

VII. DEVELOPMENT PHASING AND MONITORING

A. LAND USE

Development of California Commerce Center South will proceed over an estimated eight to thirteen year time frame.

A consolidated infrastructure phasing plan outlining the specific facilities to be constructed and their specific timing will be submitted to the City of Ontario for approval prior to construction. This phasing plan will incorporate all items which may be necessary to service the phase under consideration, and will consider circulation, water, sewer, storm drain systems, utilities, etc.

The phases presented (see Figure 59) for the construction of utilities and roads are conceptual at this time, and will be refined as development proceeds. Any minor revisions to these phasing plans will require the approval of the Development Advisory Board, as outlined in Section VIII-A of this document (Amendment Process, Minor Revision).

B. INFRASTRUCTURE

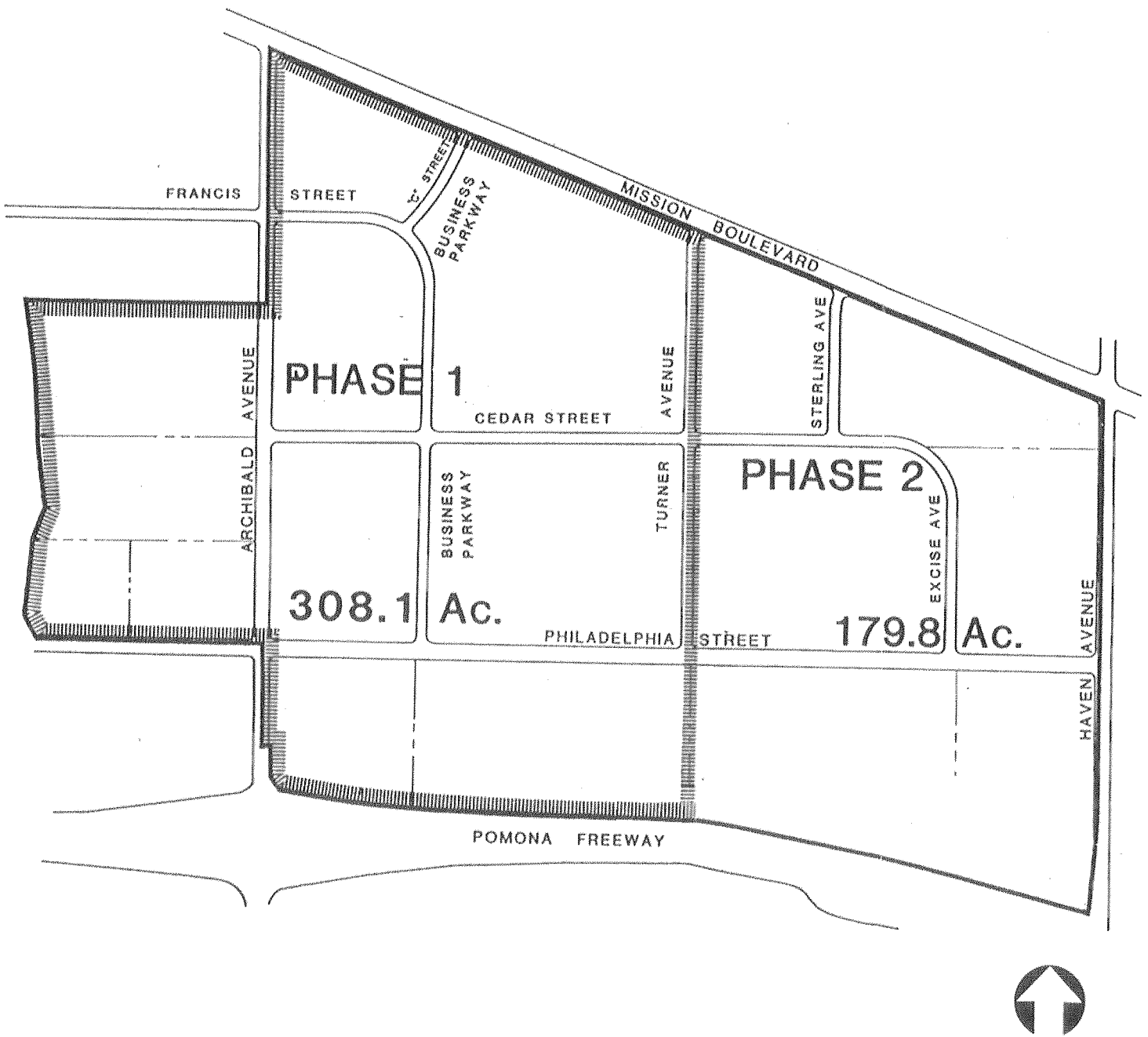
1. WATER, SEWER, DRAINAGE

All water, sewer, drainage, and road facilities within a phase boundary will be constructed or improved prior to the construction of structures to insure that the projected demands of development are met.

Construction of sewer lines is scheduled to be completed simultaneously with the completion of CBMWD's relief line across the north part of the Specific Plan and from Haven Avenue to Cucamonga Creek and the completion of the City of Ontario's lift station at Haven and Pomona Freeway.

STREET AND UTILITY PHASING PLAN

FIGURE 59



2. ROADWAY SYSTEM

An analysis of both project-related traffic demands and regional traffic growth was conducted for each phase to determine the necessary improvements to the circulation system. In determining roadway phasing, it was assumed that 30 percent of the cumulative traffic forecast would be realized by 1991, 50 percent of the cumulative traffic would occur by 1993, and 70 percent would occur by 1996.

A phasing plan for intersection improvements was also formulated based upon peak hour traffic demand forecasts for 1991, 1993, and upon build-out of development on-site (1996). Like the street improvement analysis, the intersection improvement evaluation included anticipated cumulative traffic volumes.

Intersections along Haven Avenue should be constructed to ultimate configuration in conjunction with the Haven widening and Route 60 freeway diamond interchange construction projects. At the intersection of Philadelphia Street and Archibald Avenue, Philadelphia Street should be fully improved on both sides of the intersection in conjunction with construction. At other street intersections onsite, each street should be fully improved in conjunction with the constructions of adjacent development. When divided arterials are widened adjacent to the site, fully improved "stubouts" should be constructed where internal streets are planned.

Traffic signal warrants have been adopted by Caltrans and the Federal Highway Administration. The minimum vehicular volume warrant and interruption of continuous traffic warrant are based on the traffic volume in the eighth highest vehicular volume hour of a day. The project sponsor shall construct traffic signals as warrants are met unless suitable financial arrangements are made with the City Engineer to insure signal construction and/or participation in the construction of needed signals.

3. TRAFFIC MONITORING

a. Introduction

The principal purpose of the traffic monitoring program is to assure that, as each increment of development is approved under the California Commerce South Specific Plan, adequate roadway capacity is or will be provided to handle the traffic expected with the development in place. That purpose will be achieved by requiring each development proposal to be subjected to a traffic impact analysis that will investigate and report this information prior to development approval:

- The cumulative traffic loads on the roadway system prior to consideration of the development increment in question, including through traffic and all traffic expected to be present from developments previously approved but not yet in place.
- The principal traffic volume impacts from the development increment being considered, as determined by a qualified traffic engineer, and as reported on a standard form prescribed as part of these procedures.
- The new cumulative total traffic loads including the development being considered, along with an assessment of traffic level of service and roadway improvements required to provide and maintain acceptable service levels.

The program is an on-going informational process to enable the City of Ontario to collect and assimilate data. The program will remain in force until full build-out occurs or may terminate sooner if the City of Ontario determines it is no longer necessary. The parties who will be involved in the program will be:

- The Engineering Department of the City of Ontario, which maintains current records and information during the program. The City will collect data it normally obtains, and will make this information available to all participants of the program. The developer's engineer will supply the City with data which will be subject to review and acceptance by the City.

- Any entity, public or private, which from time to time proposes to develop as owner any portion of the property included under the jurisdiction of the California Commerce Center South Specific Plan. The extent of the involvement of the owner entities shall be limited to those occasions identified in these procedures and shall be occasioned only by the presentation of an active development plan to the City of Ontario Engineering Department the information specified in these procedures.

b. Traffic Monitoring Process

(1) The inputs to the process consist of:

- A standard traffic impact report to be filed on each increment of development as it comes in for site plan approval or for issuance of a building permit, or both.
- Field traffic measurements, which are to be conducted periodically according to a prescribed calendar. The data to be collected and the frequency of collection is outlined on an attachment entitled Field Traffic Data Collection.

(2) The outputs from the process will consist of:

- Maintained, and up-to-date tabular records of estimated traffic volumes for all major links in the California Commerce Center South circulation system. The tables would cumulatively record the contributions of each project processed for approval. The tables will be updated each time a standard traffic impact report is processed.

Two separate sets of tables will be maintained; one for traffic loads estimated according to site plans approved, the other for traffic loads estimated according to building permits issued.

- Trend line graphs to show the build-up of actual and projected traffic volumes over the long-term time span from initial project ground breaking to full ultimate development of California Commerce Center South. A number of graphs could be maintained. The vertical axis could be total trips generated or traffic volume at a given significant location. The horizontal axis in all cases would be time in years and quarters of a year. The trend line graphs would track growth in actual traffic volumes as reflected by the field traffic data, and would also track projected traffic volumes based upon the developments as processed through the City. This can be compared to the roadway capacity of staged transportation improvements.

(3) The cycle of activity in the traffic monitoring process is as follows:

- The City provides the developer with a standard traffic impact report form. City also supplies a coded road network map and link traffic data (cumulative totals including existing traffic plus traffic impact estimates for any previously approved projects within California Commerce Center South).
- The developer completes the form in consultation with the City and with professional traffic engineering input.
- Items 7 and 8 from the Standard Traffic Report are used to make the necessary decisions on circulation system adequacy. Item 9 is used to determine signalization requirements.
- When the development action is approved, Item 5 is pulled from the traffic report and added to the tabular summaries kept on file at the City.
- In many cases, Item 6 from the traffic report can be handed to the next applicant as the "existing plus committed" link data for the subsequent project to be evaluated under this monitoring program.

As new traffic data is collected in the field traffic measurement part of the monitoring program:

- Pertinent data is added to trend line plots of actual traffic growth.
- Count data, as deemed appropriate following qualified professional review, is used to replace or adjust previous link volume estimates in the tabular data.

4. TRANSPORTATION MANAGEMENT PLAN

When the peak hour traffic demands within California Commerce Center South reach levels that result in level of service C operations (as determined by the City Engineer), the project sponsor shall have a Transportation Management Plan prepared by a registered professional traffic engineer. The plan shall be developed through coordination with the City of Ontario Planning and Engineering Departments and the San Bernardino County Association of Governments (SANBAG).

Transportation System Management (TSM) actions include a variety of low-capital investment strategies to improve transportation service in the short term. The TSM concept is an attempt to make more efficient use of the highways and transit systems already in place, to reduce the need for new capital investments and transit operating assistance.

The spectrum of TSM actions includes techniques to:

- a. make better use of the existing road space,
- b. reduce auto usage in congested areas or time periods, and
- c. increase transit ridership through improved transit service and efficiency.

Several elements which should be considered for incorporation in a TSM Plan for the project area include:

- instituting flexible or staggered work hours;
- creating carpools/vanpools;
- participating in a matching program for prospective carpool riders;
- continuously updating carpool programs for new and old employees;
- preferential parking for carpools/vanpools;
- providing company cars at nominal cost for carpooling employees;
- leasing of vans at nominal cost to employees who vanpool;
- providing pedestrian paths and shelters;
- providing shuttle service to nearby multi-modal facilities;
- distributing information on transit routes and schedules; and
- expanding Omnitrans bus service, along with providing convenient bus turnouts and shelters.

VIII. APPROVAL PROCESS

A. REQUIRED APPROVALS

1. CALIFORNIA COMMERCE CENTER SOUTH: SUBMITTAL PACKAGES

Any proposed resubdivision of any parcel or the construction of any improvement within California Commerce Center South must be approved by Ontario Industrial Partners' Approving Agent. The Approving Agent shall not unreasonably withhold its approval of any such submittal. Subject to the provisions of Ontario Industrial Partners' Covenants Codes and Restrictions (see Appendix), the Approving Agent shall be conclusively deemed to have given approval unless express written notice, specifying in reasonable detail items that are disapproved, is given within forty-five (45) days after receiving submittal. The Approving Agent shall endorse approval on one set of submittal documents and return same to the applicant.

2. DEVELOPMENT SITE PLANS

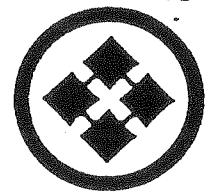
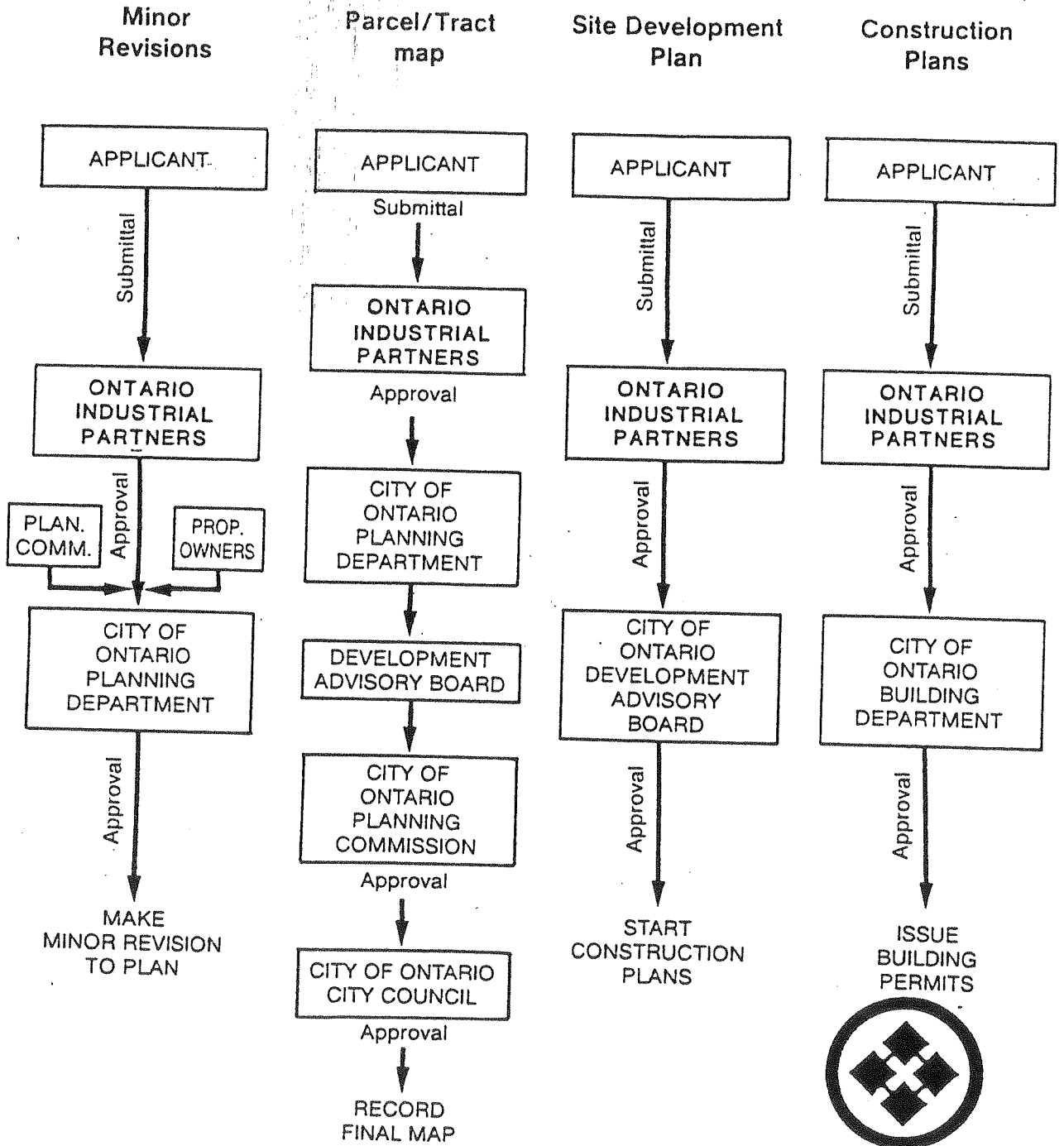
Site development plans shall be subject to review and approval by the City of Ontario Development Advisory Board. The Development Plan review Application Form, City of Ontario 84-4 (4/84) is included in the Appendix, for reference. Consult the City of Ontario Planning Department for Development Advisory Board scheduling (see Figure 60, Plan Submittal Guideline Flow Chart).

3. ENVIRONMENTAL EVALUATION - NOTICE OF INTENT

An Environmental Evaluation/ Notice of Intent is required by the City of Ontario with the submittal of any preliminary building or site plans. Applicant filing for this should refer to the Project Evaluation prepared for this project (which examined the proposed project in relationship to Ontario International Place and EIR 85-3), and the mitigation measures contained therein. The City of Ontario's planning staff reviews all Environmental Evaluations prior to the DAB meeting on development site plans.

PLAN SUBMITTAL GUIDELINE FLOW CHART

Figure 60



**CALIFORNIA
COMMERCE
CENTER
SOUTH**

VIII-2

AT ONTARIO

IX. AMENDMENT PROCESS

A. MINOR REVISIONS

1. Minor revisions to the Specific Plan that relate to signage, realignment of roads, or adjustments to individual Master Plans (such as drainage, sewer, and water) shall be approved by the City of Ontario Development Advisory Board.
2. Rearrangements, transfer or exchange of land use designations within the specific plan may be approved subject to the following conditions:
 - a. The applicant shall submit an analysis of the proposed land use rearrangement to ascertain the following:
 - (1) The rearrangement does not create adverse impacts on traffic volumes and circulation adjacent to areas of land use category exchange.
 - (2) The rearrangement does not create adverse impacts on sewer, water, and other infrastructure capacity in the areas of land use category exchange.
 - b. The surrounding property owners within three hundred feet (300') of the proposed land use category exchange shall be notified, in writing, of the proposed rearrangement. The applicant shall provide names and addresses of the affected property owners, and shall pay all postage costs. If any affected party including property owners and any other agency objects to the rearrangement(s), the proposal shall be subject to requirements for a "major amendment" to the specific plan.
 - c. Concurrently, the Planning Commission members shall be notified by mail, of the proposed land use category rearrangement. The Planning Commission members will have ten (10) days (from the date of their receipt of notice) in which to comment on the proposal. If the Planning Commission members have no objection to the proposed land use arrangement, the proposal will be placed on the next Planning Commission agenda as a consent item. If any member of the Planning Commission has a concern with the proposed land use rearrangement, then the proposal shall be subject to requirements for a "major amendment" to the specific plan.
 - d. An application for land use category rearrangement shall be accompanied with the appropriate amount of fees as approved by the existing resolution of the City Council for a revision to a Specific plan.

B. MAJOR AMENDMENTS

A major amendment to the Specific Plan will require review and approval by Ontario Industrial Partners, the City of Ontario Development Advisory Board, the Planning Commission, and the City Council. Such major amendments are governed by the California Government Code, Section 65500, which requires an application and fee submitted to the Ontario Planning Department, stating in detail the reasons for the proposed amendment.

C. APPEALS

An appeal from any determination, decision, or requirement of staff, Development Advisory Board, or the Planning Commission shall be made to the City Council in conformance to the appeal procedures established by Section 9-3.3400 of the Ontario Municipal Code.

X. ENVIRONMENTAL MITIGATION MEASURES

An Environmental Evaluation has been prepared for this project. Listed below are the final mitigation measures applicable to the proposed project that are a part of that document. Many of these mitigation measures have been directly addressed through the Specific Plan; others will be addressed through the site plan approval process. The following illustrates how the Specific Plan has addressed these measures, and which measures will be addressed at site plan approval. Developers submitting plans for Development Advisory Board site plan approval should insure that these mitigations are addressed through their building and constructions processes.

A. MITIGATION MEASURES - EARTH RESOURCES

1. HAZARD REDUCTION

Standard structural engineering techniques in accordance with the Uniform Building Code will be employed to reduce seismic hazards to an acceptable level.

2. WIND EROSION

Prior to grading within the project area, permits to disturb soils will be obtained from the San Bernardino County Agricultural Commissioner and the City of Ontario. The permits shall contain specific conditions to reduce fugitive dust. Potential measures include:

- a. Regular watering of cleared areas.
- b. Establishment of maximum speed limits within construction areas.
- c. Minimization of the extent of cleared areas at any given time.
- d. Inclusion of sprinkler irrigation systems.
- e. Establishment of vegetative cover as soon as possible after grading is completed.
- f. Use of soil tackifiers, soil stabilization mulches, and/ or oil emulsions, where feasible.

Mitigation Measures for Earth Resources are applicable to the construction process. These measures shall be reviewed during the City of Ontario's Site Plan and Building Permit approval process. In addition, Ontario Industrial Partners shall require, through its CC & R's, that all construction within the Specific Plan area conform with applicable dust abatement requirements.

B. MITIGATION MEASURES - AIR RESOURCES

1. CONSTRUCTION IMPACTS

Measures to reduce fugitive dust production during project construction are discussed above.

2. MOBILE SOURCE IMPACTS

Measures intended to reduce project-related mobile source emissions are included in the Land Use and Zoning, Circulation/ Transportation, and Public Services section of this document. These measures include provisions related to transportation systems management and provision of recreational facilities within residential developments.

The Specific Plan established a transportation management plan to minimize, to the extent possible, the number of vehicle miles traveled, and thus reduce air pollutant emissions and minimize traffic congestion. This program will be coordinated to the extent possible, with SANBAG. (See Section IV, Circulation Concepts; Transportation Management).

3. STATIONARY SOURCE IMPACTS

Measures to reduce pollution emissions from stationary sources are discussed below in the Energy section.

C. MITIGATION MEASURES - WATER RESOURCES

1. DRAINAGE FACILITIES

The project sponsor shall provide necessary rights-of-way for the construction of the master-planned drainage system in Haven Avenue and Philadelphia Street to serve upstream development.

To handle onsite storm run-off generated as a result of development of the proposed project, the project sponsor shall design and construct local onsite drainage facilities as determined by the developer's engineer and reviewed and approved by the City Engineer. These facilities shall be engineered to accommodate 100-year flows, or as approved by the Engineering Department, and shall be designed in conjunction with improvements to Lower Deer Creek as outlined in the City of Ontario's Master Plan of Drainage.

A detailed analysis of onsite drainage shall be prepared prior to development of the specific plan for the proposed project.

The Specific Plan provides for a Master Plan of storm drains for the project site (See Section IV, Infrastructure). In addition, Ontario Industrial Partners will continue to participate in the ongoing efforts of the Day/Etiwanda/San Sevaine Drainage Area Study Program.

2. REDUCTION OF RUN-OFF

Landscape design criteria shall be coordinated with drainage plans to maximize percolation of surface water and minimize run-off from the site. Design standards which shall be incorporated into the landscape plan include:

- a. Design of irrigation in small landscaped areas such as tree wells, planters, and medians such that automatic irrigation water does not flow off planted areas;
- b. Use of pervious paving materials in hardscape areas wherever feasible;
- c. Utilization of swale designs in landscaped and grass areas to slow down run-off and maximize infiltration; and
- d. Discharge of roof leaders in buildings (directly or indirectly) into pervious areas, greenbelts, or seepage pit areas.

The water conservation and flood damage measures required by law and those recommended to be implemented are primarily addressed through the building process. These measures will be reviewed at either site plan review or prior to issuing Building or Grading Permits.

In addition, the Specific plan provides for a Grading Master Plan that directs run-off away from buildings and into drainage facilities located within streets.

3. WATER QUALITY

The City of Ontario will maintain regular street sweeping activities along public roadways to mitigate potential water quality impacts related to run-off of urban contaminants.

The specific plan for the California Commerce Center South shall include regulations requiring regular cleaning of parking areas and drives.

Any temporary drainage basin installed on-site will be designed to meet the requirements of the California Regional Water Quality Control Board and the Ontario City Engineer.

D. MITIGATION MEASURES - BIOTIC RESOURCES

1. EUCALYPTUS SPECIMENS

The project sponsor shall retain an arborist or tree surgeon to examine the feasibility and desirability of retaining the eucalyptus windrows. If feasible and desirable, the bulk of the thinned and pruned windrows should be retained as a parkway median or border strip along the extension of Philadelphia Street. Existing groupings of desert gum, red gum, pepper and walnut trees along Mission Boulevard should also be retained to the extent possible.

2. SAN DIEGO HORNED LIZARD

Prior to construction within or adjacent to the identified San Diego horned lizard habitat, the project sponsor shall finance a salvage and relocation program of San Diego horned lizards onsite to a nearby protected but depleted habitat, such as Cucamonga-Guasti Regional Park. Elements of the San Diego horned lizard mitigation program should include:

- a. Pre-transplant reconnaissance of the Chino Basin region by a qualified herpetologist familiar with the ecological requirements of the lizard to select a preferred transplant site and alternate sites;
- b. Inter-agency coordination to confirm that the public agency controlling the preferred (and/or alternate) site would manage it in such a way as to insure protection of the taxon;
- c. Inventory of San Diego horned lizard specimens present in the transplantation site selected to confirm that the site is a depleted area.
- d. Development and implementation of a habitat enhancement plan for the selected site (if necessary), possibly consisting of revegetation with grasses and native sage scrub;
- e. Capture (preferably in spring) of all individuals which can be found within the identified habitat within the California Commerce Center South, and release of the captured lizards at the transplantation site; and
- f. Periodic monitoring as specified by the project herpetologist to determine the success of the transplantation.

E. MITIGATION MEASURES - LAND USE

Prior to applications for development within the project area, a specific plan shall be submitted to and approved by the City of Ontario. The specific plan shall identify the location and types of land uses to be permitted within the project site, and their permitted intensities. The specific plan shall include specific development standards to regulate land development in accordance with the policies of the Ontario General Plan and the mitigation measures included in this report.

F. MITIGATION MEASURES - HOUSING, POPULATION, AND EMPLOYMENT

No mitigation measures are proposed for project induced population, housing, and employment increases.

G. MITIGATION MEASURES - TRAFFIC AND CIRCULATION

1. ROADWAY IMPROVEMENTS

All internal streets shall be constructed to their ultimate cross-sections or half-width rights-of-way as adjacent development occurs.

All streets bordering the project site shall be constructed to their ultimate half-sections in conjunction with adjacent development.

Traffic signals shall be installed as warranted.

2. TECHNICAL MASTER PLAN

As part of the specific plan for the proposed project, the project sponsor shall prepare a Technical Master Plan for Transportation. The master plan will identify the facilities which will be constructed by the project sponsor and/or by sponsors of individual projects, and shall, at a minimum, address the following:

- a. Roadway capacity of streets which will be affected by project development, including intersection geometrics;
- b. Project phasing and the feasibility and desirability of interim improvements in advance of ultimate roadway improvements needed to accommodate project buildout;
- c. Financing of major roadway improvements including assurance of a proportionate share of constructing a grade separation along Haven Avenue at the UP rail line and an interchange along the Pomona Freeway at Haven;
- d. Safe pedestrian and bicycle access within the project site and surrounding areas, especially safe routes to commercial facilities;
- e. Transportation System Management (TSM) implementation measures designed for a target reduction of 10 percent of peak hour traffic and 7 percent of average daily traffic volumes.

3. INTERNAL ROADWAY GUIDELINES

Stop signs should be installed at all site egress points onto exterior arterials to control exiting traffic.

Landscaping and signs should be limited to 36 inches in height within 25 feet of project driveways to maximize sight distances.

Driveways for commercial and office development should be placed at least 200 feet apart, and at least 200 feet from the nearest intersection, as approved by the Engineering Department.

Driveways should be the curb-return type with at least a 35 foot radius. Driveway widths should be 30 to 35 feet wide to prevent exiting vehicles from interfering with entering vehicles.

Driveway placement should minimize circuitous travel within parking areas, and the potential for conflicts. Aisles should be placed such that it is easy to reach any destination within an individual site after entering any driveway. To discourage excessive speeds, the maximum length of heavily traveled straight stretches should not exceed 400 feet when possible. The alignment of aisles should also accommodate pedestrian traffic by allowing patrons to walk along, rather than across, aisles to reach commercial and office uses from their parked vehicles.

H. MITIGATION MEASURES - NOISE

1. HOTEL UNITS

Require usable open space noise levels to be 65 dB CNEL or less. This includes all outdoor recreation areas such as patios, swimming pools, and courts;

Outside noise levels to be reduced to maintain interior noise levels of 45 dB CNEL or less, with the average of the maximum noise levels of the highest 30 percent of the noise producing events occurring during a 24-hour period to be no greater than 65 dBA.

2. RETAIL AND OFFICE USES:

Interior noise levels within retail structures shall be no higher than a CNEL of 60 dB.

Interior noise levels within office structures shall be no higher than a CNEL of 50 dB within general offices and 45 dB within private offices.

Maximum interior sound levels have been established for each land use within the project area (see Section VI, Development Standards and Criteria; Sound Attenuation Criteria). Building plans will be reviewed for their conformance with these standards, as part of site plan approval prior to the issuance of Building Permits.

I. MITIGATION MEASURES - HEALTH, SAFETY, NUISANCE ISSUES

1. ODORS

To reduce interior odors, air conditioning units shall be provided with activated charcoal or other filters wherever necessary.

The landscaping palette selected for California Commerce Center South shall incorporate aromatic vegetation which could help mask objectionable odors created in areas surrounding the site. Potential plant species suitable for cultivation in the project area which could be used to mask objectionable odors are listed below (source: Sunset Western Garden Book, 1976):

SUGGESTED AROMATIC VEGETATION

PLANT NAME	TYPE	KIND OF FRAGRANCE
Lemon Verbena	Shrub	Lemon-scented leaves
Artemisia	Shrub	Sagebrush-scented silvery foliage
Incense Cedar	Tree	Pungent fragrance in warm weather
Carissa Grandiflora	Shrub	Large white flowers nearly as fragrant as star jasmine
Cedrus Atlantica	Tree	"Christmas Tree" scent, especially after rains
Night Jessamine	Shrub	Penetrating fragrance. At best on summer nights
Cestrum Parqui	Shrub	Potent Perfume
Chimonanthus Praecox	Shrub	Spicy fragrance in late winter
Mexican Orange	Shrub	Delicate orange blossom fragrance
Citrus	Tree	Subtle fragrance
Coleonema Album	Shrub	Foliage has pine fragrance
Daphne	Shrub	Pervasive fragrance
Datura Candida	Shrub	Heavy, musky night fragrance
Gardenia	Shrub	Unmistakable, sweet fragrance
Hymenosporum Flavum	Tree	Orange-blossom honey fragrance
Jasminum Grandiflorum	Shrub	Fragrant evergreen
English Lavender	Shrub	Nostalgic fragrance fresh or dried
Honeysuckle	Shrub	Hauntingly sweet fragrance
Magnolia grandiflora	Tree	Heavy, very sweet scent
Mandevilla laxa	Vine	Intense aroma
Michelia figo	Shrub	Banana fragrance
Myrtle	Shrub	Pleasant aroma
Osmanthus	Shrub	Sweet fragrance day or night
Pittosporum tobira	Shrub	Faint orange blossom fragrance
Black Locust	Tree	Clean, sweet fragrance
Rose	Shrub	Some varieties have intense fragrance
Rosemary	Shrub	Resinous odor from foliage

SUGGESTED AROMATIC VEGETATION

PLANT NAME	TYPE	KING OF FRAGRANCE
Sarcoccca Humilis	Shrub	Fragrance carries even on cold days
Sarcoccca Ruscifolia	Shrub	Noticeably fragrant flowers
Star Jasmine	Vine	Very fragrant vine
Viburnum	Shrub	Several species are grown for fragrant flowers
Wisteria	Vine	Delicate odor

Source: Sunset Western Garden Book, 1976.

2. VECTORS.

To discourage the spread of vectors, all outdoor refuse storage bins shall be provided with covers which close automatically and provide a tight seal.

Any bodies of water included in the project's site design shall be maintained to discourage the breeding of vectors.

Where consistent with other design criteria, landscaped areas shall be designed to reduce the amount of habitat available to vermin and other objectionable wildlife.

3. GAS MIGRATION.

As part of site development, a long-term onsite gas migration monitoring system shall be installed and maintained by the project sponsor. Monitoring shall be conducted on a quarterly basis.

If site development occurs prior to installation of the County's gas collection system, and if subsurface concentrations of methane are found to exceed 5 percent or if other potentially dangerous gases are determined to be migrating onto the site, onsite migration control devices shall be installed. (If migration is detected prior to the start of site development, mitigation could include the installation of impermeable membranes and monitoring equipment to reduce hazards to structures. If no migration is detected, mitigation should consist of the installation of an air injection system and attendant monitoring equipment at the property boundary.

J. MITIGATION MEASURES - PUBLIC SERVICES

1. POLICE SERVICES.

Although shortfalls may exist during initial phases of development, revenues generated by the project area will be sufficient to offset the costs of providing increased police protection. Therefore, no funding mitigation is proposed at this time.

As project area development occurs, Police Department manpower and equipment should be expanded as necessary to serve the proposed project and surrounding development.

To reduce the need for police protection during construction, onsite security shall be provided for individual projects as development proceeds. The police department, along with the fire department, shall be provided with keys to all locks on construction site gates.

The specific plan for the proposed project shall be designed as to ensure adequate access to all parts of the project area by emergency vehicles.

Crime suppression techniques shall be incorporated in the specific plan to reduce the need for police protection. Possible measures include maximizing open space and visibility within individual developments.

2. FIRE SERVICES.

Revenues generated by the project will be sufficient to offset the cost of providing needed fire and paramedic services, although initial shortfalls may exist during initial phases of development. Therefore, no funding mitigation is required at this time. Since Station #6 provides optimum response times to the project area, no new fire facilities are necessary to serve the proposed project (although, as discussed in the Project Evaluation, Station #6 may be permanently located within the project site).

Prior to development of individual projects within the project area, the potential need for fire equipment to serve each project shall be determined by the City Fire Department. If equipment in addition to Station #6 is required, response times from secondary responding stations, including Station #7, shall be examined. If necessary, additional equipment may be added to Station #6 to reduce response times for all required equipment to acceptable levels.

Site plans for individual developments within the project area shall be designed to have a minimum of two points of ingress and egress at all times, and shall be designed to accommodate access by emergency vehicles, including adequate turn-around areas.

To reduce the need for fire protection services, commercial buildings in the project area shall be equipped with automatic fire suppression systems, as required by the Fire Department.

Prior to development of individual sites within the project area, fire hydrants shall be tested to ensure adequate fire flows, if requested by the City Fire Department.

All industrial uses within the California Commerce Center South will maintain storage and use of potentially hazardous materials in accordance with accepted safety practices. Individual industrial uses shall inform the City of Ontario of the type, quantity, storage, use, and flammable characteristics of all chemicals used onsite. Similar inventories shall also be maintained onsite in a location accessible to fire department personnel during emergency situations.

K. MITIGATION MEASURES - UTILITIES

1. WATER SERVICE.

To minimize interior water consumption, the following measures shall be incorporated into residential structures within the project area, where feasible: maintenance of water supply line pressures at 50 psi or less, inclusion of low flush toilets (three gallons), insulation of water lines.

To minimize exterior water use, the following measures shall be incorporated into project design within the project area, where feasible: use of low water consumption plants, extensive use of mulch in landscaped areas, installation of drip irrigation systems where appropriate, minimization of impervious areas.

As part of the specific plan for the California Commerce Center South project, a Technical Master Plan for Water Facilities shall be prepared by the project sponsor. This master plan, in addition to a detailed evaluation of present and projected water facilities needs for the California Commerce Center South project, shall identify which facilities are to be constructed by the project sponsor. The master plan shall also include an investigation of the potential for use of treated effluent from Regional Plant No. 1 to irrigate landscaped areas.

2. SEWER SERVICE.

As part of the specific plan for the California Commerce Center South project, the project sponsor shall prepare a Technical Master Plan for Wastewater Facilities. The master plan shall identify which facilities are to be constructed by the project sponsor.

A sewer system has been designed as part of the preparation of master plans for the Specific Plan that is designed to meet standard practices and applicable codes. (See Section IV, Infrastructure, Wastewater).

The mitigation measures should be reviewed and implemented throughout the construction process.

3. SOLID WASTE.

Since refuse collection fees collected from the project area will be sufficient to offset the cost of providing service, no funding mitigation is necessary.

Individual developments within the project area shall be designed so as to provide for access by trash collection trucks, including adequate turning radii and turn-around areas, as established by the Ontario Public Service Department.

This measure shall be complied with during site plan review.

To reduce to the extent possible the project's impact on the useful lifespan of the Milliken Landfill, programs shall be implemented by the project sponsor which will allow maximum use of any available waste recovery or recycling programs. These programs may include, but not be limited to, separate collection and storage of recyclable and non-recyclable solid waste, and distribution of information to project area tenants concerning available recycling programs.

4. TELEPHONE.

Since no significant impacts have been identified, no mitigation measures are proposed for provision of telephone services at this time.

A street and utility phasing plan has been established in the Specific Plan, to insure that improvements are phased to meet expanding needs of the project as it develops.

L. MITIGATION MEASURES - ENERGY RESOURCES

1. ENERGY CONSERVATION.

Energy conservation measures required by Title 24 of the California Administrative Code shall be required of all structures in the area.

To the extent possible, and consistent with other mitigation measures, the Specific Plan shall include site and building design standards which shall:

- Provide protected indoor or plaza/open areas to protect persons there from the adverse effects of sun and wind.
- Construct internal roadways at the minimum widths possible, consistent with maintaining safe circulation, to reduce the amount of heat reflected and radiated by the pavement.
- Locate parking areas and other reflective surface features on the north and east side of buildings to decrease the amount of sunlight reflected onto adjacent buildings. If such surfaces cannot be located in this manner, landscaping should be provided to reduce the amount of energy reflected towards buildings.

- Provide for building shapes designed to allow each structure a share of the solar energy available in the winter months. Buildings with large glass expanses shall be designed to limit the amount of sunlight reflected towards buildings.
- Provide for maximum use of sunlight for interior lighting through the use of interior court wells, interior court areas, and building shapes.
- Provide canopies or overhangs to shade windows during summer months. Where possible, these shading devices shall be designed to allow the maximum amount of sunlight into buildings during winter months.
- Provide for reflective coating on roofs, wherever possible, to reduce heat absorption.
- Provide for the planting of deciduous and other large trees near buildings and around large paved areas.
- Provide for the planting of deciduous vines where appropriate on south- and west-facing walls to shade buildings during the summer months.
- Provide for wind breaks to protect residents and other persons from the adverse effects of winter winds.
- Provide for the planting of trees and hedges close to buildings, where they may act as channels for cool breezes to make exterior areas more comfortable.
- Provide for the use of tinted or reflective glass to help regulate interior temperatures and reduce the need for heating and for cooling.
- Provide for the use of building insulation in walls and ceilings in areas where heating and cooling is required. Any such insulation shall meet applicable standards which are established by the State of California and/or the Department of Building and Safety.
- Provide for the use of energy-efficient lighting both indoors and outdoors.
- Persons in office buildings shall be provided with the opportunity to turn off lights in areas either not in use or sufficiently lit by sunlight.
- Provide for the use of exterior lighting only to the extent necessary to ensure safety and protection for persons in the project area. This may include the provision of automatic devices to turn off lights during daytime hours.
- Include in the operation of all commercial and retail structures a heating temperature of 68 degrees and a cooling temperature of 76 degrees.
- Provide for the insulation of water heaters and hot water transmission pipes to reduce heat loss. Water heaters shall be the minimum size necessary to provide sufficient hot water, and shall be of energy-efficient design.

2. ELECTRICITY.

Construction of the proposed project will require the construction of an on-site distribution and service system to serve new uses as development proceeds. Detailed phasing plans for site development shall be included in the required Specific Plan to assist in the design and phasing of the onsite electrical system.

3. NATURAL GAS.

Construction of the proposed project will require the construction of an expanded on-site distribution system to serve new uses. Detailed phasing plans for site development shall be included in the specific plan to assist in the design and phasing of the onsite natural gas system.

M. MITIGATION MEASURES - VISUAL RESOURCES

1. BUILDING HEIGHT, SETBACKS, AND ORIENTATION.

Development within the project site shall comply with Planning Commission Resolution 2392.

Landscaped setbacks shall be maintained along perimeter streets as provided for in the Specific Plan to provide a symmetrical streetscape and to be consistent with development standards to the north, east, and west. Individual developments within the project area shall incorporate variations in building heights and setbacks along streetscapes.

2. LANDSCAPE PLANS.

The Specific Plan for the California Commerce Center South shall establish landscape and streetscape standards for project development. The landscape and streetscape standards shall include provision of trees of varying heights and shapes, as well as shrubs of varying colors, to break up potentially repetitive building facades along street frontages.

The Specific Plan establishes criteria and standards for landscaping streets and onsite areas within the project site. these areas include streetscape, building and parking setbacks, parking areas, buffers and areas directly adjacent to buildings. (See Section IV, Landscape Concept; Streetscape; Buffer Planting; Intersections and Onsite Landscaping).

A survey shall be conducted by a professional arborist, biologist, or other qualified expert to determine the condition and expected lifetime of significant trees on the site. The study shall determine whether it would be physically feasible to preserve the trees. An attempt shall be made to preserve the greatest number of existing mature trees on the site.

This will be addressed at either parcel map or site plan review.

3. PARKING AND LOADING AREAS.

Parking and loading areas for new uses within the site shall be bermed or landscaped to soften the views of these areas from streets and neighboring buildings. The specific plan for the California Commerce Center South project shall include standards to screen loading areas.

Screening standards for refuse enclosures and mechanical equipment shall be incorporated into the California Commerce Center South specific plan.

N. MITIGATION MEASURES - CULTURAL RESOURCES

If cultural resources should be uncovered during grading and construction activities, cease all work in the area of the find until a qualified archaeologist is consulted to assess its significance and research potential.

This will be addressed at either parcel map or site plan review.