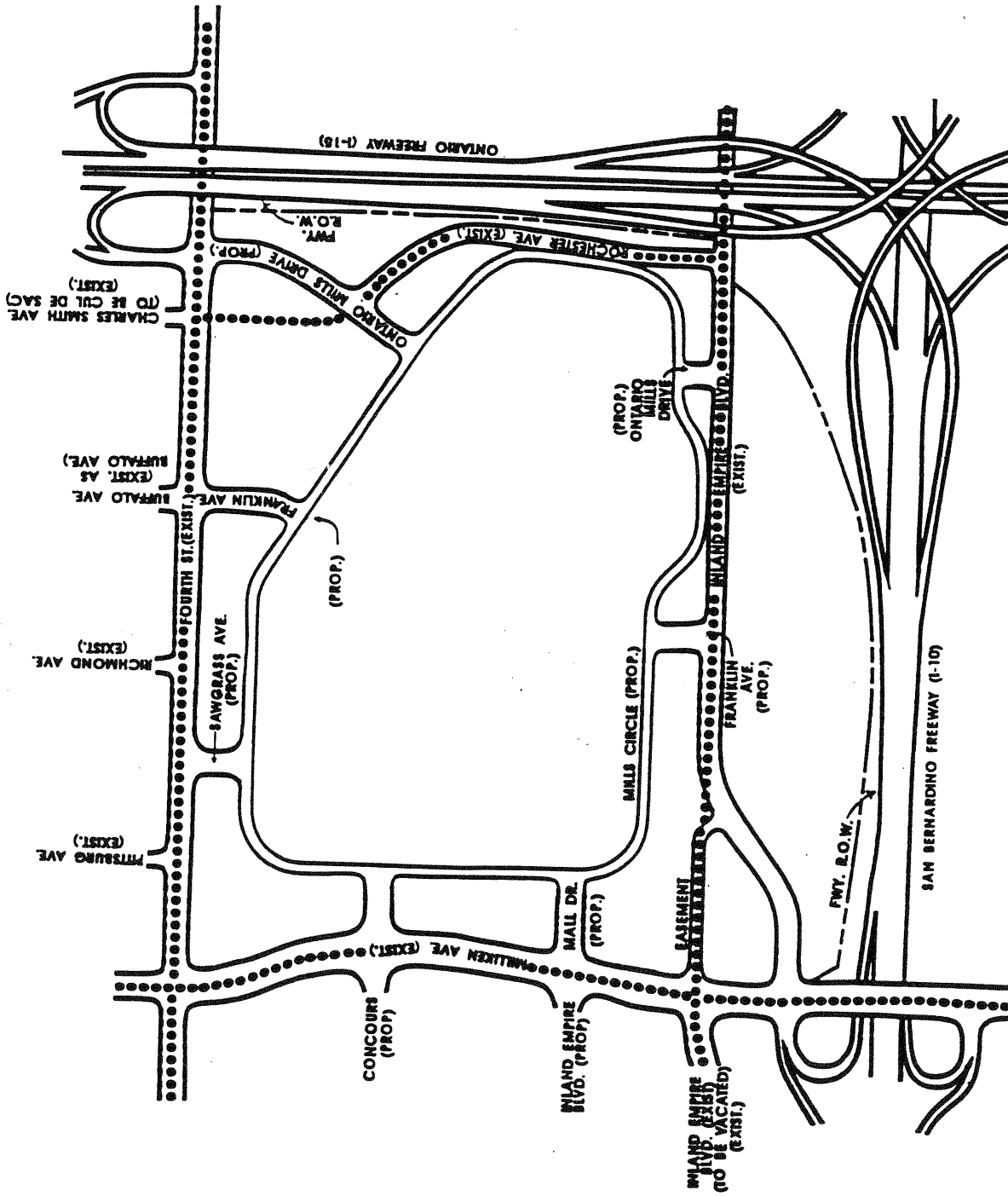


**CALIFORNIA
COMMERCE
CENTER NORTH
GATEWAY PROPERTIES
WAGNER PROPERTIES**
S P E C I F I C P L A N
E X I S T I N G A N D P R O P O S E D
R O A D W A Y N A M E S

LEGEND



EXISTING ROADWAYS



SOURCE: CITY OF ONTARIO FIRE DEPARTMENT, 1991.

PLANNING NETWORK

FIGURE III-2



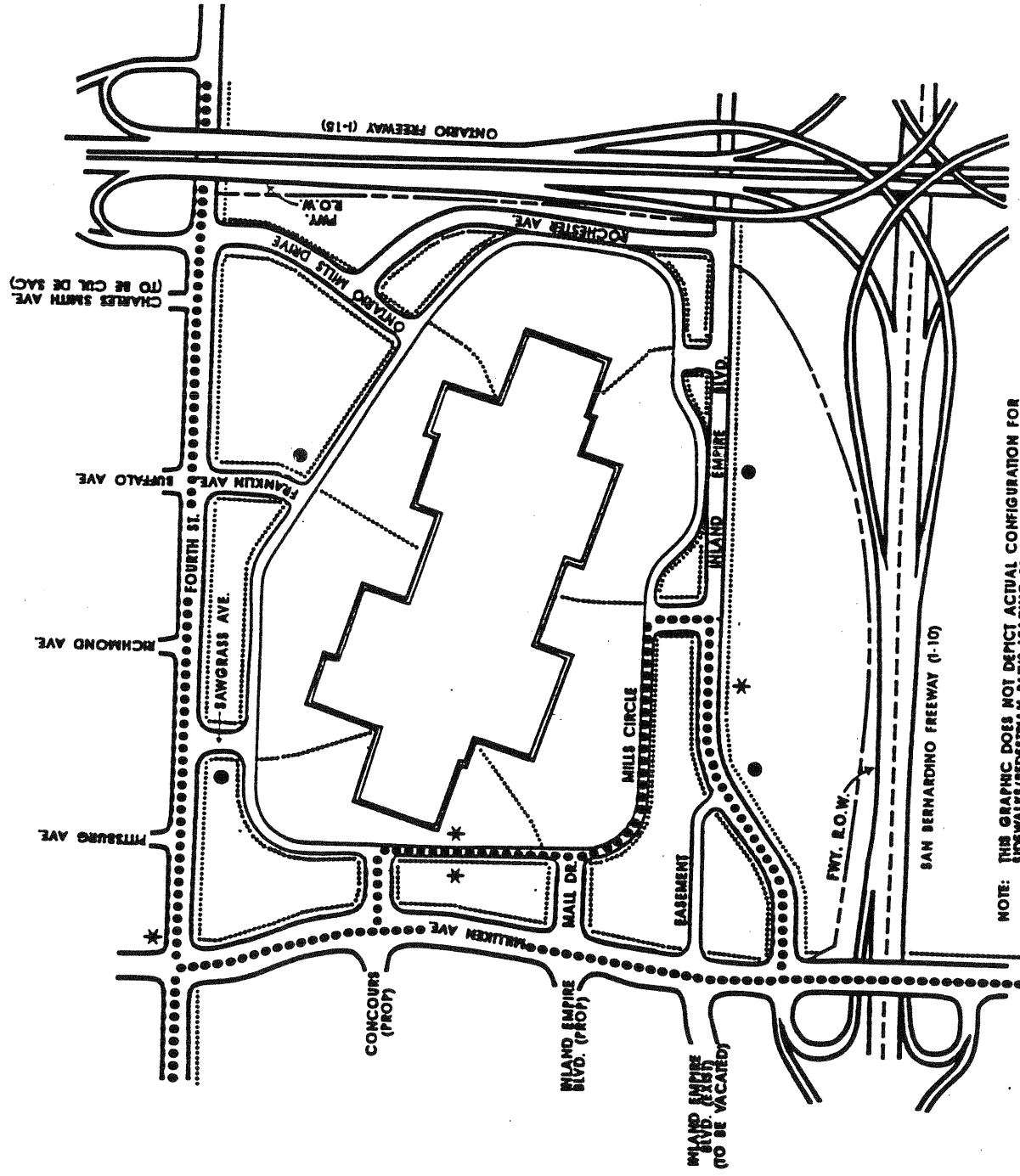
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**CALIFORNIA
COMMERCE
CENTER NORTH**
GATEWAY PLAZA
WAGNER PROPERTIES
S P E C I F I C P L A N
P E D E S T R I A N A N D P U B L I C
T R A N S I T F A C I L I T I E S

LEGEND

- SIDEWALK/PEDESTRIAN PATHS
- POTENTIAL TRANSIT ROUTES
- EXPRESS BUS ROUTES
- BUS STOP
- PLAZA

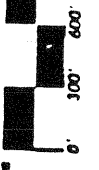


NOTE: THIS GRAPHIC DOES NOT DEPICT ACTUAL CONFIGURATION FOR SIDEWALKS/PEDESTRIAN PATHS LEADING TO THE MALL FROM MILLS CIRCLE. THEY ARE FOR CONCEPTUAL PURPOSES ONLY.

SOURCE: PLANNING NETWORK, 1991.

PLANNING NETWORK

FIGURE III-4



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TRANSPORTATION DEMAND MANAGEMENT

Introduction and Overview

Definition of Transportation Demand Management

Transportation Demand Management (TDM) involves strategies to mitigate traffic congestion and/or air pollutant emissions by reducing the number of single-occupant vehicles, shifting travel outside the peak commuting periods, and increasing the use of alternative commute modes. These alternatives include, but are not limited to:

- Carpooling and vanpooling (regular or occasional).
- Public or private transit.
- Alternative work hours programs (flex-time, etc.).
- Telecommuting (working from home or at satellite facilities).
- Walking or bicycling to work.

Strategies to encourage these alternatives include:

- Rideshare matching assistance.
- Furnishing information on alternative modes.
- Facilities at employment sites, such as bicycle racks, carpool drop-off locations, etc.
- Financial incentives for ridesharers and others who walk, ride a bicycle, or use public transit.
- Preferential parking locations for van and carpoolers.
- Operation of vanpool program or transit service.
- Disincentives for drive-alone commuters.

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Through implementation of TDM programs, existing transportation infrastructure and services are more efficiently used by reducing the number of vehicles required to satisfy commuting needs. TDM is not, however, a substitute for roadway improvements. It is intended to supplement the circulation improvements outlined in the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan. Additionally, TDM strategies can help mitigate traffic increases while important transportation improvements are being made. In that this Specific Plan is the document governing and regulating the development of the project site, the TDM program is included to ensure that appropriate and effective traffic mitigation measures are incorporated into the design of the project.

Role of Developers and Property Owners

Transportation Demand Management is most effective when implemented by tenant-employers in conjunction with building managers. Tenant-employers have the greatest influence on the commute behavior of employees through their work hours, benefits, and other policies and programs. Currently, all large tenant-employers (with 100+ employees) in the South Coast Air Basin are required to develop and implement trip reduction programs in compliance with the South Coast Air Quality Management District's (SCAQMD) Regulation XV.

Developers and property owners can influence the potential for trip reduction in two ways. Through certain site design techniques, the potential for commuting and use of alternative transportation modes can be enhanced; and developers can specify tenant-employer responsibilities in lease or sale agreements.

Transportation Demand Management Goals

Even with all the planned circulation improvements to the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area, certain intersections will continue to operate at less than desirable Levels of Service. In recognition of this and of environmental impact mitigation requirements for air emissions impacts, the following Transportation Demand Management goals are established for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area:

- That increased traffic levels generated by new development within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan be mitigated through Transportation Demand Management strategies aimed at reducing the number of peak period and overall daily trips.

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- That the provisions of the South Coast Air Quality Management Plan be partially addressed through Transportation Demand Management requirements placed on new development within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area, and that the provisions of the Transportation Demand Management program contained in this Specific Plan serve as a model for other retail and commercial/office projects within the City of Ontario and surrounding communities.
- That requirements be aimed at instituting Transportation Demand Management programs at new employment sites in anticipation of the need for tenant-employers and building managers to comply with SCAQMD's Regulation XV.
- That Transportation Demand Management or trip reduction plans and programs provide a valuable tenant-employer service which will enhance the marketability of their developments and ease in the recruitment and retention of employees by tenant-employers.
- That an AVR of 1.5 and an overall reduction of eight percent in vehicle trips be achieved.

Potential for Transportation Demand Management

Several Transportation Demand Management activities can be undertaken to establish the environment for Transportation Demand Management and the implementation of SCAQMD Regulation XV requirements faced by tenant-employers. In particular, two activities will be undertaken by all property owners that develop projects which will ultimately employ 25 or more employees. These involve site design guidelines and trip reduction plan requirements.

Site Design Guidelines

Individual projects within the Specific Plan area should be designed to encourage employee use of commute alternatives, or at least not provide an overwhelming advantage to solo drivers. Most of the site design considerations that can be made for users of commute alternatives either provide a time advantage for commuters (e.g. parking closer to building entrances) or convenience to users of alternatives (e.g. bicycle racks or carpool drop-off locations).

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Transportation Demand Management Requirements

Transportation Demand Management (TDM) requirements will apply to proposed worksites which will employ 25 or more workers employed either by a single business or by several businesses within a multi-tenant complex having a single management entity. Transportation Demand Management, as employed in the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan consists of both site design guidelines and requirements for TDM plans. Businesses will be notified of said requirement upon sale or lease of property within CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan.

Implementation of site design guidelines aimed at facilitating use of alternative modes of transportation and preparation of TDM planning efforts will be required at proposed work sites which will employ 25 or more workers. TDM plans are intended to initiate programs that can be implemented by tenant-employers. Two levels of TDM plans are required for single- and multi-tenant work sites. An Alternative Commute Mode Awareness Plan will be required of proposed projects anticipating a total of 25 to 99 employees. Work sites anticipating 100 or more employees will be required to prepare a CCCN Specific Plan Trip Reduction Plan. Annual updates of both plans are required. Trip reduction goals are set at levels equal to those being required by the SCAQMD for compliance with Regulation XV.

Transportation Demand Management Site Design Guidelines

Each parcel map and site plan proposed within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area shall be referred to Omnitrans for review and comment. Bus turnout areas and shelter facilities shall be provided as required by Omnitrans.

In addition, all sites, including multi-tenant complexes (with a single owner or management entity) that will generate employment of 25 employees or more will be required to incorporate the following design guidelines in future site plans. The City of Ontario will base determination of the applicability of the requirements upon the following gross square footage factors:

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LAND USE	EMPLOYEE FACTOR PER SQUARE FEET OF GROSS FLOOR AREA
Regional Commercial	Not Applicable ¹
Commercial/Office	263 SF per employee

Source: Urban Research Associates

¹ The Ontario Mills Regional Commercial Center will be required to prepare a Transportation Demand Management Plan pursuant to SCAQMD Regulation XV and this Specific Plan.

Consideration of the manner in which Transportation Demand Management site design guidelines apply to individual projects will be made as part of site plan review.

In addition to other provisions of this Specific Plan, the following site design guidelines will apply to individual projects within the Specific Plan area that will generate 25 or more employees. This list is not all inclusive, and other design features that encourage use of commute alternatives may be included.

Preferential Parking for Carpools and Vanpools: Carpool and vanpool spaces to be provided pursuant to the parking requirements of the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan should be generally not less than ten percent of all parking planned for the site (exclusive of handicapped, visitor, and delivery parking). These spaces should be located in the most advantageous and reasonable location closest to the primary employee entrance to the building or site.

Carpool and vanpool spaces are to be marked with the words "Carpool Only" on either tire restraints at the back of each space, on the pavement at the opening of the space, or both. The use of these spaces for carpools and vanpools should be enforced by the tenant-employers to ensure employee and visitor compliance.

Vanpool Clearance: Any project, complex, or building that includes a multi-story parking structure will be required to design that structure to accommodate vanpool vehicles, providing an entry level clearance of at least seven feet. If preferential parking for vanpools is to be provided on other levels, access to those levels must also be provided for vanpool vehicles. If the site includes both structure and surface parking, preferential spaces can be located in the surface lot(s), provided it is convenient to employee entrances.

Carpool/Vanpool Staging Areas: For any project, complex, or building generating 100 or more employees, carpool/vanpool staging areas need to be designed and marked for use by employees being dropped off at their work site. This means designing a location, convenient to the primary employee entrance, where carpools and vanpools can safely stop and discharge or board riders. This

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Transportation Demand Management Plan Requirements

generally means providing an off-street passenger loading zone or drop-off zone outside of regular travel lanes (if approved by the City of Ontario). Off-street passenger loading zones shall be designated with paint or signage.

Bicycle Parking: For commercial/office uses, bicycle spaces equalling five percent of required automobile parking spaces will be provided. For the mall area ten percent of the employee count will be provided. Initially, for Sector A only, 100 spaces will be provided. After buildout, an assessment of bicycle parking use and corresponding need will be completed. Additional parking, not to exceed 200 spaces, will be provided as necessary. The location should be safe, well lit, and of adequate space to accommodate bicycle users. Bicycle parking can be in the form of individual or sets of racks or bicycle lockers.

Pedestrian Facilities: Pedestrian facilities within individual developments should be designed to balance the needs of pedestrians with vehicular traffic. Onsite pedestrian facilities should be designed so that pedestrians can walk as directly as possible from one building to another minimizing the need to traverse areas not specifically designed for pedestrian use.

Public Transportation

Public transportation for the project area will be provided by Omnitrans. Although no public transportation routes presently exist serving the site, due to the lack of urban development, it is expected that transit routes will be put into service along the major transportation corridors within and adjacent to the project site.

Two corridors which might support a fixed-route bus service can be identified (see Figure III-4).

Since the optimal routes and terminus points for bus service cannot be precisely determined at this time, locations for bus stop turnouts also cannot be precisely determined. Turnout locations will be determined at the time of parcel map approval. Design for all bus bays, shelters, and transit appurtenances which are ultimately approved shall comply with the Orange County Transit District Design Manual, which is utilized by Omnitrans for their design.

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Purpose and Background

As Southern California is currently in violation of federal air quality standards and must achieve air quality attainment by the year 1991, the need to promote alternative commute modes is clear. Traffic congestion, particularly at peak travel times, is also a common problem in Southern California.

The responsibility for preparation of the Transportation Demand Management Plans (TDMPs) required by this Specific Plan will be shared by developer(s) or property owner(s) proposing individual project(s), tenant-employers, and building managers with the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area. Table III-2 outlines individual TDMP milestones and responsibilities. In cases where a developer or property owner proposing an individual project is required to prepare a TDMP, that responsibility will be transferred to tenant-employers or building managers occupying the site through sale or lease agreements.

Applicability

The Transportation Demand Management Plan requirements contained in this Specific Plan apply to any newly proposed site plan or planned development application within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area if the individual site/planned development is projected to employ 25 or more employees. These requirements apply to single-tenant and to multi-tenant work sites.

Sites projected to employ 25 to 99 people must have an Alternative Commute Mode Awareness Plan prepared. This plan is intended to educate and introduce Transportation Demand Management (TDM) to tenant-employers and employees of small to medium firms.

Sites employing 100 or more people must have a Trip Reduction Plan prepared that is more comprehensive in content than the Alternative Commute Mode Awareness Plan. This plan must provide a reasonable amount of incentives for employees so that an Average Vehicle Ridership (AVR) of 1.5 can be achieved within one year of achieving 80 percent occupancy. Compliance with this requirement will be monitored through required annual updates. Table III-2 contains the major components and time frames for each of the TDM requirements included in this Section.

Since the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area is within the South Coast Air Basin, standards for the Trip Reduction Plan are intended to be consistent with those set by the South Coast Air Quality Management District (SCAQMD) Regulation XV.

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Table III-2
Timeline For Compliance

MILESTONES	TDM PLAN REQUIREMENTS BASED ON NUMBER OF EMPLOYEES AT WORK SITE		RESPONSIBILITY
	(25 TO 99)	(100 OR MORE)	
Site Plan Approval	Site Design Guidelines	Site Design Guidelines	P/D
Certificate of Occupancy	ACMAP		P/D
80% Occupied		TRP Plan Process Begins	T-E/B
9 Months After 80% Occupied	No Survey	Survey	T-E/B
12 Months After 80% Occupied	No Update Plan Due	Annual Update Plan Due	T-E/B
24 Months After 80% Occupied	Bi-Annual Update Plan Due	Annual Update Plan Due	T-E/B

P/D - Property Owner(s) and/or Developer(s)
 ACPMAP - Alternative Commute Mode Awareness Plan
 TRP - CCCN Trip Reduction Plan
 T-E/B - Tenant-Employer(s) and/or Building Managers

TDM Measures/or Incentives to Reduce Trips and Increase Average Vehicle Ridership

TDM incentives provided as facility improvements or as an employee benefit are an excellent way to raise interest in the potential use of alternative commute modes by employees. Preparers of TDMPs are encouraged to incorporate the incentives listed below, as appropriate, or to be creative in regard to new incentives.

Facility Improvements:

- Bike lockers.
- Benches, shelters, bus turn-outs.
- Convenient car/van pool parking areas.

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Employee Benefits:

- Preferential parking spaces for car and van pools.
- Subsidies (i.e. free gas, gift certificates, discounts for shoppers arriving by bus, and other subsidies related to alternative transportation modes).
- Drawing prizes.
- Give away items (with ridesharing insignia on them) on "State Ridesharing Day" or at ridesharing fairs.
- Alternative work hours.
- Telecommuting.

Alternative Commute Modes

Each site is uniquely different, both as to its location and transportation systems serving the site. After an analysis of site characteristics and available public transportation services has been performed, each TDMP preparer must decide which modes to emphasize. Examples of alternative commute modes that may be utilized are listed below:

- Bus (public or private transit).
- Train (if and when available).
- Carpooling (2 or more employees).
- Vanpooling (5 or more employees).
- Bicycling.
- Walking.

Alternative Commute Mode Awareness Plan Requirements

The Alternative Commute Mode Awareness Plan must be prepared for work sites proposed to employ 25 to 99 employees as part of an educational process.

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Ridesharing or the use of alternatives to the single-occupant vehicle is not widely known to the population. In addition, a great proportion of the businesses expected to occupy the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will be small to medium firms who cannot implement large-scale Transportation Demand Management Programs on their own, thereby making education the most useful action that can reasonably be taken. Further, the escalating cost of building more roads and providing public transit and mass transportation makes it more difficult to do so. Trip reduction then has been incorporated into the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan as a healthy, viable part of the solution to reduce traffic congestion and air pollution.

The plan should provide information as to where employees may register for ridesharing matching.

All employees should be made aware of TDM services via announcements placed on bulletin boards, the issuance of flyers, seminars, and new employee orientations.

All plans must provide a description of the work site including:

- Number of anticipated employees and a calculation of how the number was determined.
- Description of anticipated business use(s), including likely times of employee arrival/departure.
- Description of public transportation services currently available or anticipated to be available to the work site.
- Proposed TDM facility improvements, such as bike racks, lockers, etc.

Plans must also include a description as to the method which will be used to ensure that future employees of the site will be made aware of TDM options.

An updated version of the Alternative Commute Mode Awareness Plan is required every two years. If the number of employees exceeds 99, the City shall be notified to determine whether the existing plan should be updated or whether a Trip Reduction Plan should be prepared.

Trip Reduction Plan Requirements

A single Trip Reduction Plan in most instances is required for a work site occupied by either a single tenant or by multiple tenants when the employee population equals 100 or more people. However, to satisfy SCAQMD requirements, a separate plan must be filed for each individual

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tenant-employer with more than 100 employees. Therefore, one Trip Reduction Plan for the work site and one for each tenant-employer that has more than 100 employees would be due to the City of Ontario. This plan is to be prepared by the tenant-employer or site/building manager pursuant to the guidelines contained herein.

The concept of plan preparation for a multi-tenant site is important for many reasons. With the proximity of a multi-tenant work force, these businesses can easily work together. The ridesharing potential is greater, since the number of workers within the site is greater. Otherwise, smaller companies would not be able to implement a significant reduction program. With businesses in multi-tenant work sites working together, the resources available to larger companies may also be shared with smaller companies.

Target Average Vehicle Ridership: Average Vehicle Ridership (AVR) is the average number of employees per vehicle, arriving at the work site between 6:00 AM and 10:00 AM. This timeframe has been selected to conform with the period used by SCAQMD's Regulation XV. SCAQMD believes that if vehicle trip reductions are achieved during this time period, less harmful air pollution will be created by motor vehicles on a daily basis.

The AVR objective is 1.5. Generally speaking, this means that an average of one and one-half employees per vehicle, on any given day, are entering the work site between the period of 6:00 AM and 10:00 AM. This typically equates to approximately 40 percent of a work site's employment base involved in some form of alternative commute mode to travel to work.

To calculate AVR, the employee population at a given work site is divided by the number of vehicles entering the work site between the 6:00 AM and 10:00 AM window, as shown below:

$$\frac{\text{Employees}}{\text{Vehicles}} = \text{AVR}$$

Employee and vehicle information is collected over a one- or two-week period, and then averaged. A verifiable calculation of AVR is required, based on surveys or car count sheets which are kept with the Employee Transportation Coordinator.

AVR may be derived in three ways. A Driver/Rider Survey may be undertaken which asks employees what time they arrive to work for five or ten days, what mode they took, and if they were a driver or a passenger.

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Another survey method, called the Mode-Type Survey, obtains information for either one week or two weeks, and asks the employee what mode they used to commute to work. AVR may also be derived by counting the number of vehicles entering the work site and the number of passengers inside the vehicles by performing a Car Count. For large work sites with many entrances and exits, counting vehicles and passengers may prove to be difficult. The survey is most often preferred.

Survey or car count information is to be obtained when the work site's activities are the most regular or during their regular season. For example, if the work site is an educational institution, surveys should not be taken during the summer months when most employees are on vacation.

AVR must be calculated one year after achieving 80 percent occupancy. It is recommended to perform the car count or either of the two surveys approximately nine months after occupancy in order to prepare and present the update report to the City of Ontario within one year from occupancy.

Additionally, as a means of encouraging off-peak employee travel, the vehicles of employees choosing to utilize compressed work hours are not included in the vehicle count.

Project Description and Analysis

Descriptions: Descriptions to be included within the introduction section of the Trip Reduction Plan shall consist of, but are not limited to, the following:

- Proposed land use(s).
- Gross square footage(s) and address of the site.
- Number of employees working at the site and a description of the method used to determine the number of employees.
- Hours of tenant-employer operations, business description(s), business peak times, work hour shifts and other characteristics of land uses (e.g. holiday schedules) that may assist with the potential application of TDM techniques.
- A discussion of future or nearby developments that are currently involved in a ridesharing effort or that will be in the future.
- Public transportation available to the work site, both existing and anticipated.
- TDM facility improvements, such as bike racks, lockers, etc.

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Vicinity Map: To be included in the introduction section of the Trip Reduction Plan is a vicinity map that includes at least the following:

- The project site in respect to nearby arterials and highways.
- Nearby transit routes and stops, bike lanes, carpool lanes or any other transportation system features that are available to the work site's employees.

Analysis: Based on the project description information gathered, an analysis of the potential TDM strategies to be utilized shall be included.

Funding Plan: All work sites with more than 100 employees must include, within the content of the Trip Reduction Plan, an estimate of the start-up and ongoing costs associated with plan implementation. The sources of these funds to pay for these costs shall also be listed.

Employee Transportation Coordinator (ETC): Each work site required to have a Trip Reduction Plan prepared shall provide at least one trained Employee Transportation Coordinator (ETC). The name, title, telephone number, and supervisor of the designated ETC shall be included in the ETC section of the Trip Reduction Plan. The appendix section of all update plans shall include the certificate of TDM training for the work site's ETC.

This employee will be responsible for plan preparation and implementation. A description of the shared staffing roles between the work site's property owner, manager, and tenant-employers should be described.

Each work site shall be responsible to register with the City the name, address, telephone number, and supervisor of its ETC. In the event of a change, the City shall be notified within 30 days of the name, address, telephone number, and supervisor of the new ETC. The City shall establish a computer data base of registered ETCs.

Implementation Plan: The Trip Reduction Plan must include information as to how the program will be executed. It is important to include in this section the ETC's responsibilities with respect to a timeframe. It is also important to include what role management will play to implement the program and assist the ETC. The implementation plan should be related to anticipated occupancy levels.

Marketing Plan: A Marketing Plan must be included in the Trip Reduction Plan for all work sites, however, work sites with more than 200 employees must utilize a greater number of marketing techniques. These strategies should be considered utilizing the knowledge gained in the Project Description Section and the resources available to each work site. A partial list of recommended marketing strategies are listed below:

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- Posters on bulletin boards.
- Section in company newsletters devoted to the TDM program.
- Promotional events, such as "State Rideshare Day" in October.

A detailed marketing plan is required in the annual update plan. The marketing strategies utilized should be described and their related successes. For instance, at a rideshare event, describe the number of employees which attended and signed up for ridesharing, etc.

Monitoring and Evaluating Plan: Vital to the success of the Trip Reduction Plan Program is the tracking of its progress. If one ridesharing mode becomes unpopular and another becomes more popular, an effort should be made to determine why the one rideshare mode has become unpopular. After determining the success of the overall program, a decision should be made as to where rideshare efforts should then be applied. Monitoring and evaluating commuting habits and attitudes will prove to be very valuable to the program. Therefore, the tools and strategies to monitor and evaluate the first year's program should be included in the first year's plan.

Plans prepared annually, thereafter, will include a monitoring and evaluation report stating the progress and shortfalls of the program. It is important to also include a summary of the TDM program, its effectiveness, and its future direction. If plan goals have not been achieved, the update plan shall explain why the previous plan did not work and why the revised plan is likely to achieve the AVR target levels.

*Transportation
Management
Association*

The City of Ontario, in cooperation with area businesses, is in the process of forming a Transportation Management Association (TMA). The purpose of the TMA is to provide assistance in the preparation of Trip Reduction Plans, as well as to provide a convenient means of implementing such plans. Area businesses within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan shall be required to join the Airport Communities TMA administered by the Inland Empire Economic Council.

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INFRASTRUCTURE AND PUBLIC SERVICES PLAN

Water Facilities

Existing Facilities

The City of Ontario currently serves the site with several water lines. West of Milliken Avenue there is an existing 18-inch water line in Fourth Street and an existing 12-inch water line in Inland Empire Boulevard which are connected to an existing 16-inch water line in Milliken Avenue. There are also short segments of existing 12-inch water lines running east in Mall Drive and Fourth Street from the 16-inch water line in Milliken Avenue.

In addition to the City of Ontario's water lines, the Cucamonga County Water District maintains an existing 12-inch water line on the north side of Fourth Street and an existing 4-inch water line in Rochester Avenue. There is also an 8-inch water line in Inland Empire Boulevard, east of Rochester Avenue and an abandoned 4-inch water line in Inland Empire Boulevard, west of Rochester Avenue.

The existing distribution system is supplied by the City's Eighth Street pressure zone. According to the City of Ontario Engineering Department, the Eighth Street system reservoir has a high water level and a low water level of 1,205 and 1,190, respectively. This will provide static pressures of between 67 and 80 pounds per square inch (psi) for the study area.

The eastern portion of the Eighth Street pressure zone contains wells which supply the majority of its demand. The east side system is also enhanced by the west side system for water storage and supply. The City Water Master Plan foresees the need to construct an east side reservoir and additional transmission pipelines which would serve the dual purpose of providing storage and fire flow for the east side in the future.

The current City Water Master Plan recommended a Year 1990 supply capacity of over 70 million gallons per day (mgd) to meet maximum day demands with an anticipated average day demands for the entire City of 65 mgd based on current land uses. It is anticipated that all existing water users and future developers will have to share the cost of constructing supplemental City-wide supply facilities through collection of facilities fees.

Water Demands 1.28

Domestic water demand was estimated for each proposed land use in the project area. In summary, the project at ultimate buildout will require 1.21 million gallons per day. The Ontario Center Water Master Plan previously anticipated 0.55 million gallons per day from this same area. Thus, the development of the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will result in an increase of 0.66 million gallons per day in average daily water demand (See Tables III-3, and III-4) compared to previous approvals.

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Table III-3
Comparison of Daily Water Demands

SOURCE	AVERAGE DAY	MAXIMUM DAY
1981 City Water Master Plan (for 1990)	2.1 MGD	4.2 MGD
The Ontario Center Water Master Plan	3.6 MGD	5.6 MGD
The Ontario Center and CCCN/Ontario Gateway Plaza/Wagner Properties Master Plan	4.2 MGD	6.5 MGD

Table III-4
Average Daily Water Demands
From CCCN/Ontario Gateway Plaza/Wagner Properties

Source	Sectors A-D, H-K, & N	Sectors L-M	Sectors E-G	Total
CCCN/Ontario Gateway Plaza/Wagner Properties Master Plan	.91 MGD	.12 MGD	.18 MGD	1.21 MGD
The Ontario Center Water Master Plan	.38 MGD	.03 MGD	.14 MGD	.55 MGD
Increased Water Demand	.53 MGD	.09 MGD	.04 MGD	.66 MGD

System Requirements

A Water Master Plan for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area 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.

The Ontario Center Technical Water Master Plan Report stated that the Eight Street Water System has adequate supply capacity to meet all present day conditions with the original TOC project land uses. The City of Ontario currently has the Water Master Plan consultant, ASL Consultants, looking into the effect that this project would have on the City's existing and future water system that will serve CCCN. The City's consultant will also investigate the pressure fluctuations due to pumping and/or gravity operation of the City's Water System.

The initial analysis by ASL Consultants indicated that the City's existing Eighth Street water system is deficient and cannot adequately serve the entire project under maximum day demand plus fire flow conditions. The implementation of additional City Water Master Plan Eighth Street improvements would be necessary to serve the project site area. However, it is uncertain whether these improvements will be operational prior to the desired commencement of building construction. Therefore, the City directed ASL Consultants to analyze various alternatives for providing the project with sufficient water service to meet maximum day demand and fire flow requirements.

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Preliminary analysis by ASL Consultants indicated that construction of the East Side Reservoir in Rancho Cucamonga (and pertinent pipelines) could serve the project adequately. However, construction of this reservoir is many years away.

Another alternative would entail construction of a City Master Plan 30-inch water main from the existing Eighth Street Reservoir to Milliken Avenue and Fourth Street. The City will be pursuing construction of the proposed 30-inch water main to bring it on line in a timely manner in order to try and meet the project's building construction schedule.

Until the new 30-inch water main is fully operational, the City should establish a system of continuously monitoring water service requirements for the project site as incremental development occurs. Such a monitoring mechanism will ensure that water demands are being met by the City's existing water system and identify if additional water system facilities are needed.

Such additional facilities could possibly be a new well with a capacity of 2,300 GPM which would provide the necessary water supply for developments within the Specific Plan area. Any new well is subject to the City's approval as to location (possibly within the Project Site area), water conveyance system, and water quality at the chosen site.

As previously stated, the City's consultant is still investigating pressure variations in the Eighth Street system. The outcome of this investigation is currently unknown; however, it may alter the Water Master Plan requirements for the Specific Plan area.

However, as discussed above, much of the City's water is purchased from the CBMWD, who considers its supplementary (i.e., imported water) water supplies to be interruptable, and recommends that each agency should provide for alternate sources or emergency storage. The City's Master Plan of Water provides for storage capacity in the City's system. In addition, the project proponents will also ensure that feasible water conservation measures are implemented consistent with City policies. The amount of water required by this site is considerable, but through the implementation of water conservation measures, such as reclaimed water use and drought tolerant landscaping, water use overall can be minimized. Because adequate water is available and by the implementation of water conservation methods, impacts to domestic water demand can be reduced to insignificance.

Water Plan

The Water Master Plan for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will consist of the following, and is shown in Figure III-5.

A new 24-inch line in Fourth Street will be constructed from Milliken Avenue to Ontario Mills Drive. A new 18-inch line in Ontario Mills Drive will be constructed from Fourth Street to Mills Circle. A new 30-inch parallel line in Milliken Avenue will be constructed from Fourth Street to Inland Empire Boulevard. A new 12-inch line will be constructed in Franklin Avenue from Fourth Street to Mills Circle, in Mills Circle from Franklin Avenue to Ontario

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Mills Drive in Rochester Avenue from Ontario Mills Drive to Inland Empire Boulevard, in Inland Empire Boulevard from Rochester Avenue to Milliken Avenue, and connecting to the existing 16-inch line in Milliken Avenue. A new 16-inch line will be constructed in Concours from Milliken Avenue to Mills Circle, and in Mall Drive from Milliken Avenue to Mills Circle. A new 12-inch line will be constructed in Mills Circle from Mall Drive to Franklin Avenue and in Franklin Avenue from Mills Circle to Inland Empire Boulevard.

The water system for District 2 consists of a new public onsite 12-inch water line constructed parallel to the freeway right-of-way connecting to the new 12-inch water line in Inland Empire Boulevard and the existing 16-inch water line in Milliken Avenue. This line is shown in Figure III-5.

Per the City of Ontario Engineering Department, the onsite water line will be constructed within a public or private roadway (similar to the proposed interior roadway within CCCN/Ontario Mills) and said water line will conform to the City of Ontario standards. The new looped water line within the Freeway Frontage District would be in an easement dedicated to the City of Ontario.

The City Water Master Plan estimates that the use of supplemental water from the Chino Basin Municipal Water District and other sources will increase as development within the City occurs. The Chino Basin Municipal Water District has noted that these supplemental water sources must be considered as interruptable and that each agency should provide for alternate sources or emergency storage.

Storage beyond that identified in the City Water Master Plan may not be necessary to meet operational or fire requirements. The City's Master Plan of Water does provide for storage capacity in the City's system. In addition, during extended periods of interrupted service, conservation measures may be instituted.

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

Prior to the issuance of occupancy permits, future applicants shall submit documentation to the City of Ontario Building and Safety Official 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 also be employed where appropriate.

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Sewer System

Existing Facilities

There is an existing 10-inch sewer line in Inland Empire Boulevard and a 12-inch sewer line in Milliken Avenue. The existing sewers discharge to the existing 15-inch line in Inland Empire Boulevard, flowing through The Ontario Center to the west. The sewer extends westerly along Inland Empire Boulevard, and then carries the flow south under the San Bernardino Freeway (via the Ontario Motor Speedway outfall sewer) to the Cucamonga interceptor, which receives the flow at Slover and Haven Avenues. Eventually, the interceptor discharges into the Chino Basin Municipal Water District Treatment Plant RP-1. This trunk line varies in size from 18 to 30 inches in diameter. The Specific Plan area has previously been included in the Specific Plan for The Ontario Center.

South of Interstate 10 there is an existing City of Ontario 10-inch sewer line in Guasti Road east of Milliken Avenue and a 12-inch sewer line in Milliken Avenue south of Guasti Road. The 10-inch line may not have additional capacity. Wastewater from these sewer lines discharge downstream to the Fontana Interceptor through the California Commerce Center and eventually to Chino Basin Municipal Water District's RP-1.

The Chino Basin Municipal Water District (CBMWD) owns and maintains two existing non-reclaimable wastelines in the Specific Plan area. They include a 27-inch sewer line in Inland Empire Boulevard and an unused 21-inch dry sewer line east of, and parallel to, Milliken Avenue between Inland Empire Boulevard and Guasti Road which crosses the San Bernardino Freeway (Interstate 10). The non-reclaimable wastelines are available for users with non-domestic wastes who wish to contract with CBMWD for capacity in the interceptor.

Sewage Flows

Using average wastewater flow factors, the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will discharge an average wastewater flow of 0.97 mgd. The Ontario Center Technical Sewer Master Plan anticipated 0.43 mgd to be discharged from the project site. Thus, the proposed project will result in a 0.54 mgd increase in the discharge of wastewater flow from that area (see Tables III-5 and III-6).

The diversion of the Freeway Frontage District flows through an additional sewer line placed beneath the San Bernardino Freeway to the intersection of Milliken and Guasti Avenues would result in a decrease of 0.105 mgd in the daily discharge of wastewater to The Ontario Center System (as presented in the TOC Technical Sewer Master Plan).

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Table III-5
Comparison of Daily Wastewater Flows

SOURCE	Flows
1981 City Sewer Master Plan	3.8 MGD
The Ontario Center Sewer Master Plan	2.8 MGD
The Ontario Center and CCCN/Ontario Gateway Plaza/Wagner Properties Master Plan	3.3 MGD

Table III-6
Average Daily Wastewater Flows
From CCCN/Ontario Gateway Plaza/Wagner Properties

SOURCE	SECTORS			TOTAL
	A-D, H-K, & N	SECTORS L-M	SECTORS E-G	
CCCN/Ontario Gateway Plaza/ Wagner Properties Master Plan	.73 MGD	.10 MGD	.14 MGD	.97 MGD
The Ontario Center Sewer Master Plan	.30 MGD	.02 MGD	.11 MGD	.43 MGD
Increased Sewer Capacity/ Demand Required	.43 MGD	.08 MGD	.03 MGD	.54 MGD

System Requirements

Design and construction of the sewer system will be completed in accordance with the standards and specifications of the City of Ontario. Sewer pipe sizing will be based on maximum 50 percent full for 8-inch diameter lines and maximum 75 percent full for sizes greater than 8-inch at peak flow with a minimum velocity of 2 feet per second. The minimum depth of sewer shall be 6 to 7 feet below finished grade. Manholes will be spaced at 300 to 400 feet. The sewer system has been laid out so all parcels can be served by public sewers, in public rights-of-way or easements, without necessity of pumping.

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Sewer Plan

The Sewer Plan for the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will consist of the following and is shown in Figure III-6.

The proposed 8-inch to 10-inch line in Concourses west of Milliken Avenue as proposed by the Ontario Center will be upgraded to a 12-inch line and extended east of Milliken Avenue to Ontario Mills Circle. A 12 inch line, downsizing to a 10-inch line along the way, will be built in Ontario Mills Circle from Concourses on the west side around the loop to Ontario Mills Drive on the east side. An 8-inch line in Ontario Mills Drive will be built from the Ontario Mills Circle to north of Rochester Avenue. A 12-inch line in Mall Drive will be connected to the existing 12-inch line in Milliken Avenue and will be extended to Ontario Mills Circle. A new 21-inch sewer line within The Ontario Center will need to be built midway between Haven and Milliken Avenues from Concourses to Inland Empire Boulevard, to replace an existing 18-inch sewer.

Currently, the specific plan sponsors are negotiating an agreement with The Ontario Center Developers in an effort to provide an alternate sewer system through The Ontario Center that will be mutually beneficial to each party. This agreement will include upgrading and/or replacing existing or planned sewer facilities within TOC.

Sectors J through N and half of Sector A will sewer to the Concourses sewer system. Sectors B, C, D, G, H and I and half of Sector A will sewer to the Mall Drive sewer system. A public utility easement to the City of Ontario would be created for that portion of the existing sewer line that will be utilized in Inland Empire Boulevard within District 2. The site design may require instead that an alternate line be constructed in Milliken Avenue to serve Sectors G and E (North of Inland Empire Boulevard).

The Freeway Frontage District will flow southerly to the existing 12-inch sewer line in Milliken Avenue at Guasti Road. Combined with the existing 65-acre Ontario Interchange Business Park south of Interstate 10, the total average daily wastewater discharge from these two areas will be 0.19 mgd. This is less than the 0.21 mgd calculated in the California Commerce Center Sewer Master Plan.

Since the total generated flow to the existing 12-inch line sewer in Milliken Avenue including the Freeway Frontage District is less than the original tabled sewer flow (per the CCC Master Plan), the existing sewer system south of Guasti Road can serve the District. This will require constructing approximately 3,500 feet of 8-inch sewer along the southerly property line within a City public utility easement, then another approximately 2,000 feet of 8-inch sewer line under Interstate 10 connecting to the existing sewer line in Milliken Avenue and Guasti Road. A paved access road may be required for that portion constructed onsite to enable the City to maintain this sewer system onsite.

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The under-crossing of Interstate 10 will require approximately 300 feet of a minimum 24-inch diameter steel casing. The depth of the casing and investigation of soil conditions will effect the actual size and thickness of the casing that is required. An encroachment permit from Caltrans will be required. The under-crossing will be financed by the Assessment District established, based on benefit derived. Reimbursement agreements shall be established, as necessary, for installation of temporary and/or ultimate improvements which benefit others.

A future nine-million gallon water storage tank will be constructed by the City of Ontario at the southeast corner of the interchange of Interstate 10 and Milliken Avenue. The proposed sewer line will cross through this property. Design considerations will need to be made for construction of the sewer line near the water storage tank to maintain compliance with Health Department regulations. A City of Ontario sewer easement and encroachment permit will be necessary to construct the sewer south of Interstate 10 to Milliken Avenue across the City-owned water reservoir site.

Another alternative would be to utilize Chino Basin Municipal Water District's existing 21-inch dry sewer line which is east of Milliken Avenue between Inland Empire Boulevard and Guasti Road. This would provide an existing sewer line already crossing under Interstate 10 and through the City's future reservoir site, and involves transferring ownership to the City of Ontario. The project sponsor will pursue this option with both agencies and coordinate an agreement to effectuate the transfer if the Chino Basin Municipal Water District determines it has no future need for that portion of the sewer line.

Chino Basin Municipal Water District's existing 21-inch sewer line has never been put into operation, therefore it should be free of any industrial waste. However, since the sewer line is approximately 35 years old, it should be checked with television-equipped instruments to determine if any portions have collapsed or are in need of repairs.

All facilities will be built in locations approved by the City. These locations may include public streets or satisfactory dedicated easements. The Master Plan submitted is based upon proposed street patterns and parcel locations.

Storm Drain System

Existing Facilities

The drainage from the project site north of the existing Inland Empire Boulevard currently flows in two directions, and is divided by an existing swale traversing the site in a southeast direction from Fourth Street to Inland Empire Boulevard. The westerly portion of the site drains south to Inland Empire Boulevard, and then west to Milliken Avenue in an existing underground storm facility (constructed as part of The Ontario Center improvements) as well as surface flow. The easterly portion of the site, which

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includes offsite tributary flows from industrial development north of Fourth Street (City of Rancho Cucamonga), drains to Rochester Avenue just north of Inland Empire Boulevard in an AC swale, through Interstate 15 in an existing 4-foot by 10-foot reinforced concrete box (RCB) culvert, and finally to Day Creek Channel in an existing earthen channel between Inland Empire Boulevard and Interstate 10.

The portion of the site south of Inland Empire Boulevard slopes from north to south at a mild slope of approximately one percent with no defined natural drainage courses. Currently there are no improved drainage facilities within this portion of the site. Within Interstate 10 right-of way there are three 36-inch reinforced concrete pipe (RCP) culverts and an 8-foot by 4-foot RCB culvert located under Interstate 10 which are the only drainage outlets for the site. A storm drain system and catch basins exist at the intersection of Inland Empire Boulevard and Milliken Avenue. This storm drain system outlets to a lined-trapezoidal channel paralleling Milliken Avenue which outlets to an earthen ditch along the north side of I-10 and then ultimately drains to the existing 8-foot by 4-foot RCB across the I-10 Freeway.

All of the storm flow runoff generated within the portion of the site south of Inland Empire Boulevard's drainage boundary discharges through the 8-foot by 4-foot RCB and the three 36-inch RCP culverts into the downstream Airport Drive storm drain system to Day Creek Channel.

The majority of the project site is contained within the Federal Emergency Management Agency's (FEMA) Flood Zone A (areas subject to 100-year flooding). However, when improvements to Day Creek Channel are completed and the soon to be constructed lateral intercept facilities to Day Creek Channel (in Fourth Street and Arrow Route) are completed, the currently mapped 100-year flood plain would be eliminated from the site. An application to FEMA for a Letter of Map Revision (LOMR) is currently being prepared for the Day Creek Channel project which will redefine the flood plain. Flood insurance may be required for the site until such time as the LOMR is approved.

Proposed Storm Drain System

Onsite and offsite storm drain facilities will be provided as necessary to protect the site from the 100-year storm based on the following conditions:

- All drainage facilities within the boundaries of the project site (i.e. onsite facilities) shall be designed to convey a minimum of a 25-year frequency storm within its underground system and a 100-year frequency storm within the combination of underground storm drain and surface drainage facilities.

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- All drainage facilities shall be designed in accordance with the City of Ontario and/or San Bernardino County Flood Control District (SBCFCD) criteria.
- The drainage system for the site shall be designed to drain in three directions. The majority of the site will drain to Day Creek Channel in an adequately sized underground facility. The western portion of Sectors I and J will drain to the existing storm drain system in Inland Empire Boulevard constructed for The Ontario Center. The southern portion of the site will drain to the existing culverts under Interstate 10 in adequately sized drainage facilities.
- No permanent detention basins are proposed for peak flow reduction.

A conceptual Master Plan of Drainage has been prepared in support of the project which identifies proposed drainage boundaries, preliminary storm drain facilities, and peak flow rates (see Figure III-7). The results and impacts of the proposed Master Plan of Drainage on the project site north of Inland Empire Boulevard are as follows:

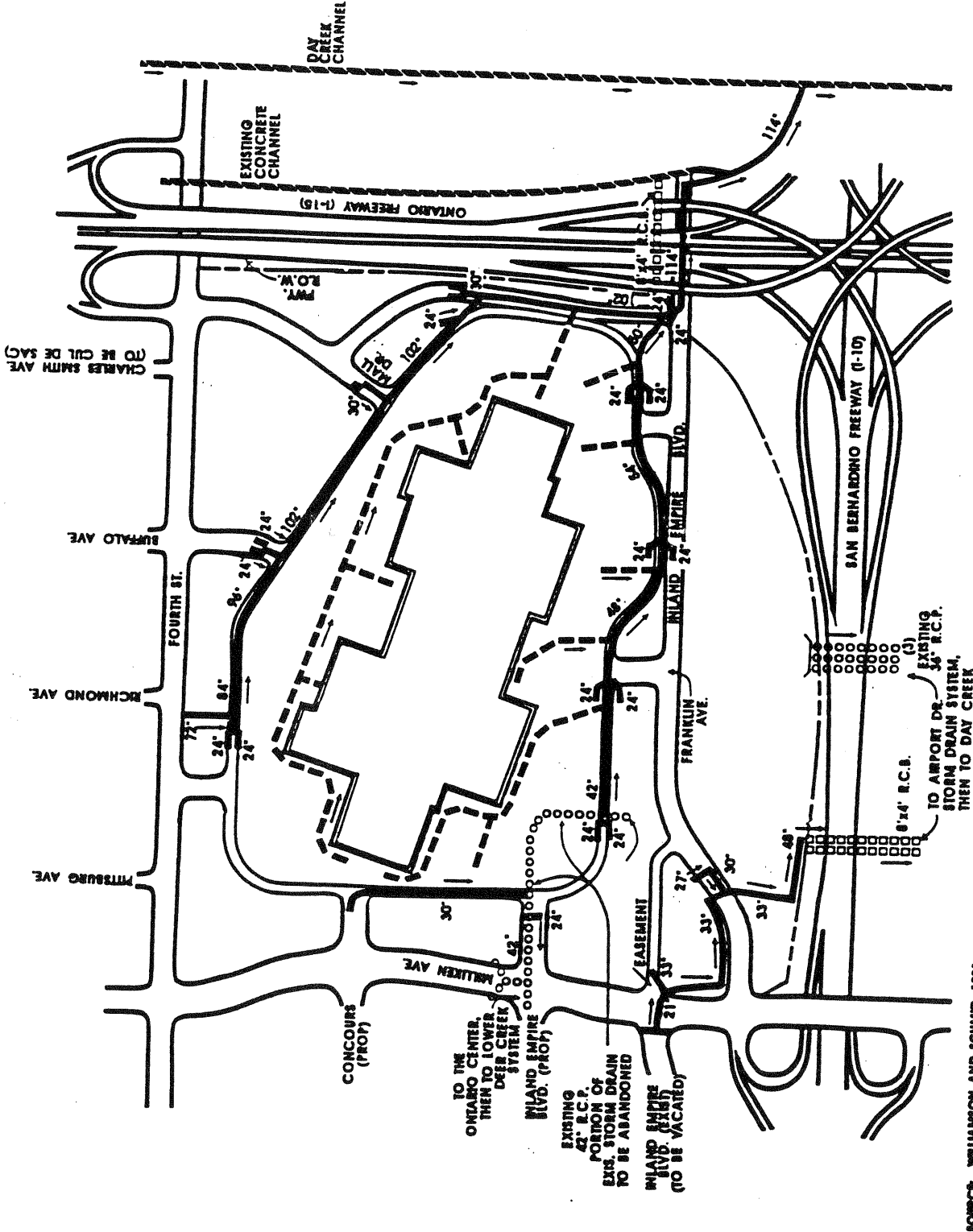
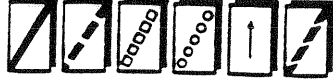
- The project site is protected from the tributary 100-year storm runoff.
- The proposed easterly onsite storm drain facility will need to be extended easterly to Day Creek Channel. A combination of new underground facilities in Inland Empire Boulevard and improvements to the existing earthen channel south of Inland Empire Boulevard will be utilized to convey the fully developed 100-year peak flow to Day Creek Channel.
- The ultimate 100-year peak flow tributary to the project site from the north will be intercepted and conveyed through the site.
- Day Creek Channel has adequate capacity to carry the fully developed flows from the project site.

The portion of the site south of Inland Empire (Freeway Frontage District), is located in the special drainage impact Zone II Storm Drain Fee District. This District has been designated for properties northerly of Interstate 10 and within the tributary area of drainage which contributes to runoff to properties located south of Interstate 10. The fee for development for properties within the District is \$2,696 per acre (to the nearest 1/100 of an acre).



**CALIFORNIA
COMMERCE
CENTER NORTH**
GATEWAY PLAZA
WAGNER PROPERTIES
SPECIFIC PLAN
MASTER STORM DRAIN PLAN

LEGEND



SOURCE: WILLIAMSON AND SCHMID, 1991.

PLANNING NETWORK

OK

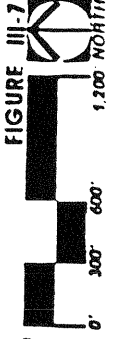


FIGURE III-7

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The proposed onsite drainage systems for the portion of the site south of Inland Empire Boulevard were designed to carry flows towards the existing 8-foot by 4-foot RCB and the three 36-inch RCP culverts located underneath Interstate 10.

The runoff generated north of Inland Empire Boulevard within Sectors G, E and D will be picked up on an RCP drainage system which begins at Milliken Avenue and "Old" Inland Boulevard and continues southerly through Sector E. The RCP drainage system will be extended southerly to Interstate 10 right-of-way to the existing 8-foot by 4-foot RCB culvert. In the event the site is not developed and the landowner wishes to defer the building of this portion of the drainage system, an interim graded earth ditch with a minimum slope of one percent will be constructed from the south side of Inland Empire Boulevard to the existing 8-foot by 4-foot RCB culvert. The area draining to the three 36-inch RCP outlet system will be sheet flow and carried in paved drive areas.

COMMUNITY FACILITIES

Fire Protection

The City of Ontario is served by the Ontario Fire Department, which is headquartered at 425 East "B" Street. In addition to the headquarters, the Fire Department maintains six other stations throughout the City. The Fire Department also provides paramedic services from three of its seven stations. The Ontario Fire Department presently has 105 sworn firefighters. In major emergencies, the City may call upon other jurisdictions' fire departments according to established mutual aid agreements.

In order to improve fire services, in 1987 the City approved the formation of a Community Facilities District. Subsequently, Station No. 7 was constructed on Jurupa Avenue, east of Interstate 15 and opened in the fall of 1988.

However, northeastern Ontario, where the site is located, is still considered by the Fire Department to be in need of additional fire services. Therefore, fees collected through a Community Facilities District will be used to construct a new station (Station No. 8) at Haven and Interstate 10 Freeway (within The Ontario Center to the west). When this station at Haven and Interstate 10 opens, it will be the closest station to the site, and will likely be the one to serve the site. However, no actual operational date for this new station has been set.

At the present time, fire service to the site would be provided primarily by Station No. 7 at 50400 Jurupa Avenue, which is approximately 3.5 miles from the site. This station maintains one truck and one engine with eight personnel. Response time to the site by this station is between four and seven minutes. Other stations in the vicinity of the site include:

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- Station 6 - four personnel - 2505 S. Haven Avenue.
- Station 5 - three personnel - 1530 E. Fourth Street.
- Station 1 - four personnel - 425 E. "B" Street.

In addition, the Ontario Fire Department is in the process of establishing a mechanism for funding operations and maintenance of fire stations built to accommodate the needs of new development in the eastern portion of the City. All development within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area will be subject to this mechanism.

Prior to the approval of site plans, future applicants shall submit to the Ontario Fire Department for review and approval a Master Fire Protection Plan that will document measures to be implemented to protect the site as well as possible from fire. These measures may include, but are not limited to:

- Adequate sprinkler systems, smoke detectors or other fire suppression systems.
- Testing of fire hydrants and fire extinguishers.
- Disclosure forms for hazardous materials or waste storage, if appropriate.
- Adequate access and turning radii for fire vehicles.
- Consistent with the City of Ontario Resolution 91-48, project developers shall ensure that adequate onsite inspection personnel be retained to monitor onsite construction work, and ensure that project needs and/or discrepancies are mitigated in a timely and appropriate manner.

Police Protection

Police protection services will be provided to the site by the City of Ontario Police Department, located at 200 North Cherry Avenue. The site is located approximately ten miles from this facility. At the present time, the Ontario Police Department serves approximately 124,000 people over 39.3 square miles. This does not include the additional numbers of people served who work in the nearly 4,000 acres of presently existing commercial and industrial uses. The Ontario Police Department currently has 268 personnel, of which 186 are authorized sworn officers, 82 are non-sworn officers, as well as 57 motor vehicles (39 of these are marked police vehicles), and two helicopters.

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Police protection is provided 24 hours per day to the site. Optimum response time to the site for a Priority 1 (emergency) call would be six minutes or less. Other non-emergency situations have longer response times. In cases of major emergencies, the Ontario Police Department has established mutual aid agreements with the police departments serving surrounding jurisdictions.

The Police Department has also requested the provision of adequate space to be used for a satellite police facility within the Regional Commercial Center. The Commercial Center owner will provide for the opening of this police facility and its associated capital costs. This facility would serve only the proposed Regional Commercial Center and would be a "storefront" operation. The operating hours and procedures for this police facility will be at the discretion of the Chief of Police. The police facility will require exterior access as well as the interior "storefront" access. This facility will serve the mall, the parking lot and the peripheral parcels within the loop road. At all times, the Commercial Center will also be a part of a regular Ontario Police Department beat.

Helicopter landing areas shall be provided within the mall site in one or more locations that meet the approval of the Police Department and the mall developer. Helicopter landing area(s) shall be made available for use by air ambulance services, Ontario Police Air Support Unit helicopters, or Fire Department personnel. Helicopter landing pad(s) shall meet a minimum weight rating of 10,000 pounds and will accommodate the use of an Air Ambulance. The design of helicopter pad(s) shall meet the approval of the Ontario Police Department prior to the issuance of building permits for the mall.

Helicopter pad(s) are being requested to assist in the medical evacuation of patients in the case that it is medically necessary, or if vehicular traffic in the vicinity of the Commercial Center is so congested that ground ambulances may be delayed. Helicopter landing pad(s) will also be made available to the Ontario Police Department for use by its Air Support Unit at its discretion. Such uses will include the deployment of the Special Weapons and Tactics Team, the delivery of additional Police personnel if ground access is obstructed, or any other use deemed necessary by the Chief of Police.

In addition to the requirements of the Ontario Municipal Code and public safety-related guidelines contained elsewhere in this document, the following shall apply:

- All individual developments within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area shall meet the building and safety design requirements of the City of Ontario Fire and Police Departments, as per the Conditions of Approval.

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- Prior to the issuance of occupancy permits, the Commercial Center operator shall submit to the Ontario Police Department a Master Security Plan specifically for the retail shopping mall. This Security Plan shall address the following issues: security personnel and training, the separation of responsibilities between the Ontario Police and private security personnel, physical security measures, parking lot emergency call boxes, interior and exterior closed circuit TV, appropriate interior and exterior lighting, the existence and enforcement of a gang-related dress code, etc.
- Prior to the issuance of occupancy permits, future applicants for individual projects within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area shall enter into an agreement with the Ontario Police Department to allow the Police Department to enforce all applicable laws of the City of Ontario, State of California, and the United States.

Solid Waste

Solid waste collection services will be provided by the City of Ontario. The City is currently in the process of developing plans for solid waste source reduction in compliance with AB 939. All individual developments within the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area shall be subject to the solid waste source reduction requirements of the City of Ontario.

Phasing

The actual development and construction of proposed land uses within this Specific Plan are dependent on the provision and availability of necessary infrastructure and public facilities. Various improvements to backbone infrastructure systems, such as roadways, water service, sewer service, and flood control facilities, must be improved to the point that development can be accommodated.

Mitigation measures identified in the EIR for this project and restated in Chapter VI of this document establish the monitoring mechanism by which future applications for construction projects will be evaluated by the City of Ontario in terms of the availability of adequate infrastructure systems and public facilities required to serve the proposed project. Specific provisions within the EIR permit the project to proceed, or portions thereof, without full implementation of the master backbone infrastructure systems. These provisions are based on findings that said progress will not detrimentally affect the level of service available on said backbone systems.

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Assessments Districts are to be established to finance the improvement and installation of off-site infrastructure and internal backbone systems. Should said assessment districts not be established prior to or concurrent with development permit applications, the permittee shall be responsible to propose and implement alternative funding mechanisms or methods to guarantee provision of the infrastructure necessary to support the development proposed by said permit applications.

Various activities are scheduled to occur prior to actual development of the site, such as removal of the Beacon Truck Stop, realignment of Inland Empire Boulevard, mass grading of the site, installation of landscaping and public service facilities. Should development permit applications be pursued prior to these preliminary actions taking place, assessment shall be completed demonstrating that adequate services and facilities exist to serve the site and/or identifying those interim improvements required to be made.

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