IV. COMPONENT PLANS

The Mansions Gardens

A. LAND USE CONCEPT

1. Planning Areas

Guasti Plaza has been divided into three Planning Areas that coincide with the original ownership boundaries. See Exhibit 8, page 24. Within these three Planning Areas four categories of land uses are permitted: Office uses, Commercial uses, Office Park uses, and, as an alternative to Office uses, Residential uses within the Residential Overlay. See Exhibit 9, page 27 for location. Specific uses permitted in each of these categories are detailed in Section V: Development Guidelines, B. Permitted Uses, page 89.

For more information regarding allowed residential uses, see Appendix G, GMA-1, page 5.

The following section gives the location and distribution of land uses for each Planning Area.

a. Planning Area 1

The portion of land between the San Bernardino Freeway and Guasti Road will contain Office and Commercial uses. See page 89 for permitted uses within each land use category. These buildings will be designed to acknowledge their freeway presence as well as incorporating elements that harmonize with the Historic Core to the south.

b. Planning Area 2

Planning Area 2 is south of Guasti Road and north of Via Old Guasti. This area will contain the land use categories Office, Commercial, with Residential, as an alternative use within the Residential Overlay. See Exhibit 9, page 27. See page 89 for permitted uses within each land use category. It is the intent of this plan to encourage the rehabilitation, preservation and re-use of existing historic resources. See Section VI, C. Architectural Guidelines for Historic Preservation, pages 114-128 for a discussion of reuse of these structures.

Interim Uses

All interim uses vacated the property in 2008.

c. Planning Area 3

Planning Area 3 is north of railroad right-of-way and south of Via Old Guasti. This area will contain the land use category Office Park. See Exhibit 8, page 24. See page 89 for permitted uses within each land use category.

2. Land Use Tabulations

The maximum building intensity of rehabilitation and of new construction within Guasti Plaza will not exceed that shown on Tables 1 & 2, pages 25 & 26. The maximum building area of rehabilitation of existing structures and of new construction allowed within the community is 3,178,573 square feet. The total area of the historic structures which shall be retained is approximately 179,500 square feet. The Floor Area Ratio of rehabilitation and new construction is 1.0.

Please note that the gross area of the site has increased slightly since the original Guasti Plaza Specific Plan was adopted since all of the internal streets within Planning Areas No. 2 and 3 have been designated to be private streets. In spite of this increase in gross site area, the total area of new construction allowed shall not exceed 3,178,573 sq. ft.

3. Allowable Density Transfers

Building square footages may be transferred between different Planning Areas. Maximum development intensity can be increased only through a General Plan Amendment process, approved by the Planning Commission and the City Council. Transfers of building square footage between Planning Areas must be reviewed and approved by the Development Advisory Board pursuant to the Substantial Conformance process set forth in Section VII of the Specific Plan: Approvals, Amendments, and Implementation, page 147.

4. Residential Overlay Zone

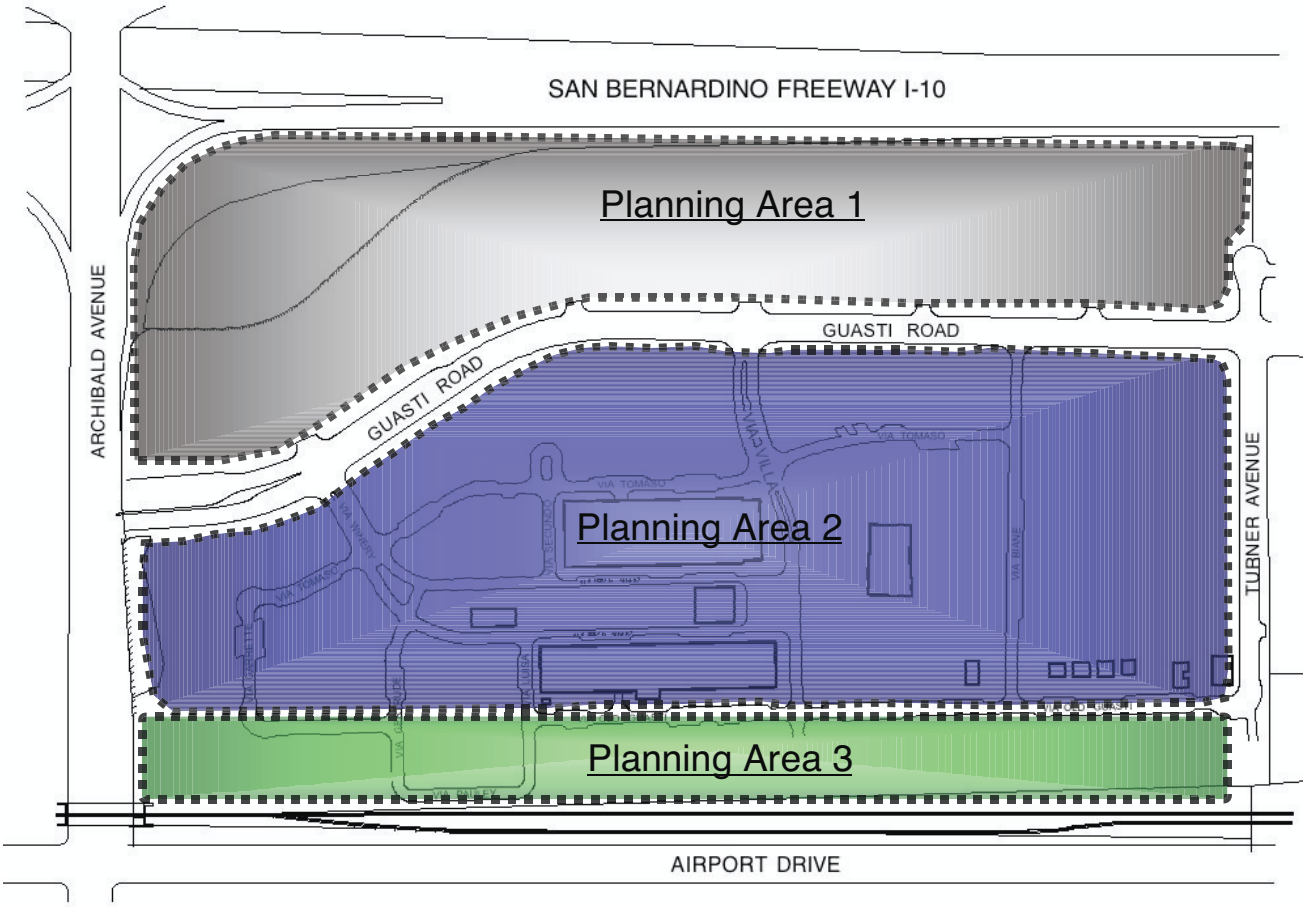
A portion of Planning Area No. 2 has been designated a Residential Overlay Zone as shown on Exhibit 9, page 27. Residential uses in this area shall be allowed by right as an alternative to office uses within the boundaries of the Residential Overlay Zone. Development standards for these

alternative residential uses are defined in Appendix G, GMA-1, page 5.

Residential development is limited to a density of 25–60 units per acre within the 7.76 acre Residential Overlay Zone. Non-residential development is limited to 2,361,388 s.f. of development as allowed under The Ontario Plan.

If no residential development is constructed, non-residential development up to 3,178,573 s.f. of area, as originally approved in the Guasti Plaza Specific Plan, shall be allowed. An amendment to The Ontario Plan and/or additional environmental review is required for any area in excess of 2,361,388 s.f.

If only a part, of the residential development is constructed, then non-residential development may be increased in excess of the 2,361,388 s.f. as analyzed by The Ontario Plan, based on further analysis of a number of factors such as water demand, waste water flows, traffic, etc.. The total additional area of non-residential development in excess of 2,361,388 s.f. shall be based on an amendment to The Ontario Plan and/or further environmental review.



Planning Area 1		
Office	16.70	Acres
Hotel/Commercial	7.70	Acres
Private Roads/Other	.68	Acres
Total Planning Area 1	25.08	Acres

Planning Area 2		
Office	27.50	Acres
Commercial (Hotel)	6.60	Acres
Commercial	5.40	Acres
Private Roads/Other	2.86	Acres
Total Planning Areas 2	42.36	Acres

Planning Area 3		
Office Park	9.17	Acres
Private Roads/Other	1.66	Acres
Total Planning Area 3	10.83	Acres

Public R.O.W.	7.31	Acres

Total 85.58 Acres

EXHIBIT 8
LAND USE CONCEPT

Use		Rooms	Acres	Bldg. S.F.
Hotel/Commercial				
Area 1	Ontario Airport Center LLC	225	3.62	157,500
Area 2	OliverMcMillan LLC	400	7.75	280,000
Subtotal		**625**	**11.37**	**437,500**
Office				
Area 1	Ontario Airport Center LLC		19.33	837,846
Area 2	OliverMcMillan LLC		11.81	1,315,620
Subtotal			**31.14**	**2,153,466**
Office Park				
Area 3	OliverMcMillan LLC		**9.17**	**399,455**
Commercial/Restaurant				
Area 1	Ontario Airport Center LLC		1.45	63,162
Area 2	OliverMcMillan LLC		19.94	125,000
Subtotal			**21.39**	**188,162**
Total		**625**	**73.07**	**3,178,573**
Road R.O.W.			**7.31**	
Private Roads/Other			**5.20**	
Grand Total		**625**	**85.58**	**3,178,573**

Alternative Use

Substitute Residential Use in lieu of Office Use not to exceed the following maximums:

Area 2	OliverMcMillan LLC	25-60 units per acre	7.76
Subtotal		25-60 units per acre	**7.76**

Please note that the overall acreage of Ownership is slightly larger than the areas in the original Specific Plan due to changes in Public R.O.W. and designating internal Private Streets. Regardless of these gross area changes the maximum area of development remains the same as originally approved.

See Appendix G, GMA-1, Section V page 4 for additional information regarding additional requirements for development over 2,361,388 s.f.

TABLE 1
BUILDING INTENSITY -
BY USE

Area	Rooms	Acres	Bldg.S.F.	FAR
Area 1:				
Office				
Ontario Airport Center LLC		19.33	837,846	
Retail/Commercial				
Ontario Airport Center LLC		1.45	63,162	
Hotel/Commercial				
Ontario Airport Center LLC	225	3.62	157,500	
Private Roads/Other		0.68	0	
Area 1 Total	225	25.08	1,058,508	1.0
Area 2:				
Office				
OlliverMcMillan LLC		11.81	1,315,620	
Hotel				
OlliverMcMillan LLC	400	7.75	280,000	
Commercial/Restaurant				
OliverMcMillan LLC		5.4	125,000	
Area 2 Total	400	42.36	1,729,620	1.0
Area 3:				
Office Park				
OliverMcMillan LLC		9.17	399,445	
Private Roads/Other		1.66	0	
Area 3 Total		10.83	399,445	1.0
Subtotal	1,100	78.4	3,178,573	1.0
Road R.O.W.		7.31		
Total		85.58		

Alternative Use:

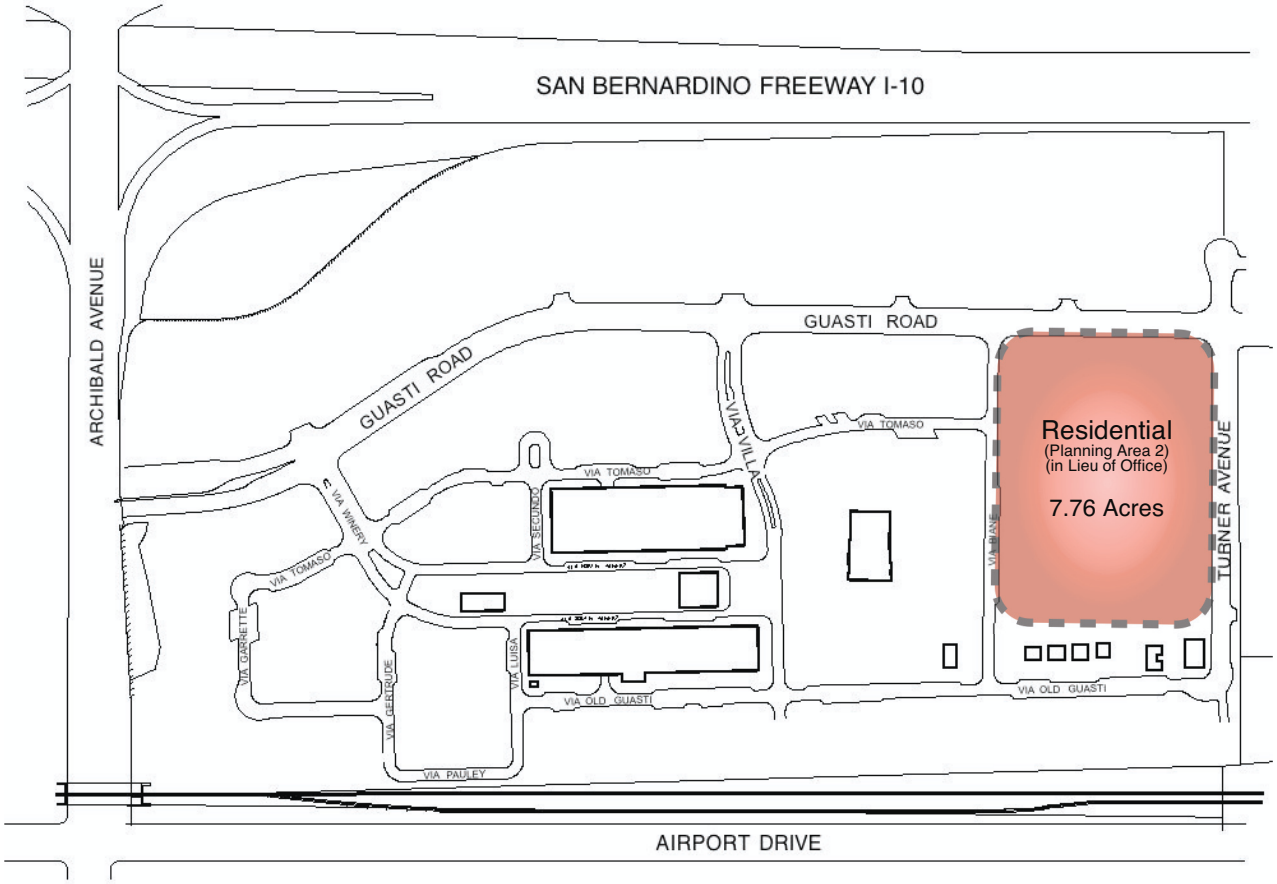
Planning Area 2
Substitute Residential use in Lieu of Office Use not to exceed the following:

Multi-Family Residential	25-60 units per acre	7.76
Total	25-60 units per acre	7.76

Please note that the overall acreage of Ownership is slightly larger than the areas in the original Specific Plan due to changes in Public R.O.W. and designating internal Private Streets. Regardless of these gross area changes the maximum area of development remains the same as originally approved.

See Appendix G, GMA-1, Section V page 4 for additional information regarding additional requirements for development over 2,361,388 s.f.

TABLE 2
BUILDING INTENSITY -
BY PLANNING AREA



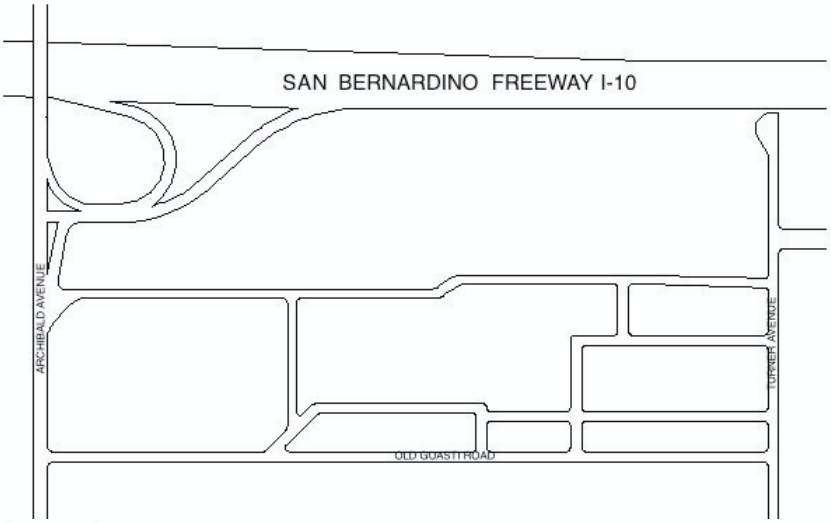
Residential Overlay Zone

ALTERNATIVES USE
Planning Area 2

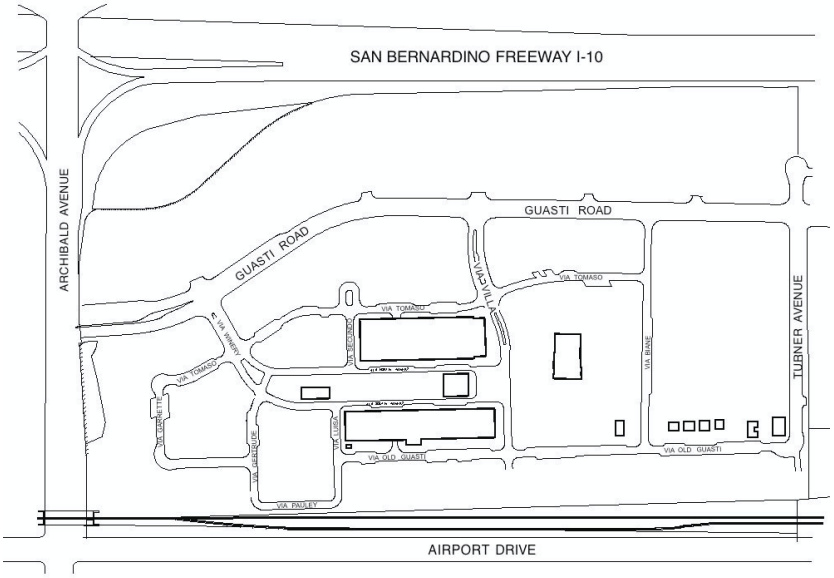
ALTERNATIVES USE PER MAJOR AMENDMENT NO.1

HOUSING (IN LIEU OF OFFICE)	25-60 UNITS PER ACRE	UP TO 7.76 AC
TOTALS	25-60 UNITS PER ACRE	7.76 AC

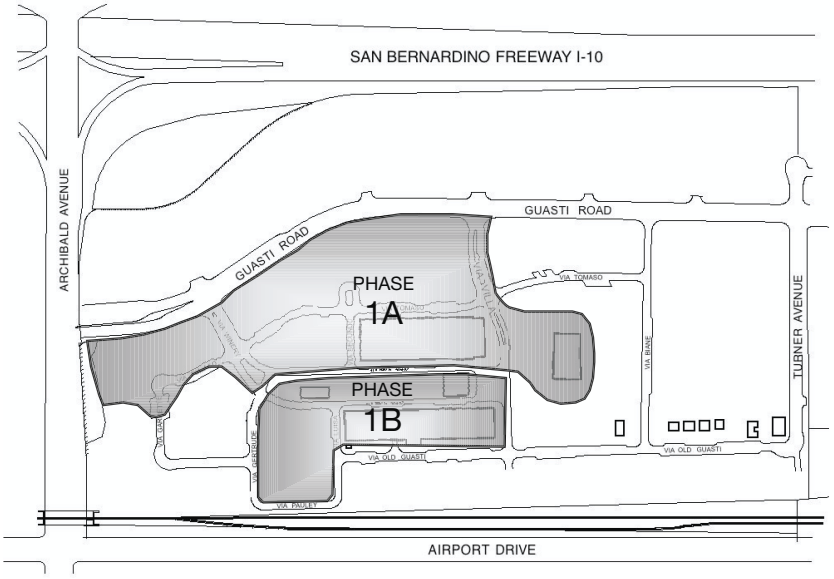
EXHIBIT 9
RESIDENTIAL OVERLAY ZONE



1
Existing (1997)



2
Proposed Street and Infrastructure Improvements. (2011)



3
Phasing Sequence of Proposed Development

EXHIBIT 10
LAND USE PHASING

B. LAND USE PHASING PLAN

The following scenario is the likely order of land use phasing. See Exhibit 10, page 28:

- Street and infrastructure improvements.
- Rehabilitation and reuse of portions of the Historic Core structures.
- Construction in the Sphere and Domain Zones. Continuing rehabilitation and reuse within the Historic Core.

The phasing of the Guasti Plaza development will take many years, and a specific schedule is not established as yet. Much of the timing for development depends on future market forces, including the planned expansion of the Ontario International Airport.

C. CIRCULATION

1. Street Sections

Street sections adjacent and through the site have been illustrated in Exhibits 13 and 14, pages 33 & 34. These sections are overlaid with landscape criteria in Section H of this chapter Exhibits 27 - 31 pages 62 - 66

2. Circulation Improvements

See Exhibits 11 and 12, pages 31 and 32 for proposed street improvements at Guasti Plaza. The proposed project is located in a region which is being developed with commercial, office and industrial uses. As part of the The Ontario Plan, significant roadway modifications and improvements have been constructed to handle traffic generated by the new airport terminal and other developments. All planned traffic signals have been equipped with the Emergency Signal Transmitter Device which is designed to activate at any time when an emergency vehicle approaches the intersection with reds lights and siren activated. The following roadway improvements are completed, or proposed to accommodate future traffic conditions:

- **Guasti Road** serves as the principal access to Guasti Plaza, bringing traffic in from the west through and via Archibald Avenue, and from the east through and via Haven Avenue. Several improvements have already been completed along Guasti Road east of Turner Avenue, with others still planned west of Archibald. A new portion of Guasti Road, between Archibald Avenue and Turner Avenue and within the proposed project boundaries, was constructed to the north of the old section of roadway. This older section of road will be redesignated "Via Old Guasti. As a result of this improvement, Guasti Road intersects Archibald Avenue. West of Archibald Avenue and the project site, the existing Guasti Road alignment crosses Holt Boulevard and continues westward as D Street, which intersects with Vineyard Avenue.

- **Archibald Avenue** underwent several improvements to accommodate traffic volumes generated by the new airport terminal. The new terminal was constructed at the southern terminus of this section of roadway (Archibald Avenue also exists south of the airport). In addition to widening the street to provide for eight lanes in each direction, a new "urban interchange" style intersection was built at the roadway's intersection with the San Bernardino Freeway (I-10). See Exhibit 15, page 35. A new grade separation at the Southern Pacific rail right-of-way was also constructed.

- **Airport Drive**, which runs east-west along the northern boundary of the OIA and south of the project site, provides three through lanes in each direction between Archibald Avenue and Haven Avenue. A new section of roadway, also containing three through travel lanes in each direction, runs west of Archibald Avenue to connect with the portion of Airport Drive which exists near Vineyard Avenue. The section of roadway between Vineyard Avenue and Grove Avenue will also be widened to a total of six travel lanes.

- **Haven Avenue** has been improved at the I-10 freeway. This improvement will provide four through travel lanes in each direction along the north-south roadway. A new portion of roadway was recently constructed east of the airport to connect disconnected portions of roadway, providing a continuous arterial

route south to the Pomona Freeway (SR-60). See Exhibit 2, page 5.

- **Turner Avenue** is a north-south street on the eastern boundary of Guasti Plaza. This section of roadway terminates at the I-10 Freeway to the north, and at Old Guasti to the south. The southerly portion of Turner Avenue between Old Guasti Road and the Railroad will be vacated. Old Guasti Road shall intersect with Turner Avenue in a knuckle.

- **San Bernardino Freeway (I-10)** is located at the north boundary of the project site. New freeway interchanges at Archibald Avenue and Haven Avenue described above were completed before the completion of the new airport terminal. In addition, proposed high occupancy vehicle (HOV) lanes along the San Bernardino Freeway (I-10) will improve freeway operations and provide ancillary access to the Guasti/Centrelake area.

3. Site Access Guidelines

The following are the minimum requirements for vehicular access points:

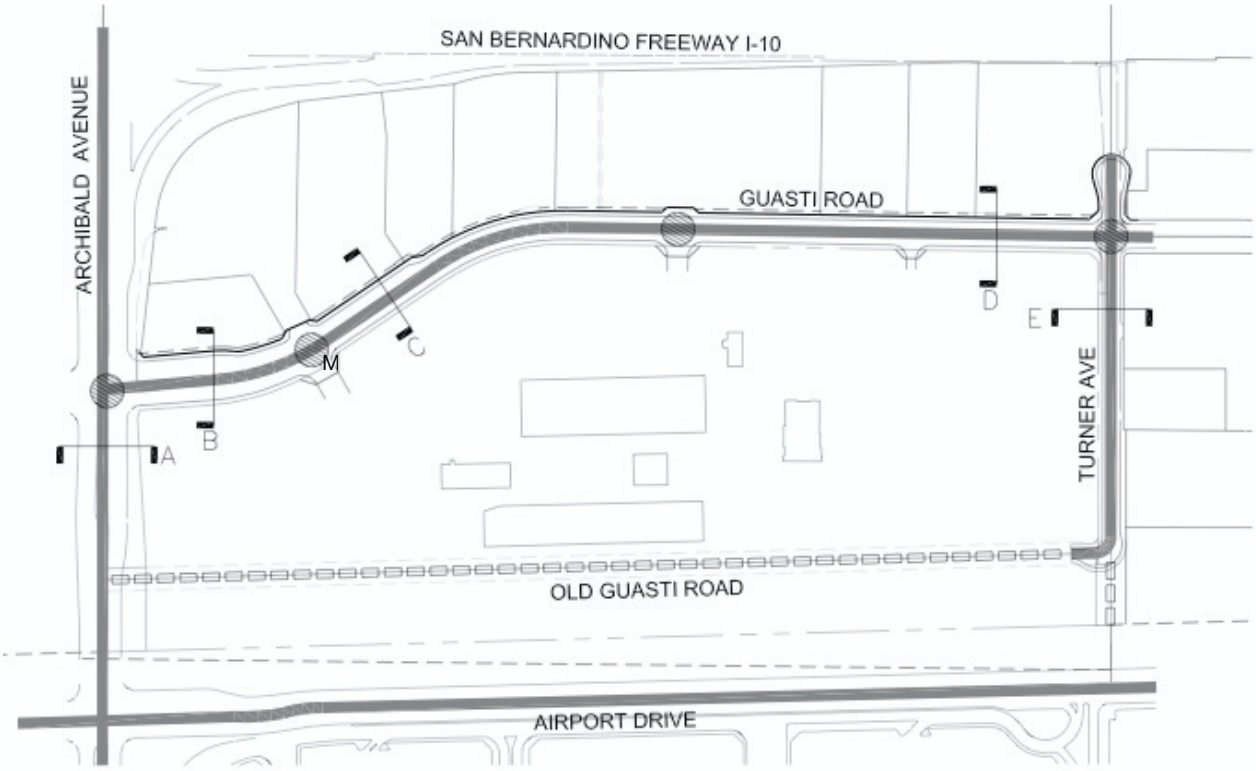
a. 230 feet between curb return of a collector street, and centerline of a driveway for full access.
b. 100 feet between curb return and centerline of a driveway for right-in/right-out access.
c. proposed internal streets within the Guasti Plaza Development will be designated private streets and shall be maintained by the Owner(s). All designated private streets shall be designated "Via."

4. Transportation Management

The incorporation of transportation demand management (TDM) measures will be required of both development within Guasti Plaza and other development within the area to conform to Regulation XV as established and administered by the South Coast Air Quality Management District (SCAQMD). Regulation XV requires all employers of 100 or more people at a single site within the District to develop trip reduction programs that encourage employees to reduce their driving to and from work. Typical TDM measures include the following programs:

- Organization of ride sharing such as carpooling, buspooling or vanpooling, including provision of incentives for employee participation.
- Creation of incentive programs and/or an accessible environment to encourage use of public transit, bicycle commuting and pedestrian commuting.
- Provision of preferential or subsidized parking.
- Provision of the opportunity for telecommuting.
- Creation of alternative work hours.

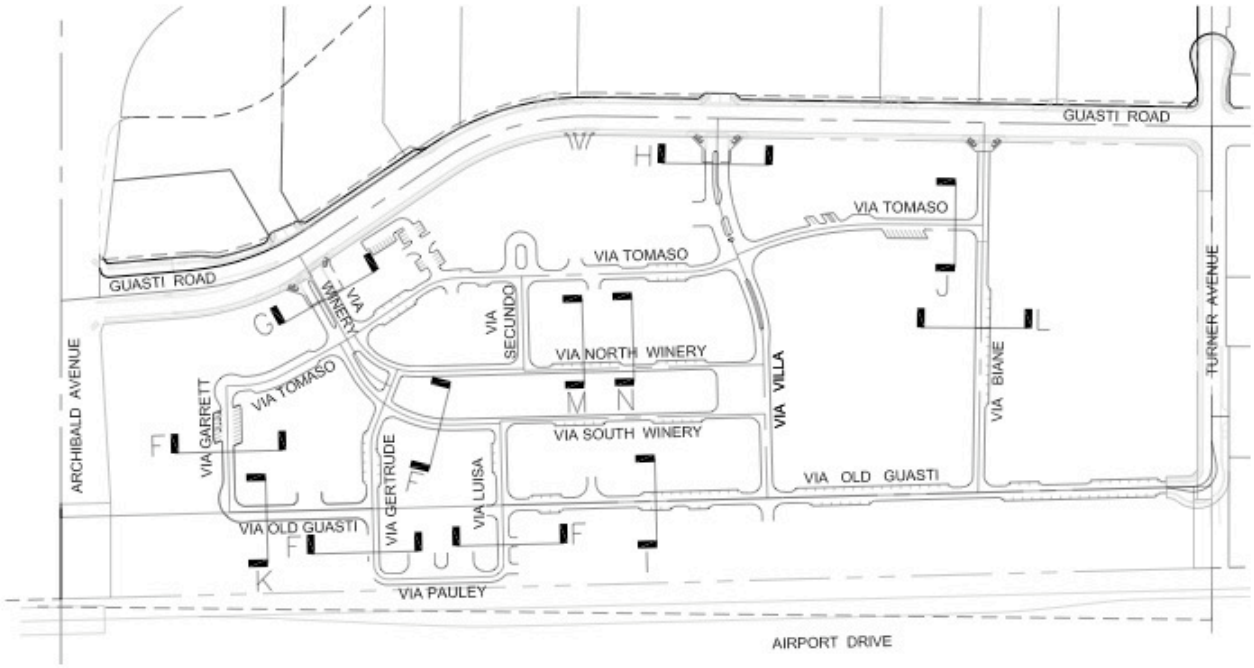
A transportation management association (TMA) was formed by businesses and developers within the airport area. A TMA is an organized group, typically consisting of businesses within an integrated area of high office/commercial development, that helps coordinate programs for members which will result in reducing vehicle trips and thus help to alleviate congestion within the area. Both developers within the region and specific businesses within mixed-use complexes such as Guasti Plaza and Centrelake are projected as members of this association. The transportation management association can help associate members to meet Regulation XV requirements more economically by allowing members to coordinate their efforts with other businesses, which results in reduced costs due to economies of scale. In addition, businesses with less than 100 employees are encouraged to participate, which results in an even greater reduction in vehicular trips than that resulting from Regulation XV.



LEGEND

- Existing Public Street to be Improved
- Existing Street to be Vacated
- Traffic Signal
- Street Section
- Modify Traffic Signal (M)

EXHIBIT 11
PUBLIC STREET
IMPROVEMENTS



LEGEND

Street Sections

Note: All streets with "Via" prefix are private streets.

EXHIBIT 12
PRIVATE STREET
IMPROVEMENTS

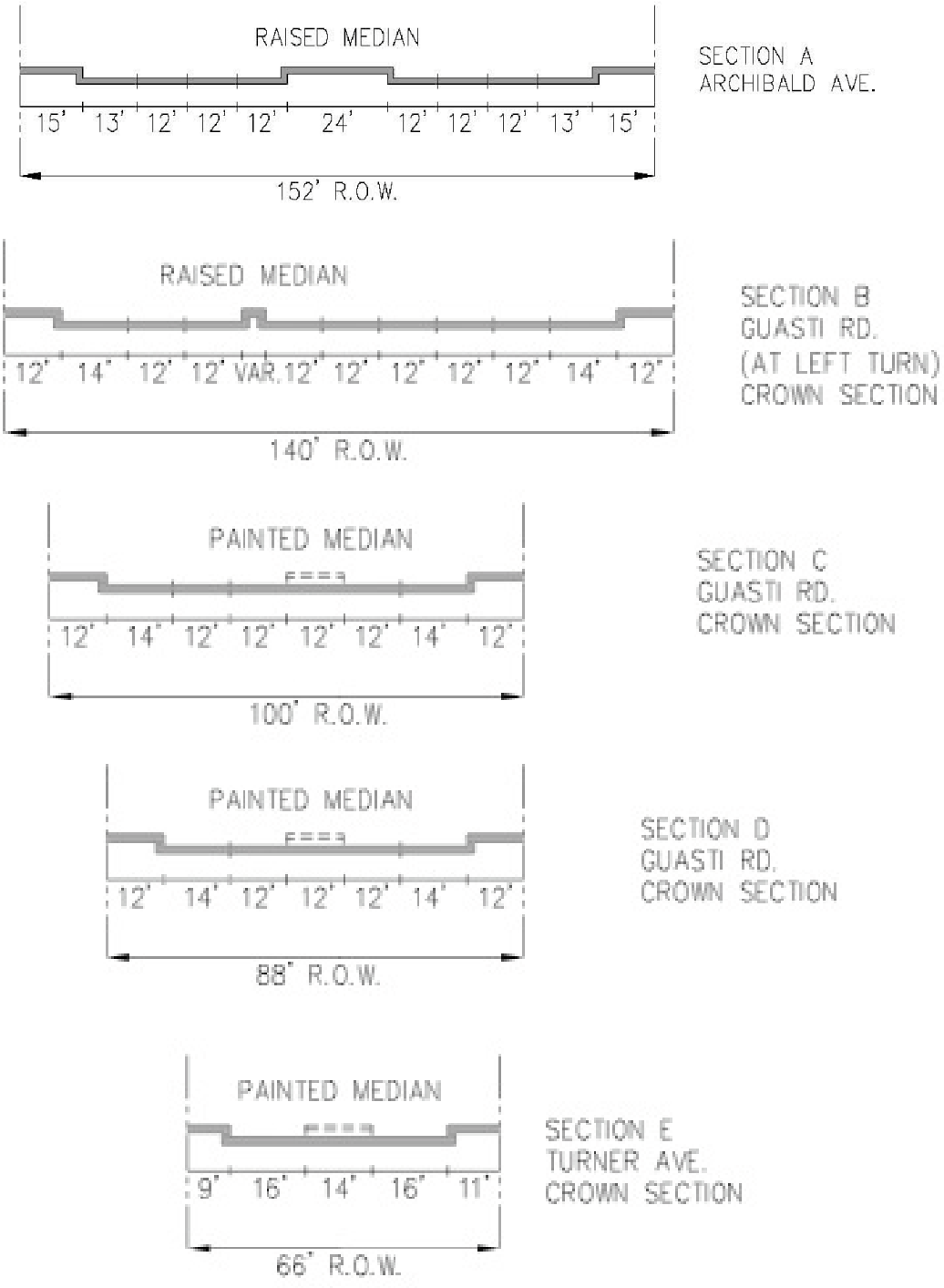


EXHIBIT 13
PUBLIC STREET SECTIONS
A-E

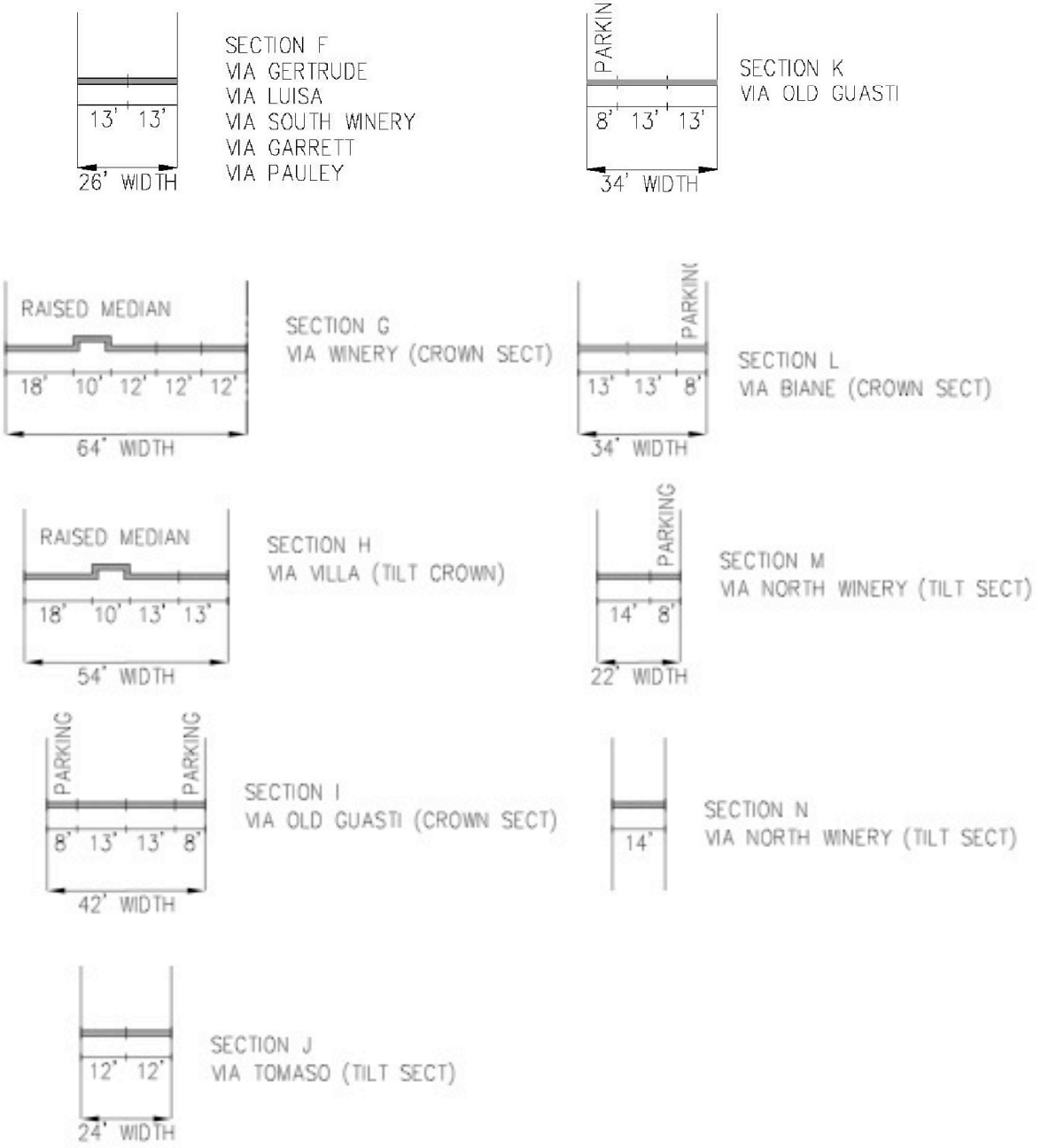


EXHIBIT 14
PRIVATE STREET SECTIONS
F-N

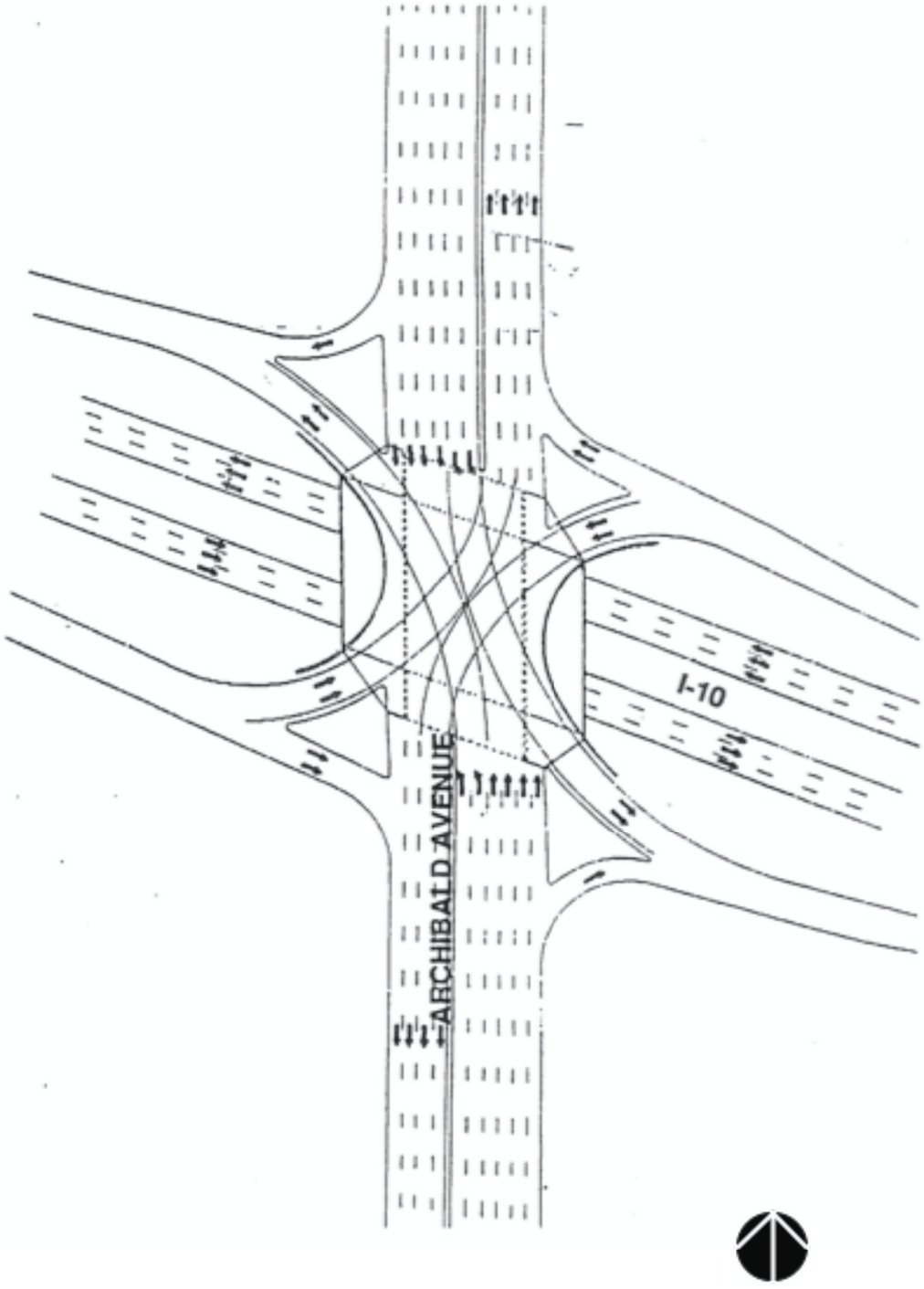


EXHIBIT 15
URBAN INTERCHANGE DIAGRAM

NOTE: THIS IS A GENERIC EXAMPLE AND DOES NOT NECESSARILY REPRESENT THE CONDITION AT ARCHIBALD AND INTERSTATE 10

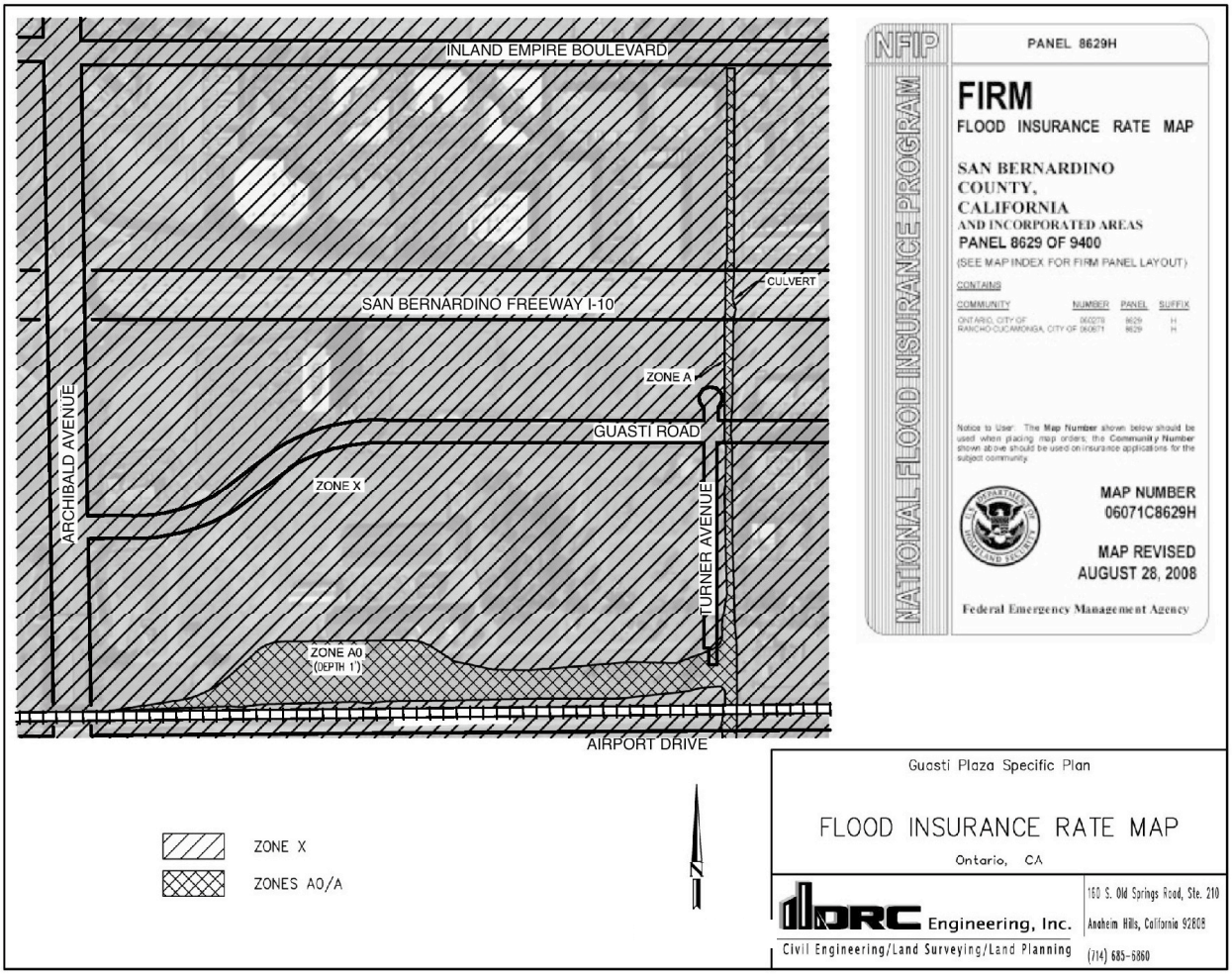


EXHIBIT 16
FLOOD INSURANCE RATE MAP

5. Public Transit

Omnitrans

Area-wide public transit by bus is provided by Omnitrans. A local east-west route presently stops along Guasti Road north of the main ware-house buildings.. Provisions will be made for bus turnouts and bus shelters on the south sides of Guasti Road.

6. Pedestrian Circulation

A conceptual pedestrian circulation system is shown on Exhibit 48, page 110. The actual system will include sidewalks adjacent to both sides of public and private streets as well as pedestrian walkways within the Historic Core area and Peppertree Lane. Refer to Appendix G, GMA-1, Exhibit 5, page 18. A network of convenient sidewalks and pathways will link all uses within the proposed Guasti Development. The design intent is to provide a very user-friendly walking environment that will facilitate a true "live-work" lifestyle. Specific elements such as the recreation of a decomposed granite east/west pathway at Pepper Tree Lane will help link the proposed residential uses to the Historic Core. Interpretive exhibits and artifacts and the historic landscape will compliment the pedestrian experience.

7. Traffic Impact Analysis (TIA) Requirements

A Traffic Impact Analysis (TIA) may be required to be completed for individual development projects. Consult the Ontario Engineering Department for applicability and specific analysis content.

D. INFRASTRUCTURE

1. Drainage and Flood Control

a. Existing Conditions

The project site and surrounding properties are relatively flat, with a gradual but distinct slope to the southwest. Guasti Plaza lies within the Cucamonga Creek drainage area identified on the City's Master Plan of Drainage.

The area north of the I-10 Freeway bounded by Archibald and Turner Avenues discharges runoff through two culverts under the freeway to the Ontario Towers project site north of Guasti Plaza. The runoff from the two culverts is intercepted by existing 48" storm drains, constructed in conjunction with the Ontario Towers project, and then conveyed in the Guasti Road right-of-way. An existing 66"/84" mainline storm drain receives the flows and conveys them in proposed private street rights-of-way through the Guasti Plaza project to Airport Drive. At this location, the stormwater is discharged to an existing 84" storm drain that was constructed in conjunction with the Ontario Airport expansion and Archibald Avenue grade separation projects. The flow then continues southwesterly, eventually discharging into Cucamonga Creek, located approximately one-half mile west of the project. Cucamonga Creek has been improved by the US. Army Corps of Engineers as a flood control channel.

With the construction of the 66"/84" storm drain and the associated catch basins and laterals in Guasti Road, flows from the north are intercepted prior to reaching the project site. Additionally, three storm drain lateral stubs have been provided along the 66"/84" storm drain to accept flows from the Guasti Plaza site.

Turner Channel is an existing concrete-lined channel east of Turner Avenue. This channel intercepts flows east of the site and conveys the runoff southerly beyond the railroad tracks, not affecting the Guasti Plaza site. Approximately 750 feet of the channel has been removed with street improvements for the Centrelake project and replaced with a 54-inch pipe. The storm drain then exits back to a channel that continues south under the Southern Pacific railroad tracks.

The latest (08/28/08) flood insurance rate map (FIRM) published by the Federal Emergency Management Agency (Map Number 06071C8629H) shows that most of the project site

lies within Zone X, generally defined as the 500-year floodplain or the 100-year floodplain with depths less than one foot. The area generally between Old Guasti Road and the Southern Pacific railroad tracks is shown as a Zone AO, which is defined as the 100-year floodplain with an average depth of one foot. The areas of Zone X and Zone A0 are shown on Exhibit 16, page 36.

b. Design Parameters

On-site runoff will be intercepted with catch basins and conveyed to the existing 66"/84" main line via proposed on-site storm drains, principally on-site Lines A and C. The catch basins and storm drains will be designed to collect runoff resulting from a 100-year storm. The ultimate size and location of the drainage features shall be identified during final engineering.

The proposed project is very complex and will be developed in many phases over many years. Therefore, drainage and flood control improvements may be built incrementally and as required per the conditions of approval for each development.

Methods used to establish facility requirements for the Specific Plan are in conformance with those used by the City of Ontario. The City's present hydrology criteria is equivalent to that used by the San Bernardino County Flood Control District Hydrology Manual (May 1983) with two notable exceptions. The City of Ontario recommends a slope of 0.55 be used for the intensity-duration curve in lieu of the County-recommended 0.60 and the City of Ontario Building Department has requested that the on-site drainage facilities be evaluated with a 1-hour rainfall depth of 1.5" whereas the County Hydrology Manual isohyetal maps indicate the 100-year 1-hour rainfall depth is 1.3". Actual design of drainage improvements shall be in accordance with the City's criteria in effect at the time of final design.

c. Proposed Drainage Facilities

The property north of the I-10 Freeway has been developed as the Transpark Development. The hydrology for the Transpark Development has not been located, however, a prior specific plan for Guasti Plaza indicated "the proposed outflow via the existing culverts under the freeway has been kept to the historic run-off quantities by the utilization of detention basins, thereby eliminating the need to upgrade these culverts". The hydrologic and hydraulic analyses that were completed for the 66"/84" mainline storm drain as part of the Ontario Towers project conservatively assumed full conveyance (no detention) of the flows generated north of the I-10 Freeway.

On-site flows will be directed to the existing 66"/84" drainage facility. This existing drainage facility was designed to accept flows from this project and three storm drain stubs have been provided for these flows. The storm drain plans for this existing facility are titled, Plan & Profile – Storm Drain Improvement Plans in Guasti Road – From Archibald Avenue to 300+/- ft west of Turner Avenue, prepared in 2007 by Development Resource Consultants, Inc..

The eastern portion of the project, east of Biane Lane, is slated for residential development. At this time, the plan has not developed far enough to identify building layouts. This eastern portion, as well as the southern portion, are tabled to drain to Line A, which generally parallels the south project boundary.

The western portion of the project, west of Winery Road and Gertrude Lane, is slated for office building development. Again, at this time, the plan has not developed far enough to identify building layouts. This area will not drain to either of the currently proposed on-site storm drain systems, except for a small parking area that has been included with Line A. Until the plans for this area are completed, the area will drain to the existing Line B riser that is tributary to the existing 66"/84" storm drain.

The north central portion of the project, north of south Winery Road between Winery Road and Villa Lane, is slated for mixed development patterns. This portion is tabled to Line C, which circles through the center of the project.

Whenever possible, roof drainage from proposed buildings will be directed to landscape swales. Otherwise, roof drainage will be directed to an on-site storm drain system that drains to underground percolation chambers, with the excess continuing to the off-site storm drain system. Likewise street and surface drainage will be directed to underground percolation chambers with the excess continuing to the storm drain system. The underground chambers will be designed to retain/infilter the remainder of the, 2-

year –24-hr storm event runoff volume that is not retained in the swaled landscaped areas. Although the chambers will reduce the peak flows to some extent, the preliminary hydrologic and hydraulic analyses for the site have been conservatively completed without accounting for any peak flow reduction due to the chambers.

Alternative residential development shall comply with Title 6, Chapter 6 (Stormwater Drainage System) of the Ontario Municipal Code and the NPDES Permit for the Area-wide Urban Storm Water Runoff Management Program regarding the implementation of source and treatment control measures and other best management practices for long-term stormwater pollutant mitigation, as contained in the project's Water Quality Management Plan (WQMP) and as approved by the City.

Major components of the storm drain system are delineated on Exhibit 17, page 42.

2. Water Facilities

The project site is located within the service area of the City of Ontario municipal water system. Exhibit 18, page 43 shows the layouts and sizes of the existing and the proposed water lines in the Guasti Plaza area. The existing water mains in the Guasti Plaza area include a 12-inch line along Guasti Road, a 12-inch line and a 2-inch line along Turner Avenue. The 2-inch line will be removed or abandoned.

The Guasti Plaza consists of Ontario Airport Towers on the north side of Guasti Road and Guasti Winery on the south side. Table 3, page 46 shows estimated water demand for Guasti Plaza. The average daily demand and peaking factors were based on the City of Ontario, Public Works Agency, Potable & Recycled Water Guidelines for the Preparation and Review of Hydraulic Analysis for New Developments, dated December 2005.

The water demands from the Ontario Airport Towers are:

- Average Daily Demand = 89,743 gpd
- Maximum Daily Demand = 147,299 gpd

The Ontario Airport Towers will be served by a private water system that connects to the existing 12-inch main along Guasti Road.
The water demands from the Guasti Winery are:

- Average Daily Demand = 243,996 gpd
- Maximum Daily Demand = 399,497 gpd

The Guasti Winery will be served by a proposed public water system that connects to the existing 12-inch along Guasti Road on the north and the existing 12-inch along Turner Avenue on the east.

The design of the proposed water system shall be designed per current City Standards and shall meet, but not limited to, the following criteria from the City of Ontario, Public Works Agency, Potable & Recycled Water Guidelines for the Preparation and Review of Hydraulic Analysis for New Developments, dated December 2005:

Alternative residential development shall coordinate with Ontario Engineering Department on the water system improvements needed to serve the site.

All necessary water system improvements shall be provided by project developer(s).

3. Sanitary Sewer Facilities
The City is in the process of updating the Master Plan of Sewer. Onsite sewer study shall be prepared based on the coefficients and factors proposed in the new Sewer Master Plans and submitted to the City for approval.

Exhibit 19, page 44 shows the present size and location of sanitary sewer facilities in Guasti Plaza area. There are 4 existing sewer lines around Guasti Plaza:

Turner Avenue – There are three existing sewer lines in Turner Ave 18" IEUA, 30" IEUA and 8" City of Ontario sewer line. During the development of Guasti Winery, the 18" line will be tied into the 30" at a location between Via Old Guasti Road and Airport Drive.

Guasti Road – A newly constructed sewer line runs from Guasti Road to the proposed Via Winery and Via Gertrude, turns west at Via Old Guasti Road and connects to an existing 12" line. The new line consists of 8", 10", 12" and 15" VCP and DI pipe.

Via Old Guasti Road – The 8" sewer from Turner Avenue turns west at Old Guasti Road and connects to the new 15" VCP at

the intersection of Old Guasti Road and the proposed Via Gertrude. The 8" line under Turner Avenue will be tied into the 18" line; the portion of the 8" line under Old Guasti Road will be removed during the development of Guasti Winery.

The sewer estimated from Ontario Airport Towers is as follows:

- Average Daily Flow = 241,699 gpd
- Peak Flow = 563,606 gpd

The on-site private sewer lines of Ontario Airport Towers will connect to the new 8"/10" line along Guasti Road. The Guasti sewer line has a slope varies from 0.0045 to 0.0075, and the capacity in the range of 337,970 gpd and 474,690 while flowing half full.

The sewer estimated from Guasti Winery is as follows:

- Average Daily Flow = 262,035 gpd
- Peak Flow = 626,022 gpd

The private and public sewer systems of Guasti Winery will discharge into the sewer line from Guasti Road and the 18" line along Turner Avenue. The flows to discharge into the Guasti line have multiple points of connection and the total flow rate is:

- Average Daily Flow = 100,638 gpd
- Peak Flow = 250,46 gpd

The flow to discharge into the 18" line of Turner Avenue is:

- Average Daily Flow = 161,397 gpd
- Peak Flow = 375,977 gpd

The estimated sewer flow from the area east of Turner Avenue to the 18" line of Turner Avenue is:

- Average Daily Flow = 61,000 gpd
- Peak Flow = 138,000 gpd

The Guasti line connects to an existing 12-inch line between Old Guasti Road and Airport Drive, at the point of connection the total sewer flow is:

- Average Daily Flow = 342,337 gpd
- Peak Flow = 813,397 gpd

The existing pipe immediate downstream is a 12-inch VCP with a slope of 1.76%; the capacity of the existing 12-inch VCP is 1,526,630 gpd when flowing 50% full.

The total sewer flows in the 18" Turner line is:

- Average Daily Flow = 222,397 gpd
- Peak Flow = 513,977 gpd

The existing pipe immediate downstream is a 18-inch VCP with a slope of 1.17%; the capacity of the existing 12-inch VCP is 3,670,330 gpd when flowing 50% full.

A sewer study prepared by AKM Consulting Engineers discusses the impacts that Guasti Winery, Airport Towers, and Hofer Ranch will have to the existing sewer system. Per AKM's hydraulic analysis, when the three developments are added to the existing system there will be approximately 1,416 feet of pipe in Philadelphia Street that will be hydraulically deficient based on the City's sewer criteria. When the ultimate land uses for currently undeveloped areas are also added in, the system has approximately 6,697 feet of pipe that is hydraulically deficient in Philadelphia Street, Hellman Avenue, Archibald Avenue, and easements between Hellman and Archibald. Per the sewer study conclusions, when the three developments are added, a maximum average dry weather flow of 0.4172 mgd can be connected to the existing sewer system without creating any hydraulic deficiencies. The sewer study recommends replacement pipe sizes based on the ultimate condition. The developer(s) of Guasti Plaza Specific Plan area shall construct offsite sewer improvements to mitigate downstream deficiency as recommended by AKM sewer study dated July 23, 2007.

Due to the sewer system being designed below the City's sewer design criteria, the developer shall pay an additional 10% of the City's annual sewer line maintenance rate and as it may be amended from time to time to maintain on-site public sewer system. The developer shall enter into a maintenance agreement with the City of Ontario to address the additional maintenance cost prior to the City's acceptance of the subject sewer improvements.

Table 3 and 3a, pages 46 & 47 summaries the sewer flow rates and sewer line capacities form the Guasti Plaza. All necessary sewer system

improvements shall be provided by project developer(s).

Alternative residential development shall coordinate with Ontario Engineering Department on the sewer system improvements needed to serve the site.

4. General Notes

Off-site and on-site public sewer, storm drain, water, and street improvements that are needed to serve the alternative residential development shall coordinate with the Ontario Engineering Department. The on-site private sewer, storm drain, and water improvements that are needed to serve the alternative residential development shall coordinate with the Ontario Building Department.

All public improvements shall be designed per current City Standards and shall meet, but not be limited to, City design guidelines unless approved otherwise by the City Engineer.

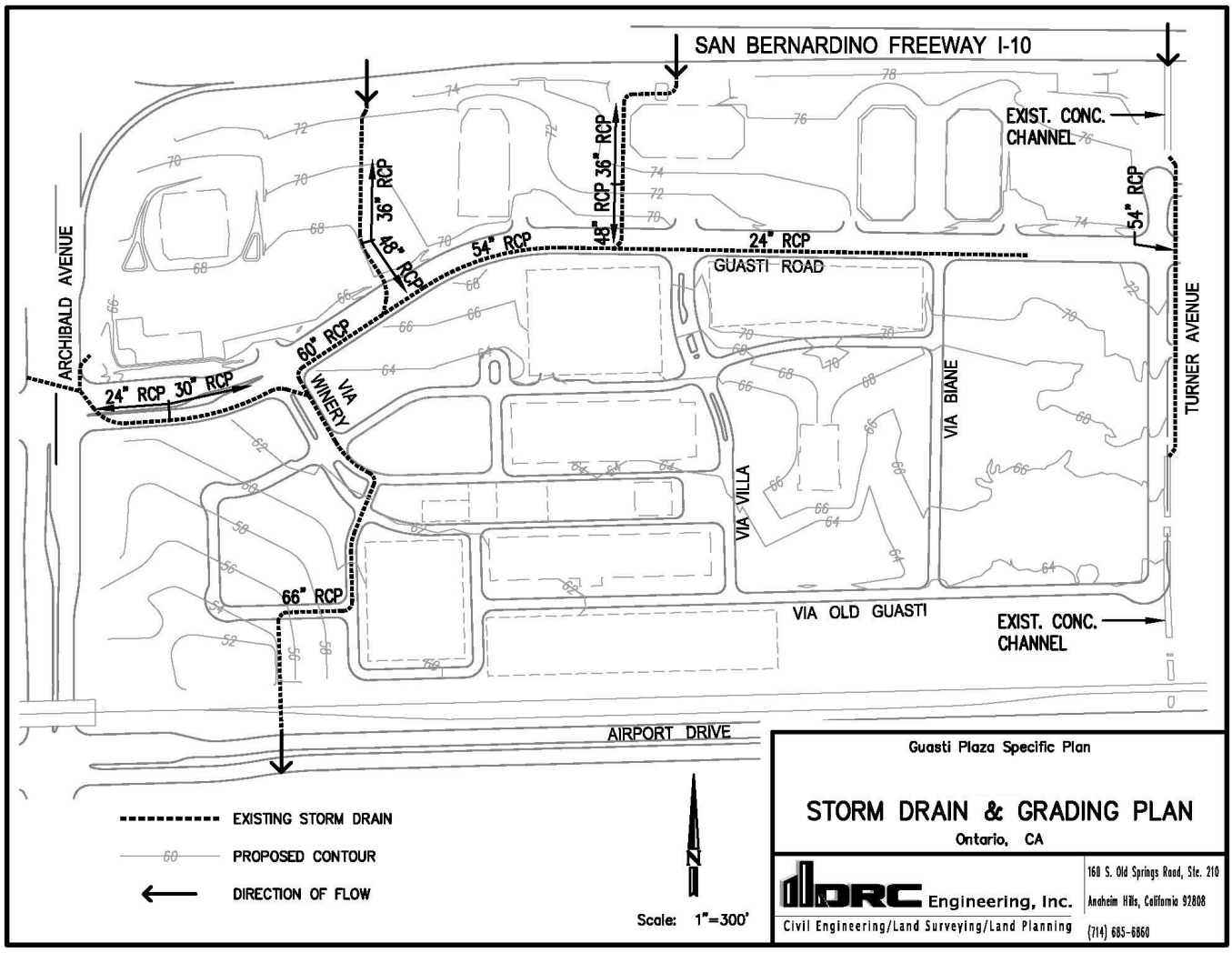


EXHIBIT 17
STORM DRAIN AND GRADING PLAN

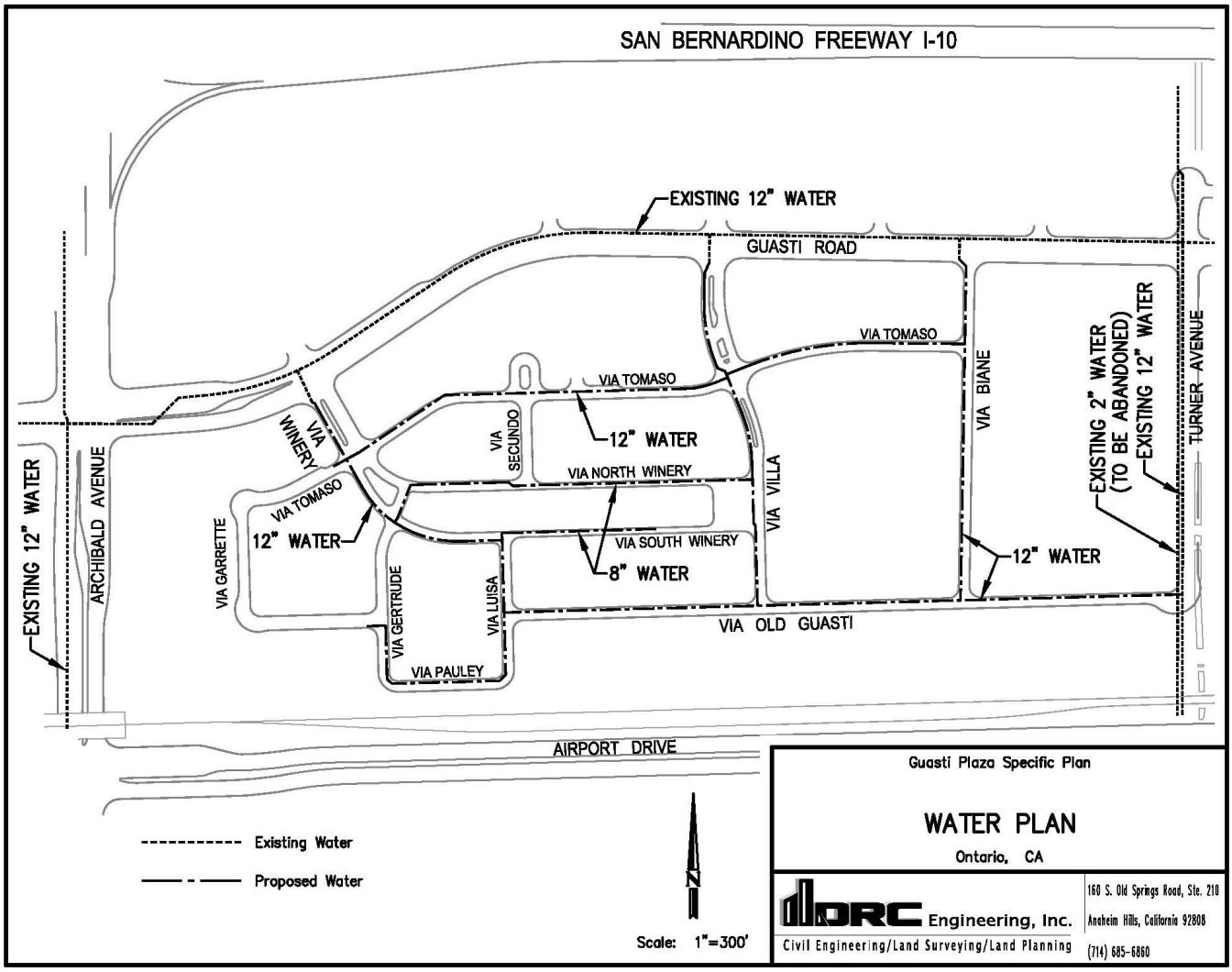


EXHIBIT 18
WATER PLAN

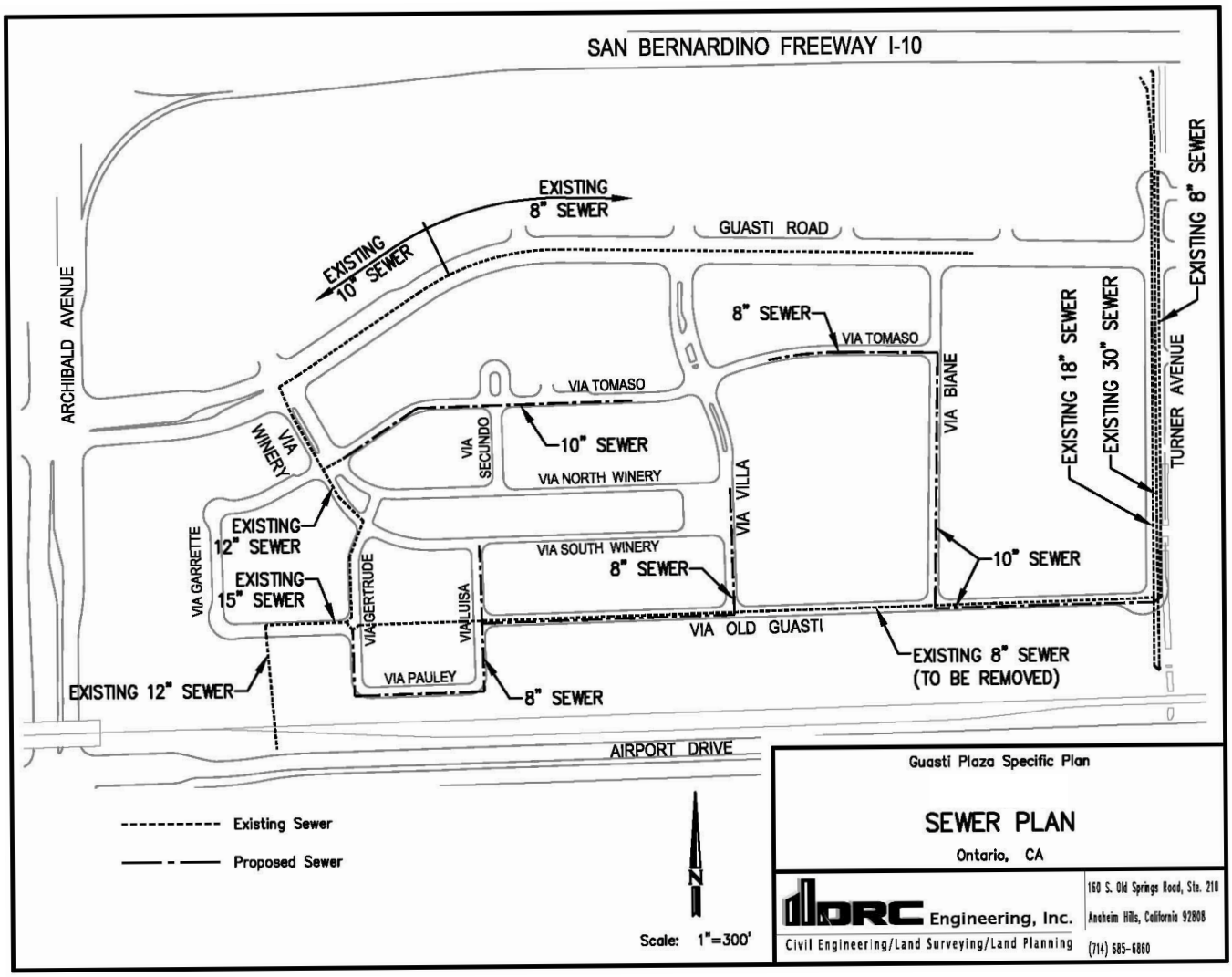


EXHIBIT 19
SEWER PLAN

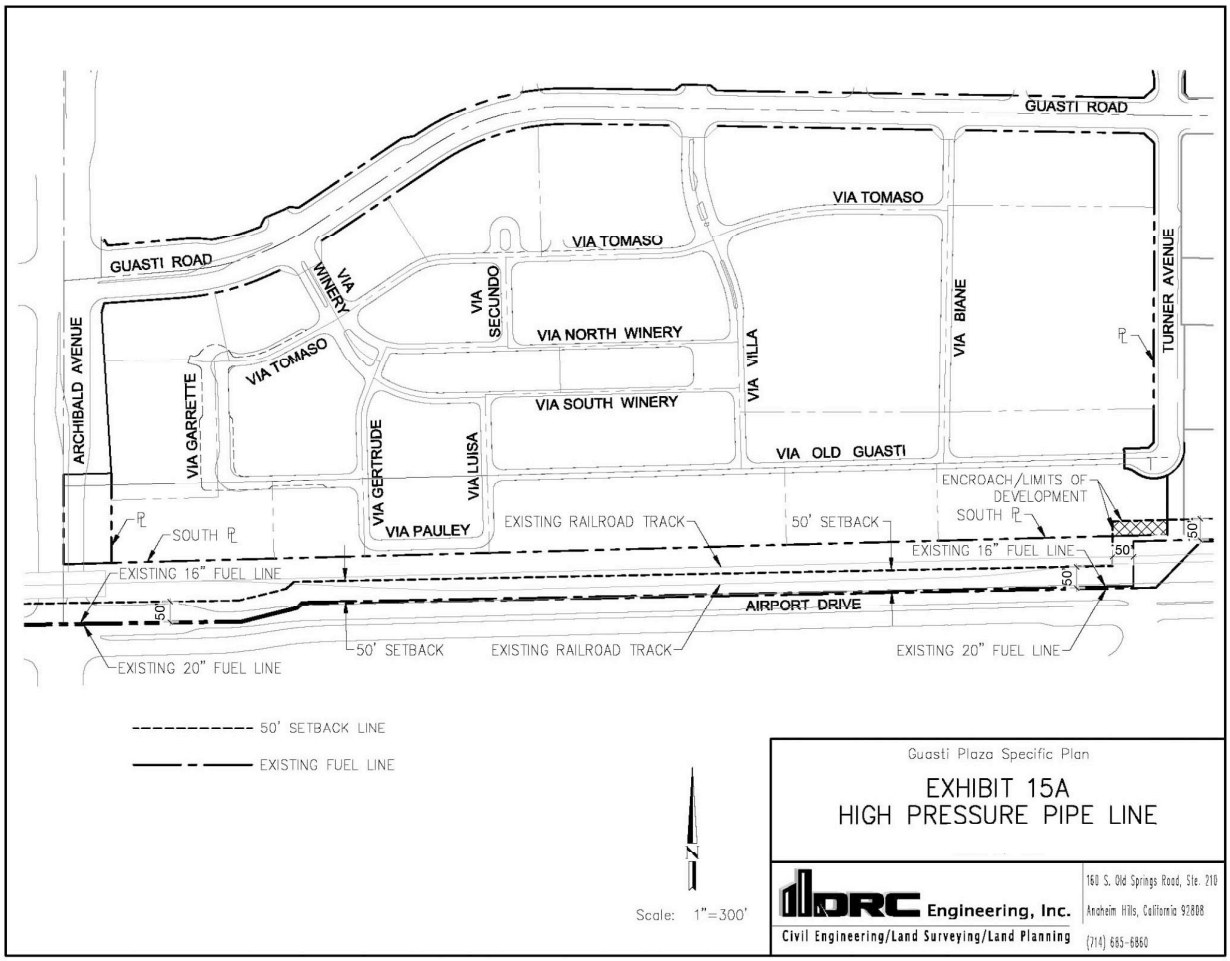


EXHIBIT 20
HIGH PRESSURE PIPE LINE

Plan Area	Use	Acreage	Gross SF Bldg. Development		Ave. Daily Flow GPD	Peak Factor	Peak Flow GPD
Ontario	Office	20.01	806,990		204,169	2.32	473,879
Airport	Commercial (Retail)	1.45	10,000		2,530	2.90	7,348
Towers	Commercial (Hotel)	3.62	21,460	(200 rooms)	35,000	2.35	82,379
	TOTAL PLAN AREA 1	25.08	838,450		241,699		563,606
Guasti	Office (8 story)	10.87	921,520		82,937	2.26	187,530
Winery	Commercial (Retail)	23.63	240,400		19,887	2.74	54,506
	Commercial (Restaurant)	3.31	30,312		30,312	2.57	77,825
	Commercial (Hotel)	7.75	125,882	(142 rooms)	38,899	2.50	97,279
	Residential	7.76	25-60 Units Per Acre		90,000	2.32	208,882
	TOTAL PLAN AREA 2 AND 3	53.32			262,035		626,022
TOTAL		78.40			503,734		1,189,628

DESIGN PARAMETERS

º Average Daily Flow parameters were obtained from the City of Ontario Water & Sewer Design Development Guidelines and Specifications, dated December 2006

Office	90 gpd/1000 SF
Commercial (Retail)	70 gpd/1000 SF
Commercial (Restaurant)	1000 gpd/1000 SF
Commercial (Hotel)	150 gpd/room
Residential	180 gpd/DU

º Minimum allowable pipe diameter = 8 inches

º All buildings in H-1 lot are combined in Commercial (Hotel) category, including H-1, Ex. restaurant, R/O-1, R/O-2, SPA-1 AND SPA-2

º The City is in the process of updating the Master Plan of Sewer. Onsite sewer study shall be prepared based on the coefficients and factors proposed in the new Sewer Master Plan and submitted to the City for approval.

TABLE 3
WASTE WATER FLOWS

Ontario Airport Towers		Guasti Winery		East of Turner	
Ave. Daily Flow	Peak Flow	Ave. Daily Flow	Peak Flow	Ave. Daily Flow	Peak Flow
241,699 gpd	563,606 gpd	262,035 gpd	626,022 gpd	61,000 gpd	138,000 gpd

Discharge into Guasti Line	Discharge into 18" Turner Line	Discharge into Guasti Line	Discharge into 18" Turner Line
100,638 gpd	161,397 gpd	250,046 gpd	375,977 gpd

Total Flow into Guasti Line		Total Flow into 18" Turner Line	
Ave. Daily Flow	Peak Flow	Ave. Daily Flow	Peak Flow
342,337 gpd	813,652 gpd	222,397 gpd	513,977 gpd

Downstream Pipe	Downstream Pipe
12" VCP @ 1.76% Slope Capacity = 1,526,630 gpd @ 50% Full	18" VCP @ 1.17% Slope Capacity = 3,670,330 gpd @ 50% Full

º The City is in the process of updating the Master Plan of Sewer. Onsite sewer study shall be prepared based on the coefficients and factors proposed in the new Sewer Master Plan and submitted to the City for approval.

TABLE 3a
WASTE WATER FLOWS & CAPACITY

TABLE 4 WATER DEMAND

Plan Area	Use	Acreage	Gross SF Bldg. Development		Ave. Daily Demand GPD	Peak Factor	Peak Flow GPD
Ontario	Office	20.01	806,990		49,925	1.48	73,889
Airport	Commercial (Retail)	1.45	10,450		3,618	1.48	5,354
Towers	Commercial (Hotel)	3.62	21,460	(225 rooms)	36,200	1.88	68,056
	TOTAL PLAN AREA 1	25.08	838,900		89,743		147,299
Guasti	Office	10.87	112,440		17,240	1.48	25,516
Winery	Commercial (Retail)	26.94	315,144		67,215	1.48	99,479
	Commercial (Hotel)	7.75	81,450	(142 rooms)	77,500	1.88	145,700
	Residential	7.76	25-60 Units Per Acre		82,040	1.57	128,803
	TOTAL PLAN AREA 2 AND 3	53.32			243,996		399,497
TOTAL		78.40			333,738		546,797

DESIGN PARAMETERS

º Parameters were obtained from the City of Ontario, Public Works Agency, Potable & Recycled Water Guidelines for the Preparation and Review of Hydraulic Analysis for New Developments, dated December 2005

	Avg. Day Demand	Peaking Factor
Office	2,495 gpd/ac	1.48
Commercial (Retail)	2,495 gpd/ac	1.48
Commercial (Hotel)	10,000 gpd/ac	1.88
Residential	7,000 gpd/ac	1.57

º Minimum allowable pipe diameter = 8 inches
º Minimum allowable pipe diameter = 12 inches for commercial and industrial areas
º Minimum cover = 42 inches for pipe 8-inch in diameter
º Minimum cover = 48 inches for pipe 12-inch or larger in diameter
º Maximum allowable pipeline velocity = 10 fps
º Minimum water pressure under normal condition = 40 psi
º Minimum water pressure with fire flow = 20 psi
º Fire hydrants shall be provided at 300-foot intervals
º This table is for reference only refer to the City's approved Water Report.

TABLE 4
WATER DEMAND

E. COMMUNITY FACILITIES PLAN

1. Police and Fire Service

Police protection is provided by the City of Ontario Police Department, headquartered at 2500 S. Archibald Ave. approximately five miles south of the project site. As individual site development plans are proposed for construction in Guasti Plaza, appropriate security considerations will be incorporated into project design as required by the Ontario Police Department and the Ontario Building Security Ordinance Number 2482, including security lighting, door and window hardware, intrusion alarm systems, security access and appropriate types and location of screening.

The City of Ontario provides fire protection to Guasti Plaza. Four (4) municipal fire stations serve the project area, with the closest being Fire Station #8 at Haven and Shelby, less than one mile from Guasti Plaza. City fire protection standards and requirements shall be incorporated into all site development plans, including adherence to the high rise building fire protection ordinance, the fire alarm system ordinance as well as other related Building and Fire Code requirements.

The water distribution system will also be upgraded as described in Section IV-D of this Specific Plan to ensure adequate fire flows and hydrants installed to the satisfaction of the Fire Department.

Any future owners or tenants within the Guasti community which handle hazardous materials shall be required to submit an emergency plan to the City of Ontario Fire Department and County of San Bernardino Environmental Health Department.

2. Solid Waste Disposal

The City of Ontario provides domestic and commercial solid waste collection and disposal for all areas within the community. Disposal is accommodated at the an appropriate landfill, operated by the County of San Bernardino. Estimates are that future development within Guasti Plaza could generate up to one cubic yard of solid waste per 1500 square feet of office and commercial building square footage per week. Residential units could generate up to 2 cu. yds. of waste per living unit. Solid waste generation for the total site development would be equivalent to approximately 2,732 cubic yards of refuse per week.

To accommodate this amount of refuse, an appropriate number of solid waste receptacles will be placed throughout the project, with the approximate number and exact locations approved by the City of Ontario.

3. Recycling

Future owners and tenants shall work with the City of Ontario to develop a recycling plan for all uses within the Guasti Plaza Specific Plan that is consistent with and meets or exceeds the goals of the City of Ontario's recycling policies. Trash enclosures throughout the site shall be sized to accommodate designated recycling waste bins in addition to standard trash bins. The use of trash receptacles that include separate recycling containers is also encouraged throughout the site.

F. Grading Plan

The project site is characterized by a gentle uniform slope from the northeast to the southwest. The highest elevation is 980' near the San Bernardino Freeway to a low point of 950'. Rough and final grading will occur in conjunction with construction and will generally follow existing drainage patterns to minimize disruption of existing drainage areas. No major cut and fill operations will be required. Grading should be such that the westerly portion of the site will drain away from Archibald Avenue in an easterly direction, thereby not contributing surface water runoff to Archibald Avenue. See Exhibit 17, page 42 for storm drain and grading concepts. Exportation of material may be required as a result of excavation for subterranean parking facilities or unsuitable fill material.

G. Parcel Map

The Tentative Parcel Map No. 18799 has been approved by the City of Ontario and is included in this document at Exhibit 21, page 50. The site has been parcelized to facilitate a practical development of the property and to retain and protect the historic core. Note that all internal roads south of Guasti Road, east of Archibald Avenue, and west of Turner Avenue are private roads and are included in the gross acreage of each parcel within Planning Areas 2 and 3.

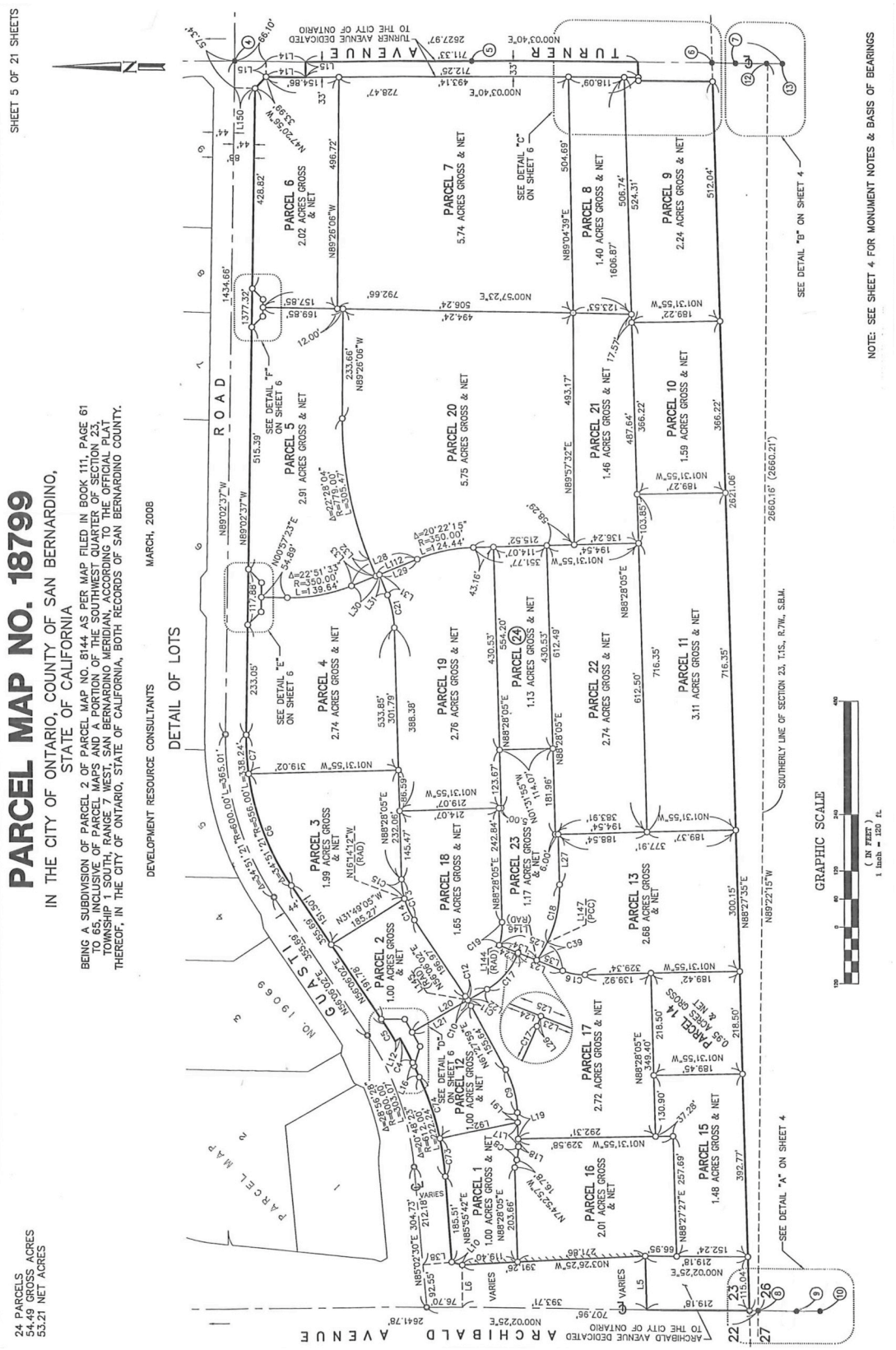


EXHIBIT 21
TENTATIVE TRACT MAP
PLANNING AREAS 2 and 3 PARCEL MAP

H. LANDSCAPE PLAN

1. Introduction

The purpose of the landscape concept of the Guasti Plaza Specific Plan is to maintain existing historic landscape themes by establishing a landscape character reflective of the historical landscape remaining on the site, and supportive of the establishment of a high quality office, hotel and commercial center at Guasti Plaza.

The major goals include:

- To develop an agrarian image reminiscent of early California and the existing historic landscape for the streets and on-site landscape areas.
- To implement a streetscape/landscape program which emphasizes the use of existing trees and supplements these with other plantings to reinforce the historic themes already found in the community.
- To unify the entire development with a streetscape/landscape program of consistent hardscape/paving and softscape/planting elements.
- To design all streetscape/landscape areas as depressed swales/basins in order to increase opportunities for infiltration of stormwater runoff from building roofs and paved areas in addition to increased conservation of irrigation water, throughout the Specific Plan area.

Special streetscape and landscape elements within the Guasti Plaza Specific Plan include: landscape treatment at the entrances to the project; a landscape edge along the southerly boundary of the San Bernardino (I-10) Freeway; landscape treatments for New Guasti Road, Via Old Guasti, Archibald Avenue, Turner Avenue; a landscape edge along the northerly boundary of the railroad tracks; and methods for landscaping parking lots and areas such as the historic core and areas of existing trees noted for preservation. The location of these elements are shown on Exhibits No. 22 – 25, pages 52 -55.

2. Project Entries

Project entries are planned at two intersections of Guasti Road: 1) Archibald Avenue and 2) Turner Avenue. A secondary project entry is envisioned at the intersection of Via Old Guasti and Turner Avenue. The project entries create a landscape gateway to Guasti Plaza. Large groves of informal tree groupings and free form ground cover masses contribute to the character. Refer to Exhibits 22 & 23, pages 52 and 53.

The secondary entry landscape will incorporate existing historic trees, supplemented with informal tree groupings and groundcover masses.

3. Freeway Edge Treatment

The project edge at the San Bernardino Freeway (I-10) is an important opportunity to present a landscape image for Guasti Plaza. The landscape concept for this area is based on integration of the historically significant windrow element of the former agricultural practices and the Regional Corridor (I-10) Master Plan Guidelines.

The landscape elements consist of windrows, a landscape open space central to the project, and parking area landscaping. The windrows will be planted in the 20'-0" landscape setback adjacent the freeway. Refer to Exhibit 24, page 54.

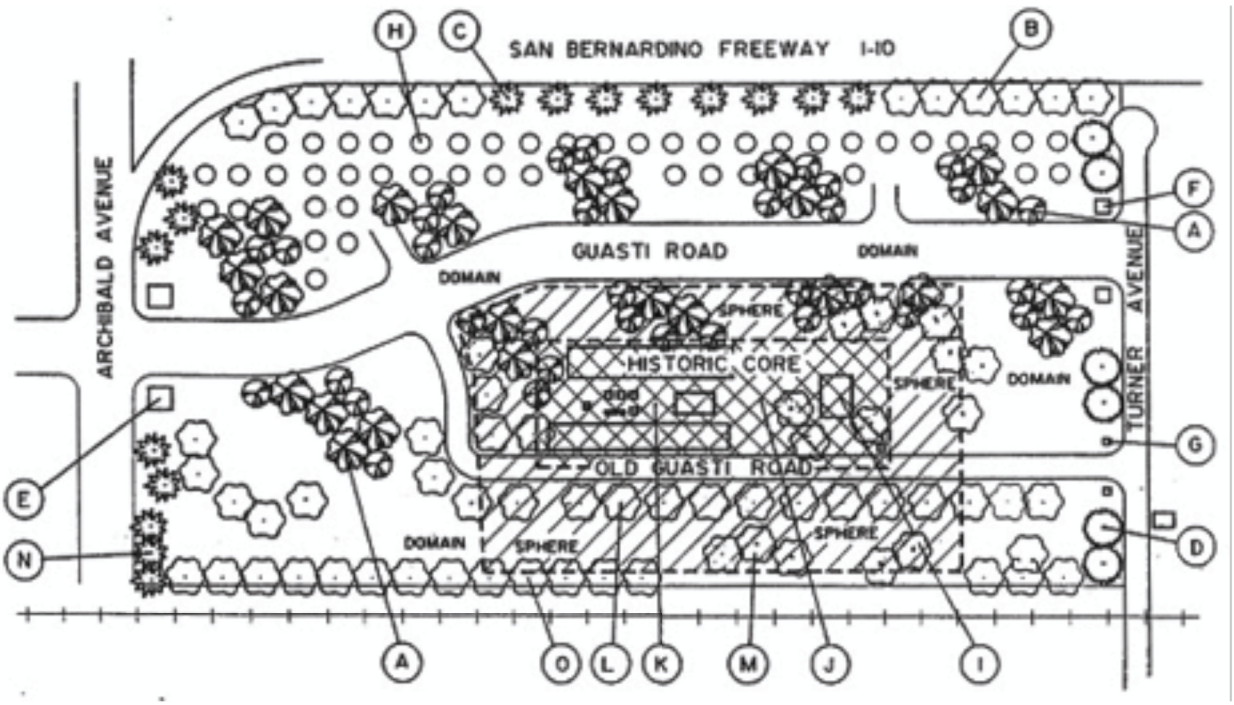
The property along the freeway will be landscaped where appropriate with plant materials that shall adhere to the I-10 Corridor landscape theme plant list. Shrubs shall be added to the landscape setback to screen the freeway. Central to the freeway frontage in alignment with the existing mansion will be a large landscape window for view into the mansion grounds. The area will have a skyline of palms framed by a Eucalyptus windrow along the freeway edge. See Exhibit 25, page 55.

On-grade parking areas visible from the freeway are to be landscaped with a regular pattern of canopy trees -- reminiscent of the formality of the historic vineyards. For plant materials refer to Table 5, page 58 and Exhibits 22, pages 52.

4. Irrigation

a. All irrigation systems shall be fully automatic.

b. Low-volume irrigation equipment is encouraged for all planted areas within the individual sites and shall be completely automatic.



A — Planting Drifts:
Informal groupings of Oak and Olive trees.

B — Freeway Edge Screen Planting:
Eucalyptus windrows.

C — Freeway Edge View Corridor:
I-10 Streetscape
Palm tree row.

D — Turner Avenue Screen Planting:
Informal groupings of Pine and Alder trees.

E — Primary Entry Monument:
Guasti Road Streetscape (New Guasti Road)
Informal groupings of Palm,Oak and Olive trees.

F — Secondary Entry Planting:
Turner Avenue Streetscape
Informal groupings of Oakland Olive trees.

G — Tertiary Entry Planting:
Informal groupings of Eucalyptus and Pepper trees.

H — Parking Area Planting:
Formal rows of canopy trees Qurcus species (Oaks)

I — Mansion Garden Planting:
May be preserved per arborist report.

J — Pedestrian Mall:
Garden planting.

K — Vineyard Demonstration Garden:
Vine rows.

L — Windrows:
Old Guasti Road Streetscape (Via Old Guasti)
Eucalyptus trees.

M — Existing Eucalyptus Windrows:
May be preserved per arborist report.

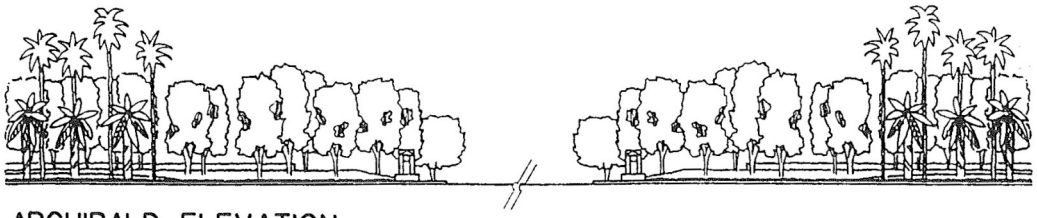
N — Row of Palm trees to match Archibald grade separation improvement plans.
Phoenix Dactylifera

O — Railroad Edge Screen Planting:

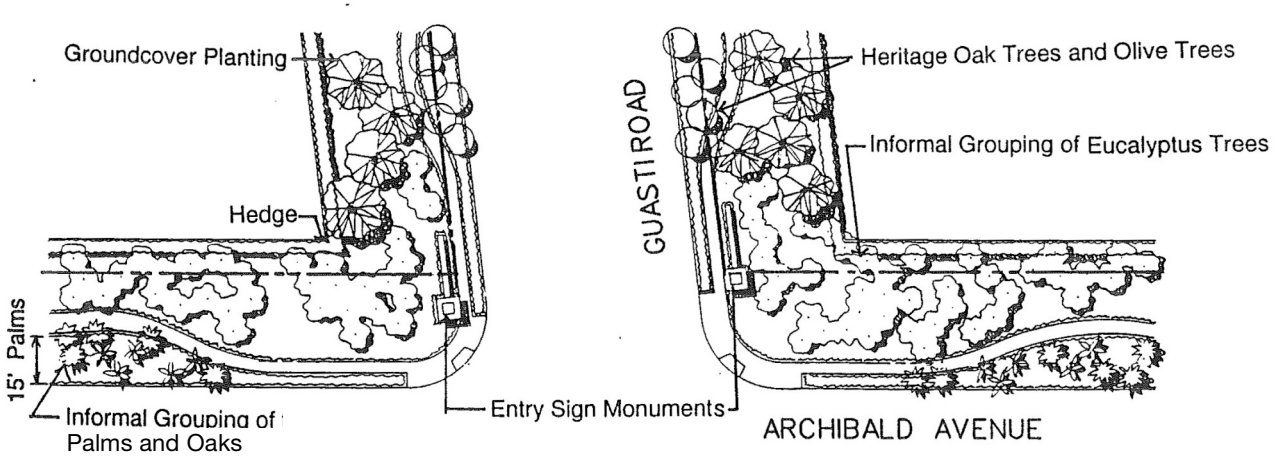
NOTES:

1. Plant materials within the Historic Core which score "2" or higher in Arborist Report may be maintained. All others will be removed.
2. Plant materials within the Sphere and Domain zones which are score '3' or higher in the Arborist Report may be preserved. All others will be removed.
3. See Arborist Plan Appendix C for more information.

EXHIBIT 22
LANDSCAPE CONCEPT



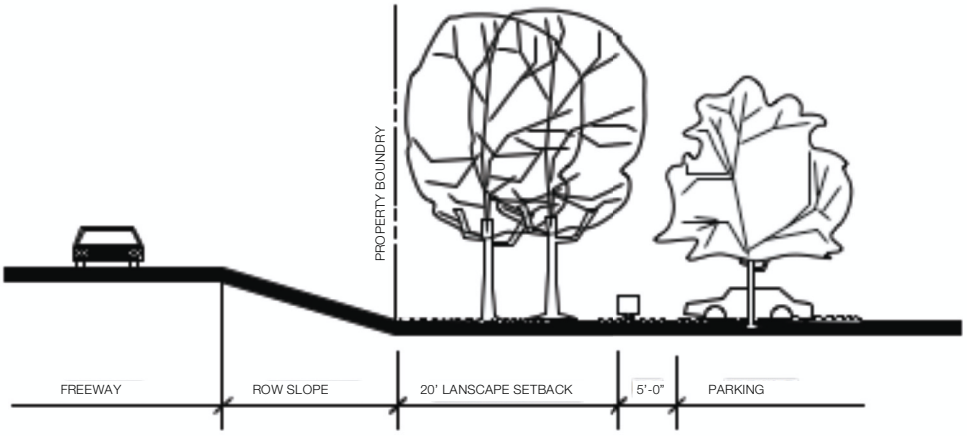
ARCHIBALD ELEVATION



PLAN

NOTE: REFER TO CIRCULATION PLAN, EXHIBIT 11 (PAGE 31) FOR LOCATION OF SECTION

EXHIBIT 23
GATEWAY, ARCHIBALD AVENUE



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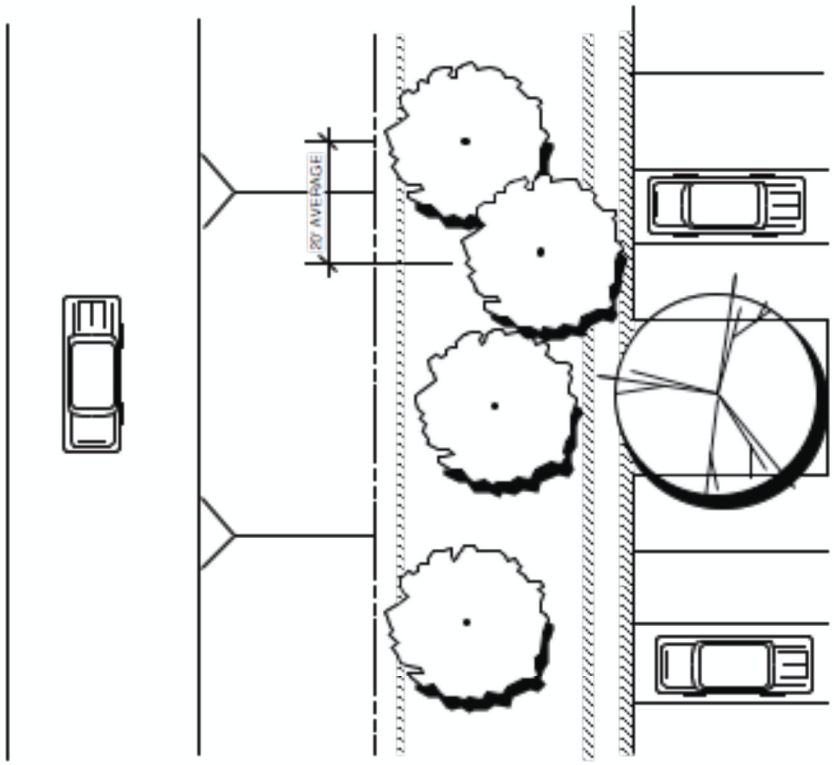
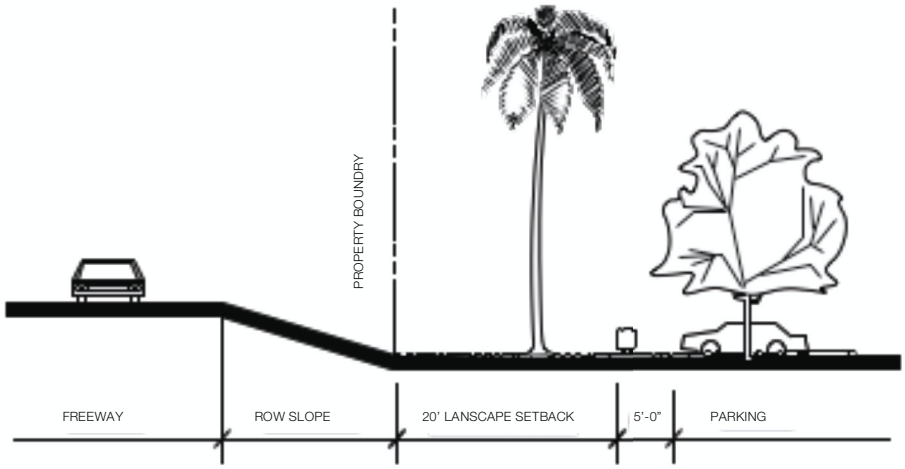


PLAN

EXHIBIT 24
FREEWAY EDGE



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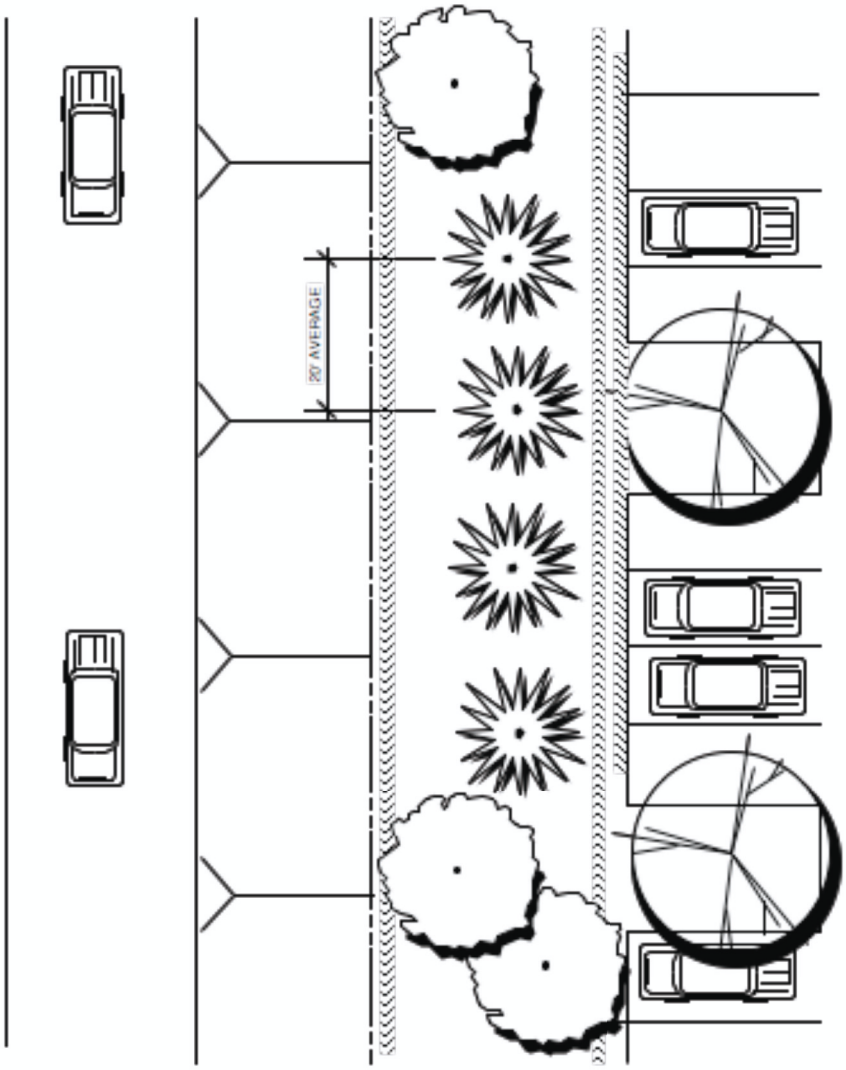


PLAN

EXHIBIT 25
FREEWAY EDGE WINDOW

c. Overthrowing of irrigation water onto walks and common paved areas will not be allowed.

d. Irrigation systems shall be properly maintained and adjusted to operate a maximum efficiency, utilizing moisture sensing devices which can override controllers.

e. Utility cabinets and irrigation hardware are to be screened by evergreen shrubs.

f. Turf and annual plantings shall be minimized, thereby reducing overhead irrigation.

g. Alternative irrigation methods shall be utilized wherever possible (i.e., drip, microspray, etc.) with mass shrub plantings.

h. Irrigation shall utilize recycled water as consistent with the City of Ontario irrigation standards, and shall comply with AB 1881.

5. Streetscape

The streetscape plan expresses a clear framework of landscaped elements that will provide a strong landscape continuity. The plan illustrates a variety of tree and shrub species working in harmony with the preserved specimens, an agrarian image reminiscent of early California.

The intent of the conceptual landscape plan is also to coordinate the different land use areas and site boundaries into a landscaped whole. Specific entry treatments and special plaza areas will be incorporated with project signage, street furniture, accent paving and lighting schemes. The streetscape shall be in compliance with the City of Ontario's Standard Conditions for Development and Landscape Development Standards. The following paragraphs describe the project streetscapes.

Archibald Avenue :

The project edge shall reflect its importance as a major entrance to Ontario International Airport through the informal mixing of palms within a 15'-0" setback from the curb. A background tree (also informally arranged) will offer continuous evergreen background. The layering of landscape plant material will achieve the appropriate scale relationship and image statement between the Guasti Plaza development and the new Ontario International Airport entry drive. See Exhibit 23, page 53.

Guasti Road :

The character of this major road reflects a rural, casual quality. Informal in arrangement, large masses or groupings of Olive trees, California Oak trees, and Eucalyptus trees will occur in drifts within the street right-of-way, landscape setback, and front yard parking areas. The tree drifts will interrupt the regular vineyard-like pattern of the parking area trees (I-10 frontage) and soften the overall tree/landscape character. See Exhibits 27, 28 & 29, pages 62 – 64 and Table 7, page 93.

By grouping Olive trees to simulate an orchard and by grouping Oak trees to simulate an arroyo, the tree drifts will establish a landscape sequence, and highlight distinct views into the site with a minimum 20'-0" and a maximum 96'-0" building setback. The planting drifts occur primarily at driveway entrances, and at the main central intersection between the new proposed development and the historic core. This maximum setback rule occurs only at Guasti Road to insure that the building edge will reinforce the drift spaces.

Via Old Guasti:

The design will retain the historic quality of the road and setbacks. See Exhibit 30, page 65 and Table 7, page 93. Existing healthy plantings of Eucalyptus and Pepper trees as shown in the Tree Preservation Priority Plan, Exhibit 26, page 61 and the Tree Protection Plan and Tree Inventory, Appendix 'C' will be preserved wherever possible by appropriate alignment of parcel entries and new roads, or by reduction of road width. Trellis, bollard and paving treatments shall be used along Via Old Guasti in the northern setback to control car traffic while creating a pedestrian way.

Via Old Guasti no longer connects to Archibald Ave. but is connected at its western terminus with new north/south private streets to new Guasti Road.

Turner Avenue:

The concept will complement neighboring projects including Centrelake and the historic Church of San Secondo d'Asti. Pines in random groves together with Ash trees will be planted in ground-cover area. See Exhibit 31, page 66.

Historic Core :

The Historic Core of the site includes the historic Mansion and surrounding landscape. Its special historical context and the themed architecture which has made Guasti Plaza a unique place will be renovated within this designated area. The foremost goal will be to recreate an early southern California atmosphere reflecting a range of pedestrian activities. Eucalyptus and large shade trees, as well as vine covered trellises, will articulate the pedestrian pathways within the district and create a pedestrian promenade. Colorful accent shrubs and the expansion of the formal green will bring back the importance of the intimate pedestrian garden.

The largest body of historically significant landscape materials exist immediately adjacent to the Mansion. Preserving this significant garden in place and in character will establish integrity for the Guasti Plaza landscape. Extensions of the garden will spread into the areas surrounding the other historic winery structures.

Various examples of traditional gardens exist. They will be demonstrated at locations within the Historic Core. Accent lighting, designed as an integral element to the landscape, will encourage night visits and activities.

Historic Vineyard:

In a highly visible area within the Historic Core, a small recreated vineyard will be planted and maintained. Reusing existing vine grafts as well as trellis materials and appropriate signage will complement this vineyard.

6. Railroad Edge Treatment

The project edge at the railroad tracks is an opportunity to present a landscape image for Guasti Plaza. The landscape concept for this area is based on the integration of the historically significant windrow element of the former agricultural practices and the regional transportation corridor.

The landscape elements consist of windrows and a landscape open space adjacent to the historic core of Guasti Plaza. The windrows will be planted along a 8'-0" landscape setback adjacent to the railroad track right-of-way. A large landscape window will be created between the existing mansion and the railroad tracks to provide a view into the mansion grounds.

7. Plant Material

Arborist Updates and Current Status

The Landscape Concept is consistent with the Arborist Report prepared by Richard Johnson & Associates, dated February 11, 1993. A subsequent arborist report was prepared by Cy Carlberg in 2008, and is included in Appendix B and updates the condition of on-site trees. Many trees were lost between 1993 and 2007 due to weather related damage and disease.

In 2008, a number of important trees were temporarily relocated to a nursery area to clear portions of the site for future development. They will be preserved and reused as part of the future Landscape Plan.

Tree Preservation Priority Plan

On March 27, 2007, the City of Ontario approved Planning Area Plan (File No. PPAP 06-001) that included a Tree Preservation Priority Plan, prepared by EDAW, that was based on the 2007Arborist Report by Cy Carlberg. This plan and monthly inspection report by another Certified Arborist has helped guide ongoing tree maintenance and preservation treatments. This plan is included in the Guasti Specific Plan as Exhibit 26, page 61.

Careful thought has been given to the type of plant material to be used within Guasti Plaza to maintain the distinctive flavor of the historic agricultural community. A considerable variety of tree types have been planted over the past decades, with a preponderance of Eucalyptus and Pepper trees. The updated Arborists' Report prepared by Dane Shota & Associates (dated April 2011 and included in Appendix C) indicates that some of the individual trees are healthy and could be preserved as a part of future development. It will be necessary to remove or relocate (if practical) some trees designated for preservation where conflicts exist between proposed development including new roadways, entry drives, parking lots, relocation of existing buildings and new structures. The specific locations of these trees anticipated to be preserved are is shown in the updated Tree Protection and Demo Plan included in the 2011 Arborist Report in Appendix C.

Existing plant material within the Historic Core as recommended in the 2011 Arborists' Report may be preserved. The Arborist shall provide a monthly status report indicating the health status of trees, irrigation needs and any hazardous conditions and recommend removals. An attempt will be made to preserve these plant materials within the Historic Core on a case-by-case basis. Existing plant materials within the Sphere and Domain zones as reported by Arborist may also be preserved. Incentives shall be offered by the City to allow flexibility to setback requirements in exchange for tree preservation to protect many excellent specimens. Other trees are in a declining state and should be removed in conjunction with new construction and replaced. It is required that a minimum of 15% of the gross site area be landscaped, as recommended in the Background Studies and Guidelines prepared by Thirtieth Street Architects, Inc. and Zephyr Urban Management Associates dated September 10, 1987, on file at the City of Ontario.

A plant material palette, Table 5, pages 58-60, has been selected which maintains the historic flavor of the existing plantings, but also accounts for other critical factors, such as drought tolerant qualities, ability to resist pests and disease, and availability. The Eucalyptus and Pepper trees typical of this site and of California's agrarian origins will be emphasized and supplemented. Grapevines are planned to be used as theme planting in the historic areas as well as some building courtyard areas. Table 5 indicates tree, shrub and groundcover types suggested for the various areas to be landscaped.

Plant material sizes shall meet or exceed the City minimum standards.

The following indicates the recommended plant material list by street and landscape area.

TABLE 5
RECOMMENDED PLANT MATERIAL

Archibald Avenue:
Refer to Exhibits 22 & 23, pages 52, 53.

Trees:
Lagerstroemia indica (Crepe Myrtle)
Platanus racemosa (California Sycamore)
Phoenix dactylifera (Date Palm)
Quercus agrifolia (California Live Oak)
Bracychiton populneus (Bottle tree)

Hedge:
Raphiolepis 'Majestic Beauty'

Shrubs:
Abelia 'Edward Goucher',
Elaeagnus pungens (Silverberry)
Photinia fraseri
Santolina Virens

Groundcover:
Hypericum calycinum (Aaron's Beard)
Lantana spp.

Guasti Road:

Quercus ilex
(Holly Oak)
Lagerstroemia indica 'Muskogee'
(Crepe Myrtle)
Olea 'Wilsoni' (Wilson's Fruitless Olive)
Hedge:
Raphiolepis 'Majestic Beauty'

Shrubs:
Hemerocallis 'Hybrids'
Pittosporum tobira 'Variegata' (Mock Orange)
Raphiolepis ~~i~~ indica 'Springtime'

Groundcovers:
Hypericum calycinum (Aaron's Beard)
Lonicera japonica (Honeysuckle)
Rosemarinus ~~o~~. officinalis 'Prostratus'
Vinca major (Periwinkle)

Turner Avenue:

Refer to Exhibits 31, page 66.
Street Trees:
Fraxinus oxycarpa 'Raywood' (Raywood Ash)
Pinus canariensis (Canary Island Pine)

Hedge:
Raphiolepis 'Majestic Beauty'

Groundcover:
Hypericum calycinum (Aaron's Beard)
Rosemarinus ~~o~~. officinalis 'Prostratus'

Via Old Guasti:

Refer to Exhibits 30, page 65.

Rural Edge Tree/Street Trees:
Eucalyptus ~~l~~eucoxylon ~~(~~White Ironbark)
Schinus molle (California Pepper)

Hedge:
Raphiolepis 'Majestic Beauty'

Shrubs:
Pittosporum tobira 'Variegata' (Mock Orange)
Raphiolepis indica 'Springtime'

Groundcover:
Rosemarinus ~~o~~. officinalis 'Prostratus'

I-10 Freeway Edge:

Refer to Exhibits 24 & 25, pages 54 & 55.

Trees:
Eucalyptus leucoxylon ~~(~~White Ironbark)
Phoenix dactylifera (Date Palm)

Shrubs:
Elaeagnus pungens (Silverberry)
Raphiolepis 'Majestic Beauty'
Leucophyllum frutescens (Texas Ranger)
Pittosporum undulatum (Victorian Box)

Groundcover:
Lonicera japonica (Honeysuckle)

Parking Area Shade Trees:
Eucalyptus sideroxylon (Red Ironbark)
Quercus ilex (Holly Oak)
Ulmus parvifolia 'Drake' (Chinese Elm)
Cinnamonum camphora (Camphor Tree)

Parking Area Shrubs:
Abelia grandiflora 'Edward Goucher'
Pittosporum tobira "Wheeler's Dwarf' (Dwarf Mock Orange)
Raphiolepis indica 'Ballerina'

Groundcover:
Arctotheca calendula (Cape Weed)
Baccharis pilularis (Coyote Bush)
Hypericum calycinum (Aaron's Beard)

Building Perimeter and Courtyard Planting / Historic Core:

Trees:
Cinnamonum camphora (Camphor Tree)
Melia Azedarach, Chinaberry
Cupressus sempervirens (Italian cypress)
Ficus rubiginosa (Rusty Leaf Fig)
Lagestroemia indica (Crepe Myrtle)
Magnolia grandiflora Samuel Sommer
Phoenix canariensis (Canary Island Date Palm)
Phoenix dactylifera (Date Palm)
Quercus suber (Cork Oak)
Schinus molle (California Pepper)
Washingtonia filifera ~~(~~California Fan Palm)
Fruit Tree Varieties:
Orange, Lemon, Fig, Loquat, Persimmon, Guava, Avocado, Plum, Kumquat
Schinus molle (California Pepper)
Washington robusta (Mexican Fan Palm)

Shrubs:
Myrtus communis (True Myrtle)
Osmanthus fragrans (Sweet Olive)
Photinia fraseri
Pittosporum tobira 'Wheeler's Dwarf' (Dwarf Mock Orange)
Pittosporum tobira (Mock Orange~~)~~
Pittosporum undulatum (Victorian Box)
Raphiolepis indica (India Hawthorne)
Raphiolepis 'Majestic Beauty'
Umbellaria californica (California Bay Laurel)
Xylosma congestum 'Compacta'

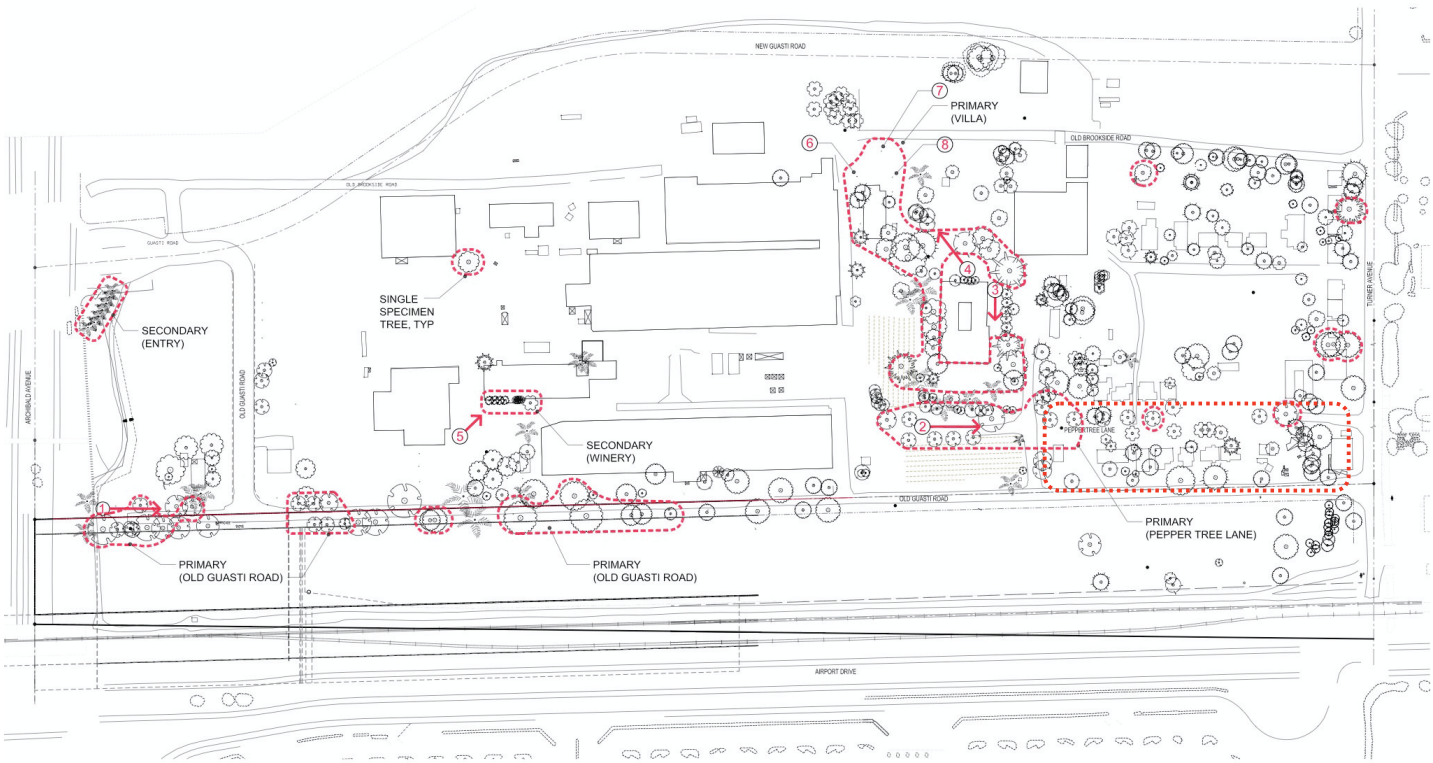
Vines:
Bougainvillea spp
Disticitis buccinatoria (Mexican Trumpet Vine)
Parthenocissus tricuspidata (Boston Ivy)
Rose banksiae 'Lutea' (Lady Bank's Rose)
Solanum jasminoides (Potato Vine)
Wisteria sinensis (Chinese Wisteria)

Parking Area Shade Trees:
Eucalyptus maculata (Spotted Gum)
Pyrus calleryana 'Bradford*ii*' (Bradford Pear)
Ulmus parvifolia 'Drake' (Evergreen Elm)
Cinnamonum camphora (Camphor Tree)

Parking Area Groundcover Accents:
Dietes iridioides (African Iris)
Hemerocallis spp. (Day Lily)
Liriope muscari (Lily Turf)

Parking Area Groundcovers:
Gazania rigens leucolaena
Hypericum calycinum
Juniperus chinensis Procumbens Nana (Japanese Garden Juniper)
Trachelospernum jasminoides (Star Jasmine)

Vinca major (Periwinkle)
Vinca minor (Dwarf Periwinkle)
Turf (to be less than 50% of planted area)



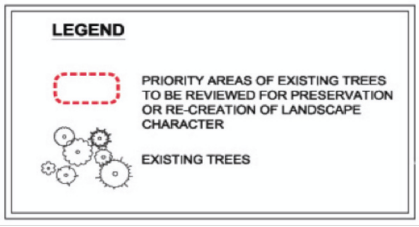
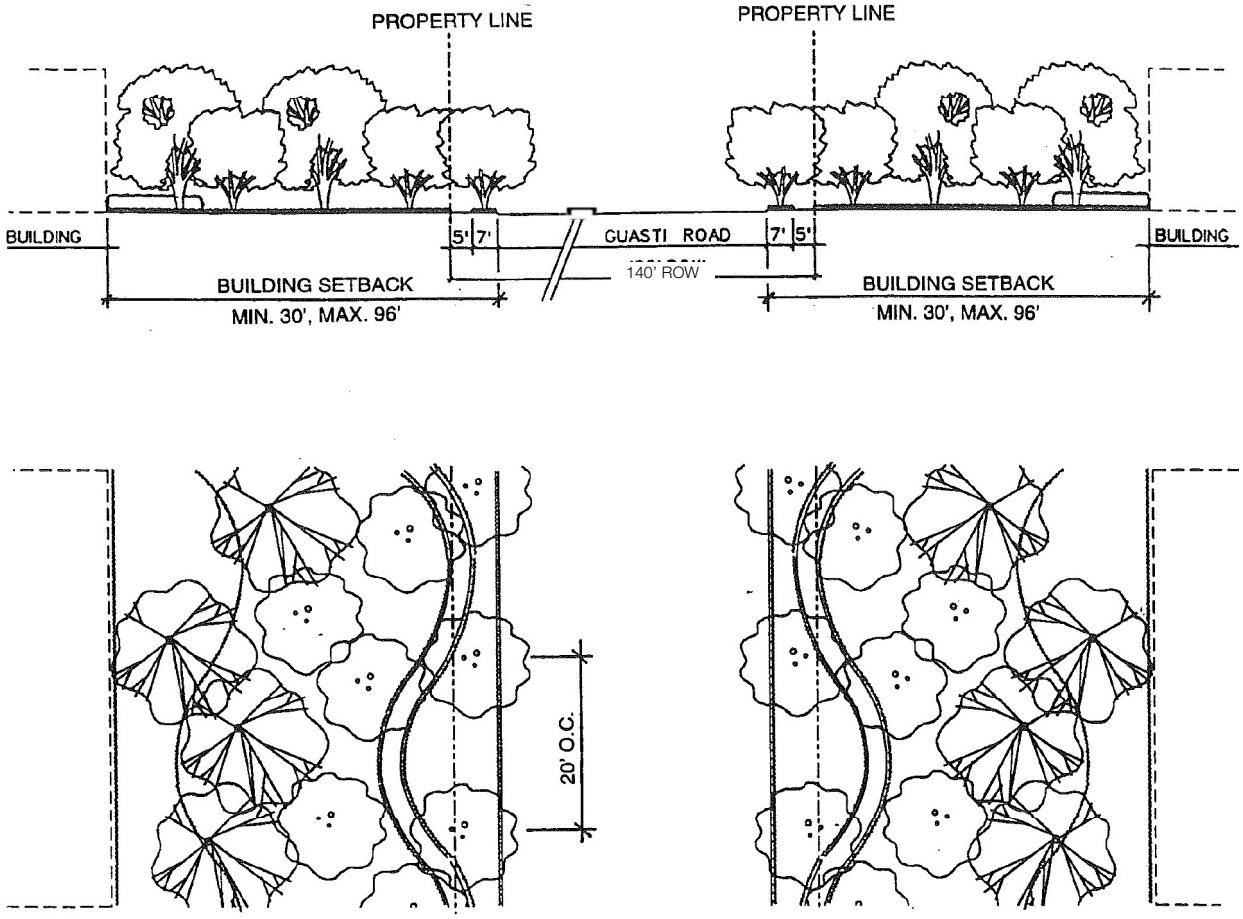
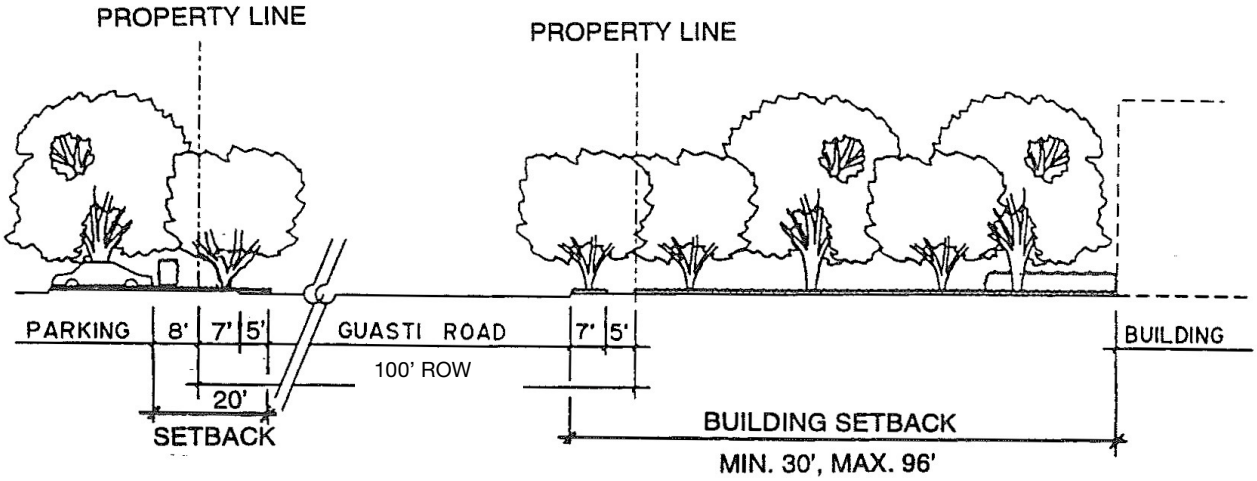


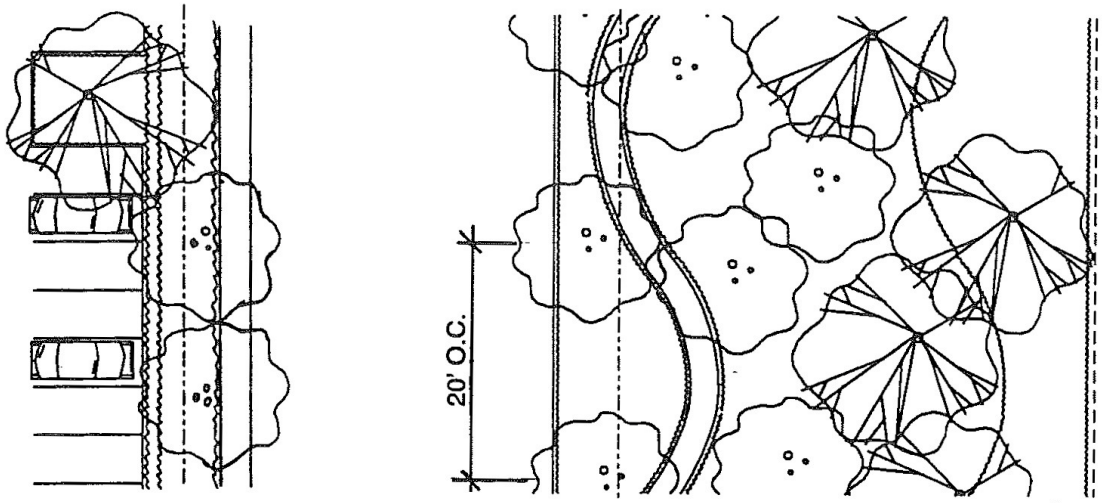
EXHIBIT 26
TREE PRESERVATION
PRIORITY PLAN



NOTE: REFER TO STREET IMPROVEMENT PLAN, EXHIBIT 11 (PAGE 31) FOR LOCATION OF SECTION

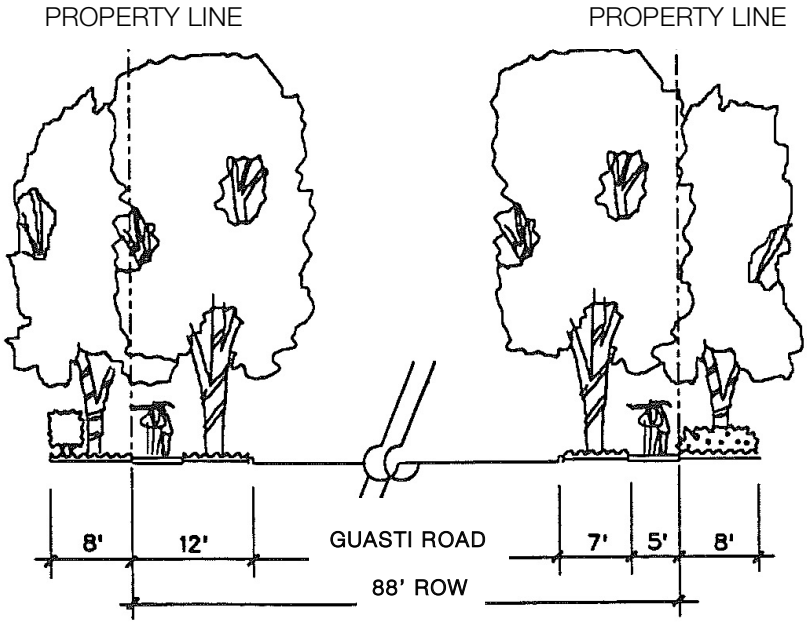
EXHIBIT 27
SECTION B, GUASTI ROAD





NOTE: REFER TO STREET
IMPROVEMENT PLAN, EXHIBIT 11
(PAGE 31) FOR LOCATION OF SECTION

EXHIBIT 28
SECTION C, GUASTI ROAD



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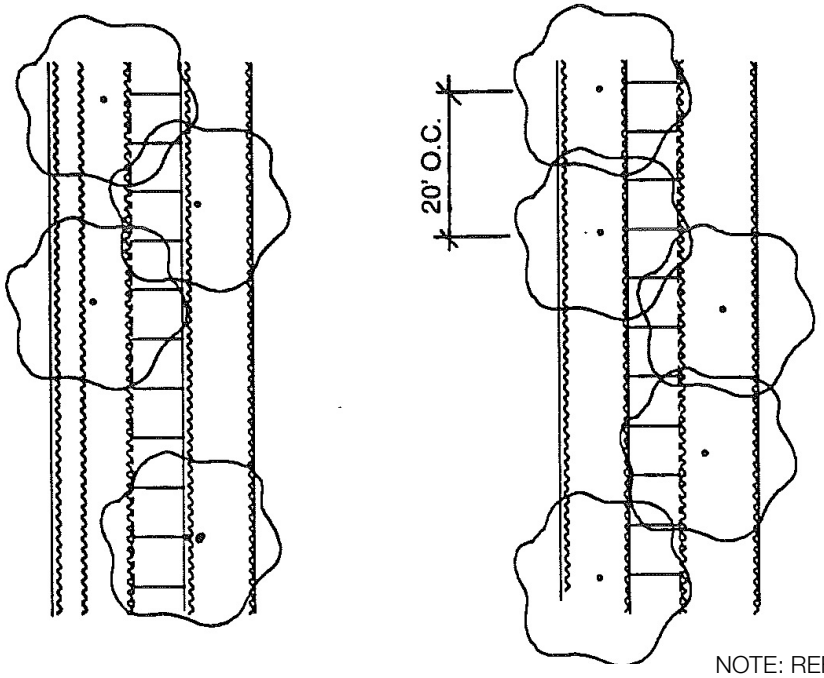
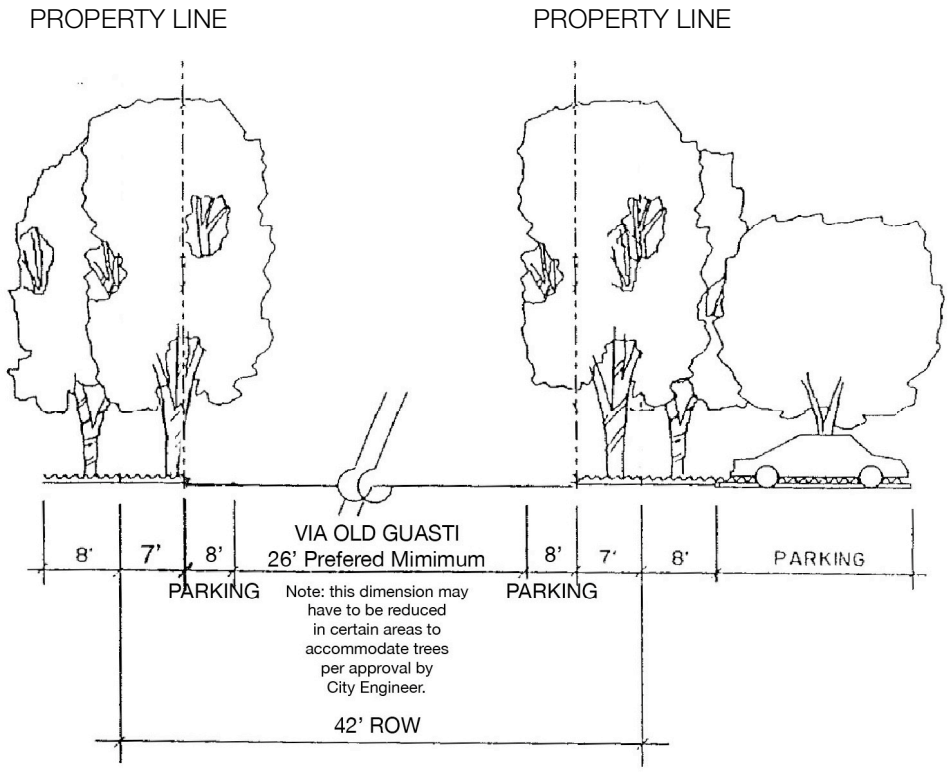


PLAN

NOTE: REFER TO STREET IMPROVEMENT PLAN, EXHIBIT 11 (PAGE 31) FOR LOCATION OF SECTION

EXHIBIT 29
SECTION D, GUASTI ROAD



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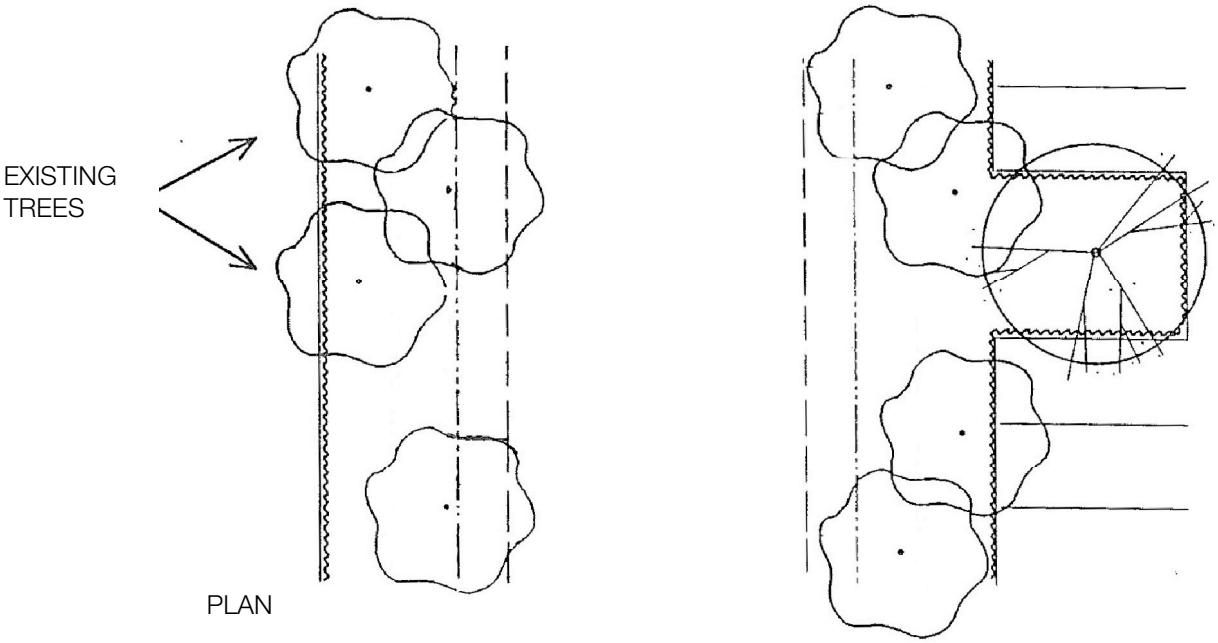
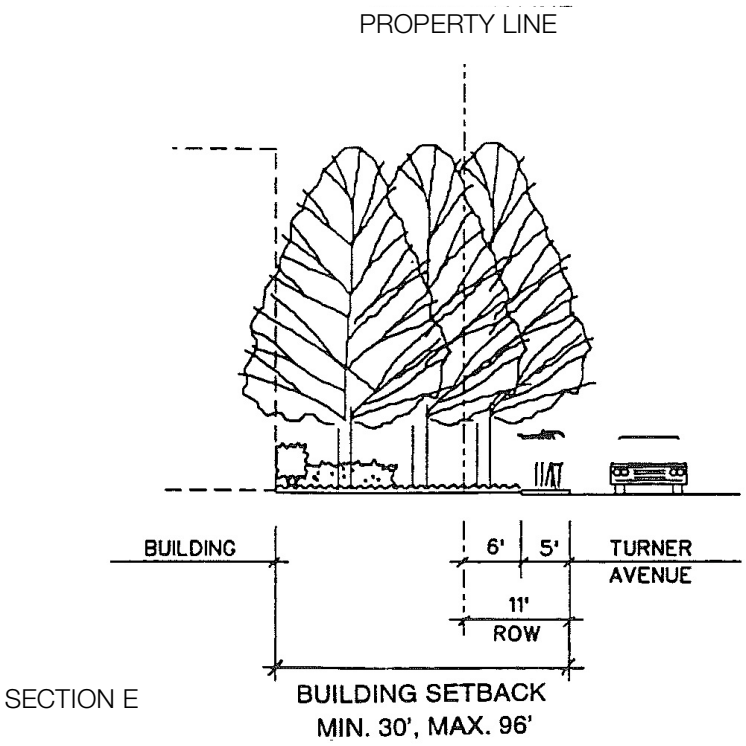


PLAN

NOTE: REFER TO STREET IMPROVEMENT PLAN,
EXHIBIT 12 (PAGE 32) FOR LOCATION OF SECTIONS

EXHIBIT 30
SECTION I, VIA OLD GUASTI



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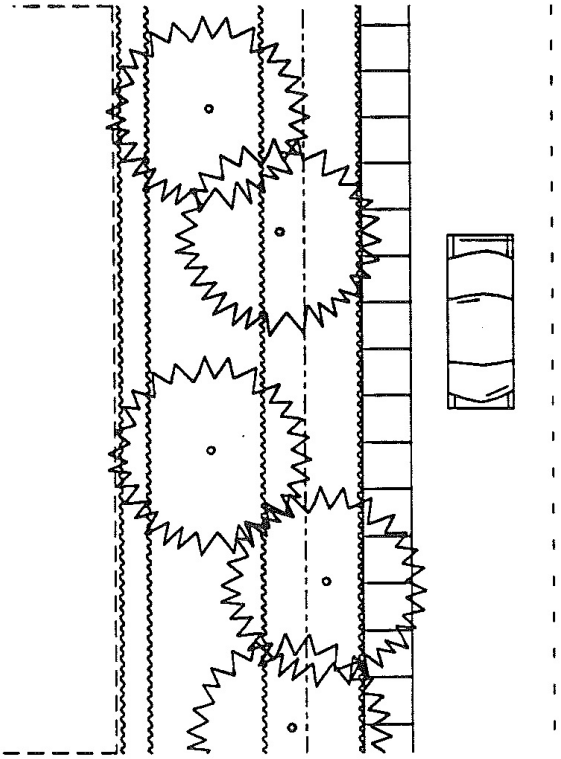
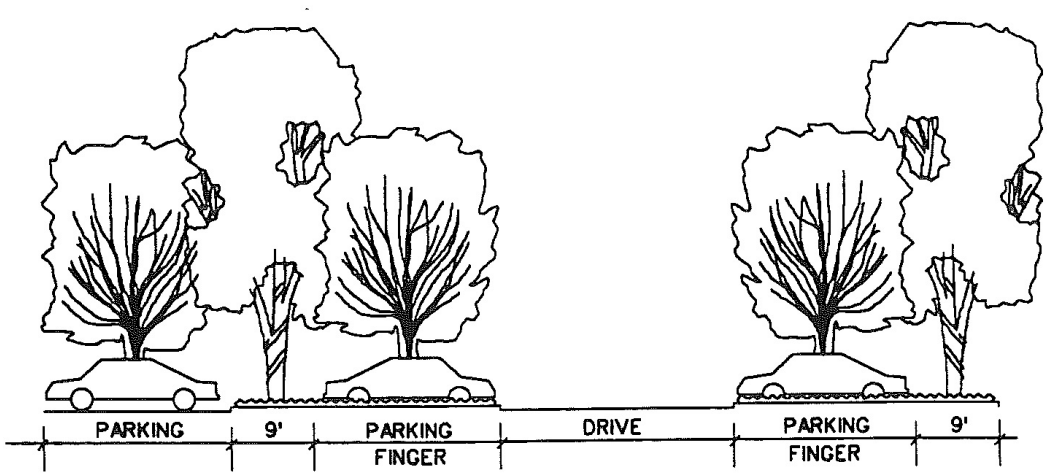


PLAN

NOTE: REFER TO STREET IMPROVEMENT PLAN, EXHIBIT 11 (PAGE 31) FOR LOCATION

EXHIBIT 31
SECTION E, TURNER AVENUE



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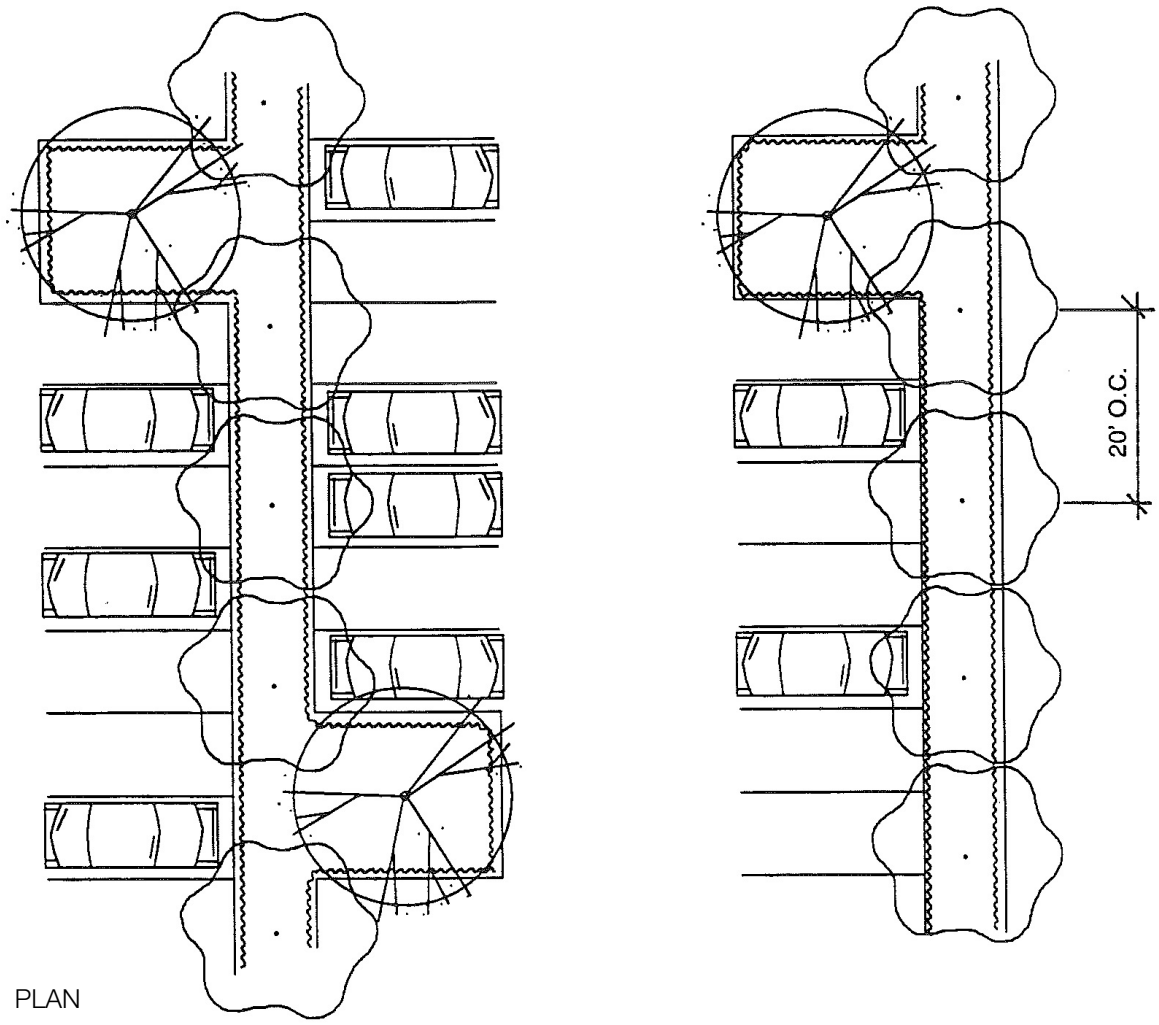
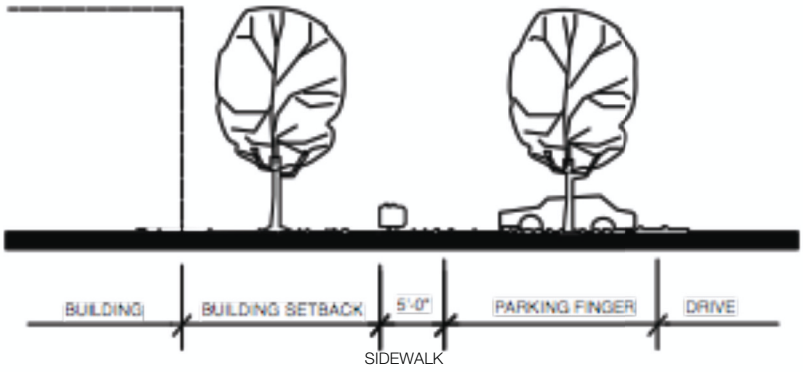


PLAN

EXHIBIT 32
PARKING AREAS



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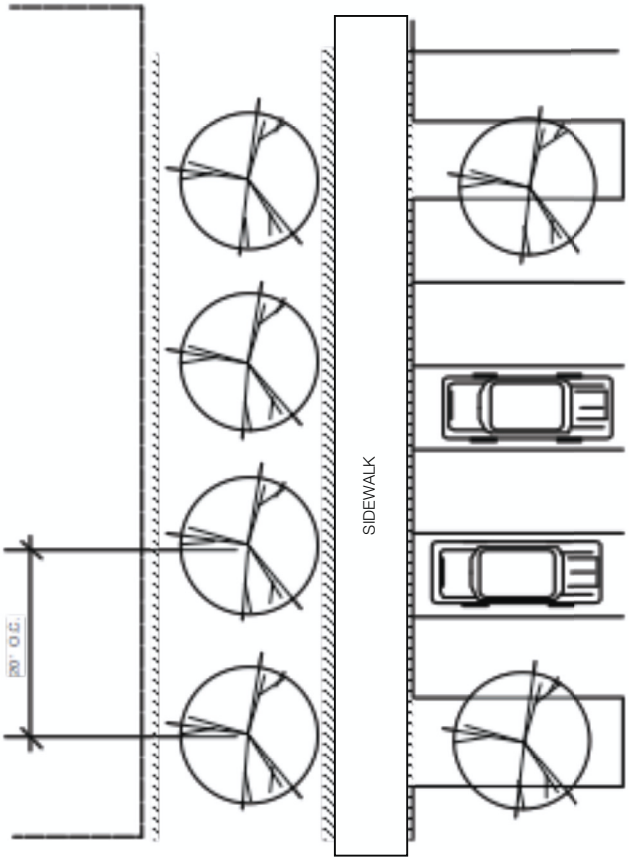


PLAN

EXHIBIT 33
PARKING AREAS
ADJACENT TO STRUCTURES

I. LANDSCAPE AND PLANTING CRITERIA

The following landscaping and planting criteria is established for on-site landscaping. This landscaping will be the responsibility of the individual parcel owner and subject to City of Ontario review. The landscape is composed of elements that will give form to exterior spaces. Thus, the character of the landscape is created by elements such as streets and building setbacks, the variety and placement of elements such as signage, site lighting, walkways, and plant materials, and the arrangement of major functional elements such as project entrances, parking lots, buildings, service areas, etc.

The landscape plans for individual buildings shall address treatment of all on-site landscaped areas including building and parking setbacks, parking areas, buffers and areas adjacent to buildings. The landscape for these areas will be a mixture of trees, shrubs, vines, ground cover, turf, trellis structures, and plant containers as appropriate in simple compositions.

The intent of the on-site landscaping is to create a consistent landscape treatment throughout the entire project. The on-site landscaping shall complement the framework established by the streetscape and major design elements of the overall landscape concept.

1. Landscape Standards

The purpose of the landscape standards is to provide design criteria which establishes a framework for site development and achieves an image that is distinctive, clear, and unified.

These landscape standards are supplemental to the requirements of the City of Ontario. All government standards regarding landscaping and irrigation shall be investigated prior to any preliminary design and plan submittal. Detailed landscape and irrigation plans and specifications shall be prepared by a registered Landscape Architect and submitted for concept approval. Landscape and irrigation plans shall be in conformance to the Guasti Plaza Specific Plan and shall show all trees to be preserved or relocated.

For Landscape Standard relating to the residential alternative use please see Appendix H.

2. Landscape Areas

The intent of landscape areas is to identify areas on-site and propose required landscape treatments that will create a unified appearance for individual projects within the Specific Plan area.

a. Setback Area

The setback area is that area which transitions the public streetscape area to the on-site project parking or architecture and will be installed as each parcel develops. Each parcel owner will be required to provide the following:

Transition from the streetscape to on-site landscape areas shall be smooth with grades not exceeding 3:1 slope in ground cover/shrub area, 4:1 slope in lawn areas.

Plantings shall be continuous across easement lines.

Surface parking areas shall be screened by a continuous 3' high hedge consistent with the recommended plant palette, Table 5, page 58.

Plantings shall be selected from the recommended plant material list for the setback zone.

Grade all setback areas as vegetated swales/shallow basins for retention/infiltration of stormwater runoff from streets. Reverse parkway drains shall be utilized to direct first-flush and 2-yr event storm runoff into the landscaped setback areas.

b. Parking Lot Landscape Requirements

Parking location and layout should facilitate safe, continuous pedestrian circulation. See Exhibit 32, page 67.

A maximum of ten spaces will be allowed between islands/planters. Planters are to be a minimum of 6' wide (inside dimension) and regularly spaced.

Tree wells and planting edge curbs may be used in lieu of wheel stops. However to aid stormwater infiltration curb cuts or zero curb planters may be used in car overhang areas with wheel stops to protect landscape or swale.

A single species tree is to be used for each parcel parking compound. The tree species may be different in separated parking compounds. Refer to plant palette, Table 5, page 58.

Vine covered trellis structures are encouraged in parking areas. Use of trellis may be substituted for part of overall parking lot tree count.

Existing trees are to be preserved whenever feasible. Variances in setback distances, percentage of landscape areas, parking planter numbers, and planter widths may be allowed by the City if required to preserve significant trees.

Parking areas near historic structures are encouraged to use existing plantings and treillage. See Exhibit No. 33, page 68.

Landscaped fingers and perimeter landscaped areas shall be designed as swales to accept pavement runoff, via curb cuts, from parking lots, in order to maximize retention/infiltration of stormwater runoff and irrigation water.

c. Building Perimeter and Courtyard Planting

The landscaping shall soften the buildings and screen their associated loading and parking areas from the adjacent public streets. The landscape should also consider the parcel size and the intended use of the building. The actual quantities and location of the plant material, including trees, shrubs, ground covers and lawn, shall be adequate to achieve the desired landscaping setting.

Accent trees providing contrast in texture, color or form to surrounding buildings and structured landscape, are to be grouped in masses (such as small flowering tree groves) or certain tree types planted as single large size boxed specimens for visual impact. The number of different species used shall be kept to a minimum to maintain continuity. Tree plantings on the west and south sides of buildings should be predominantly deciduous.

Accent vine planting, shrubs and/or annuals/perennials are to provide accent color at key visual points. Provisions must be made for periodic replacement in order to maintain good flowering condition within planting areas, planters or pots.

d. Utilities Screening

Landscaping should be adequate to screen trash enclosures and utility appurtenances including telephone pedestals, utility meters, irrigation system backflow preventers, transformers, etc., so as not to be visible from adjacent properties, parking areas, public streets and pedestrian walkways. Shrubs and/or vine planting in combination with walls or fences can provide an effective screen.

e. Service Areas/Loading Docks/Storage Areas

Landscaping and solid walls shall screen service areas, loading docks and storage areas from adjacent properties and public streets.

3. Street Furniture and Public Amenity Program

A street furniture and public amenity program for the entire site will be established prior to, or concurrent with, the submittal of a specific site plan. The program will consist of fountains, benches, kiosks, trash receptacles and similar items which serve to enhance or promote outdoor activities. Actual design and materials of the street furniture and amenity program should provide a measure of consistency throughout the site, but should also reflect the architectural style and treatment of the buildings in the core, sphere and domain zones.

A minimum of nine outdoor plazas and courtyards should be provided throughout the Guasti Plaza site.

Public Art Component

In lieu of a Public Art Component, the developers and owners of the Guasti Plaza Specific Plan site shall implement an on-site interpretive plan including the reuse of site features and salvaged artifacts as described in the following sections.

J. INTERPRETIVE PLAN

In 2008, the City of Ontario approved the Guasti Interpretive Plan that included a multi-level strategy to interpret the history of the site for the public. This plan will be implemented in phases that parallel the development of the site as determined by the Planning Department. Interpretive elements will be coordinated with the design of the landscape and hardscape to seamlessly blend into the proposed streetscape as determined by the Planning Department.

The reuse of salvaged artifacts from the site and buildings is also encouraged. A listing of possible salvaged materials is included in Table 6, pages 78-79.

The final design of each component of the interpretative plan will be reviewed by the Planning Department and the Historic Preservation Subcommittee and approval by the Planning/ Historic Preservation Commission prior to implementation.

The purpose of this plan is to conceptualize a Master Interpretative Plan with coordinated elements that will guide all future on-site interpretative efforts. It is the intent of this conceptual plan to be flexible to allow for the logical and sequential development of the site as necessary by the Master Developer, and to integrate interpretative features into the streetscape and landscape.

1. The goals of this Plan are to:

Help explain the historic significance of the site as a winery company town and its sequence of development.

Identify the four major zones of the site including the vineyards, wine, brandy and port manufacturing, the Owner's mansion and the workers living area.

Identify individuals that played a major role in the development and management of the site.

Identify the innovations in growing, harvesting and processing the grapes.

Identify the products produced on-site.

2. In order to achieve these goals and given the complexity of the site, we recommend a multi-level interpretative approach to this Plan. Key components of the Master Interpretative Plan will include:

Identification of Historical Buildings.
Self Guided Walking Tour.
Site Features.
Artifact Displays.
On-site Museum.
Narrated Video.
Special Event.
Photograph Displays.

a. Identification of Historical Buildings

The installation of a small, tasteful brass plaque mounted on the facade that identifies each remaining historic building and includes the number, name and historical use of the structure.

b. Self Guided Walking Tour

A self guided walking tour that leads the visitor to a series of exterior interpretative plaques located throughout the site. A handout pamphlet will be available at the information kiosk (possibly the relocated Power House) located in the main square. Wine casks and railroad rails could be utilized in the support of the proposed plaques.

c. Site Features

Key site features such as the railroad tracks that carried the harvest train to the south warehouse, or the scales could be identified with small interpretative plaques.

d. Artifact Displays

Display and identification of authentic winery artifacts throughout the site and within the existing buildings (where practical). Artifacts would include agricultural and wine-producing equipment with all sharp edges dulled and all moving parts secured. Interior artifacts that could provide decor include conveyors, catwalks, wine casks and lifts.

e. On-Site Museum

The master developer shall provide a modest space for the location of an on-site Museum such as the Fire Station, Cottage or portion of a Warehouse. The space provided will be seismically retrofitted and rehabbed by the developer. An interpretive exhibit such as the one depicted in the attached sketches shall be designed and constructed by the developer. The Museum may be operated by the local Historic Society and any other non-profit organization subject to review and approval by the Planning Department.

f. Narrated Video

Produce a brief narrated video that commemorates the history and significance of the site and includes historic photographs, cuts from the Huell Howser program, and a taped interview with key individuals such as Monroe Marsh, the Pauley family, Rene Biane and Johnny (the former maintenance Forman). This video could be played on a loop at the Interpretative Exhibit or at the Information Booth.

g. Special Events

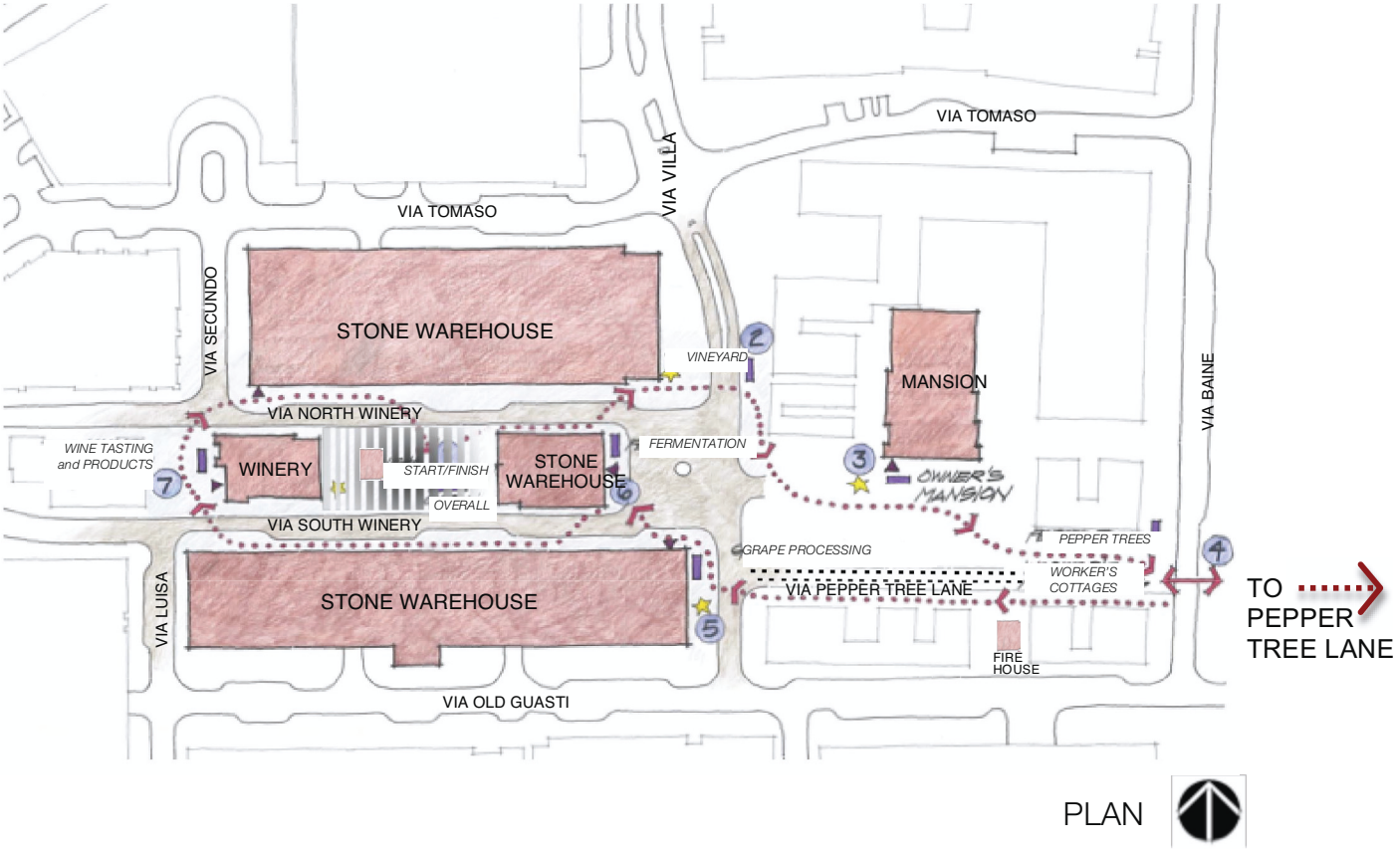
Develop on-site, yearly special events that celebrate the seasonal events of wine making such as the wine harvest, etc. Include other cultural programs such as art contests, musical and theatrical productions.

h. Photograph Displays

Encourage key tenants to prominently display historical photographs of their building. For example, the Boutique Hotel planned for the Mansion could use these photographs to help create the thematic decor of the proposed addition.

The attached Master Interpretative Site Plan and thumbnail sketches depict a conceptual layout for on-site interpretation. It is intended to illustrate a concept only, and the actual layout of the final on-site interpretative plan may vary depending upon the final design of the proposed development of the site.

Please see Exhibits 34-37, pages 73 – 76.



LEGEND

- HISTORICAL BUILDING PLAQUE
- EXTERIOR INTERPRETIVE PLAQUE
- HISTORIC ARTIFACT DISPLAY
- SELF GUIDED WALKING TOUR
- PEDESTRAIN PLAZA
- D.G. PATH

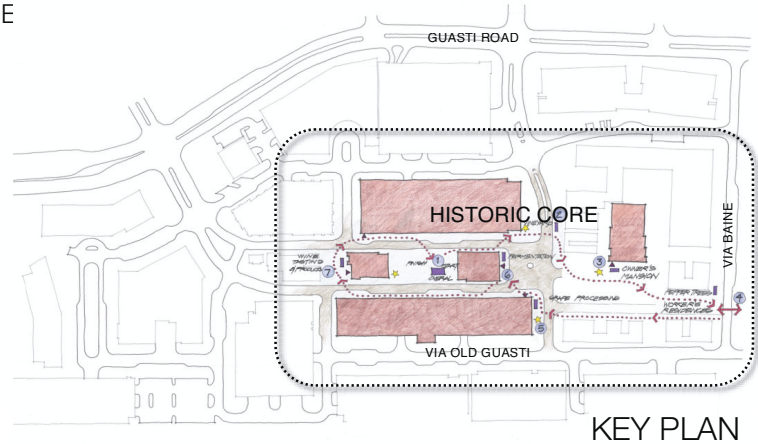


EXHIBIT 34
INTERPRETIVE PLAN

ARTIFACT DISPLAY

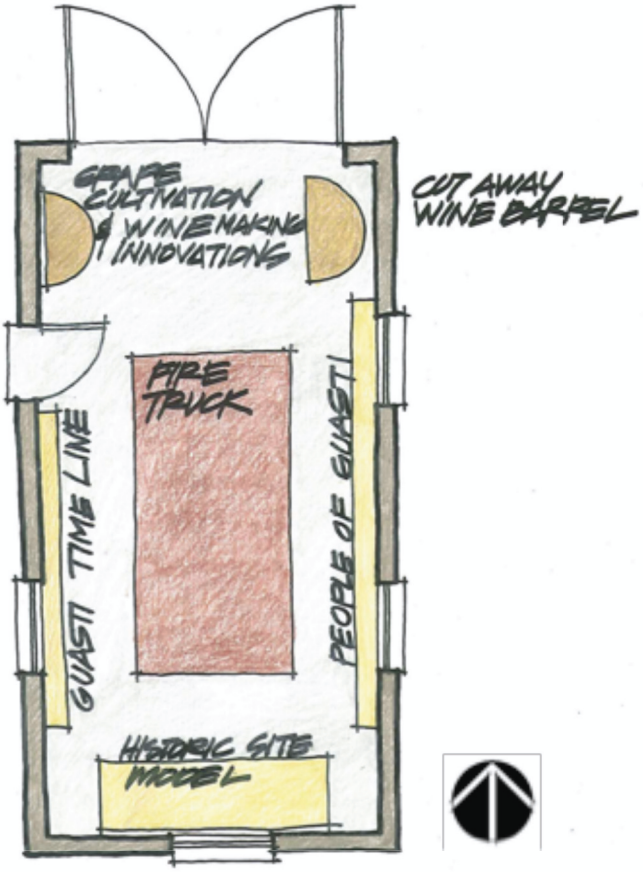
HISTORICAL BUILDING IDENTIFICATION

EXHIBIT 35
INTERPRETIVE DISPLAYS

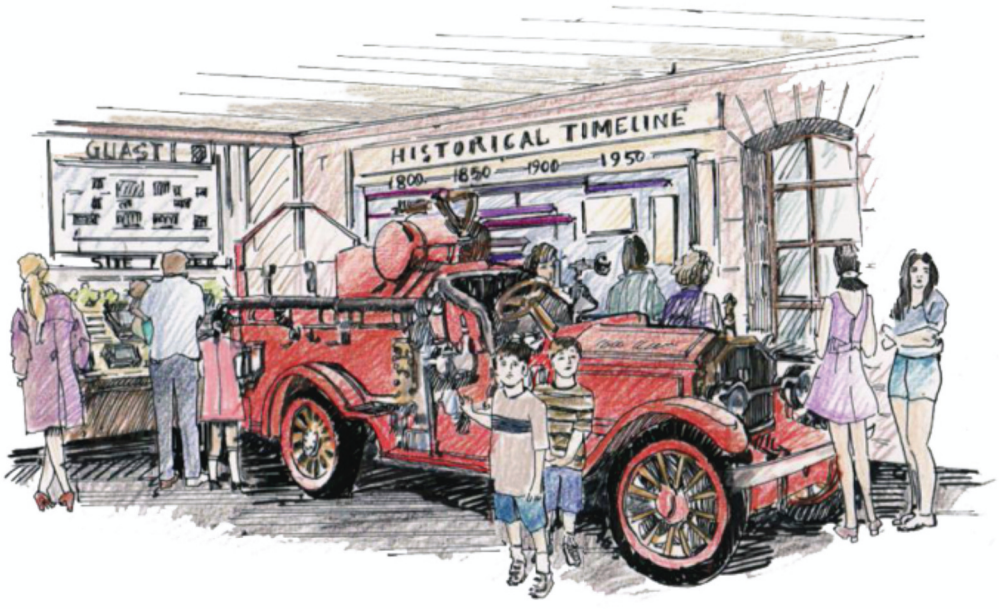
FREE STANDING
(Railroad rails for support)

WALL MOUNTED

EXHIBIT 36
INTERPRETIVE PLAQUE



PLAN VIEW



INTERIOR VIEW OF THE FIRE HOUSE

EXHIBIT 37
FIRE HOUSE EXHIBIT

3. Salvaged and Reuse of Artifacts and Building Materials

One of the goals of the Interpretive Plan is to reuse site and building artifacts and materials salvaged during the proposed development to help tell the unique story of Guasti. Key artifacts will be displayed along walking areas with an interpretive plaque. Where feasible, some artifacts will be reused or reinstalled at their original location. The reuse of these salvaged items will help reinforce the authenticity of the site and enhance the visitor experience. See Table 6, pages 78-79 and Exhibits 38-40, pages 80-82.

Railroad Spur

The existing railroad spurs on-site may be retained and incorporated into the hardscape treatment.

Please see attached photos Exhibit 38, page 80.

TABLE 6

SALVAGED SITE FEATURES
March 17, 2011

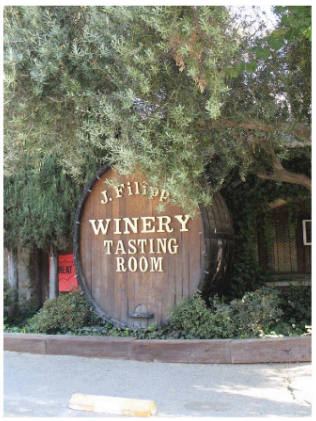
SITE FEATURES	LOCATION	ADDITIONAL COMMENTS	PHOTO #
Remove site signage.	Signage includes the sign on the power house that says Wine Tasting (1960/1970), sign barrel in front of mansion, and barrel on corner of Brookside and Turner. Some signs are in place and others are stored adjacent to the storage container.	All are available for reuse.	1
Small steel Guasti regulatory signs.	In storage containers.	Possible reuse.	2
Wine barrels.	Located at the wine tasting room to the right of the door, one located to the west of the fire house on the corner of Old Guasti Road.	Relocated next to containers.	3
Agricultural equipment.	Most equipment removed from site.	Most removed by J. Gallager. Two pieces remain in storage containers for reuse.	4
Vineyard trucks (2).	Removed from site.	Sold	
White concrete light poles with round globes on site (approximately 9).	Mostly located south and south east of the Villa along Pepper Tree Lane.	Five (5) remain for reuse.	5
Railroad rails.	Rails remain in place.	Retain enough to reuse along the retail core for interpretive purposes.	6
Retain concrete ramps loading platforms and stoops in place - in both warehouse there area lot of ramps at different heights going between floors.	Remain in place.	Reuse if possible.	7
Metal Scales (2).	East of Building 54.	Rim only remains.	
Mural Art on corrugated steel from Sea Biscuit Movie Set.	In Storage Bins.	Could be used at Theater.	8
Cooling tower base.	Behind the wine tasking building (empty). The cooling tower has the big concrete slab with cube cooling towers on top. To the east is another one with sloping buttresses that help support the wall - possibly supported a water tank. Remain in place.	Reuse or demo as necessary.	
Concrete Wine Barrel support/stanchions.	Located throughout site. Remain in place.	Remain in place or reuse for signage, or in the landscape as industrial art.	9
Trees/shrubs/palms in pots and any empty planter pots	Removed from site.		
Bougainvillea Vines in Planters.	Removed from site.		
Wood doors on the warehouse, gates, window shutters - located all over site.	Remain in place.	Reuse if possible.	10
Salvage the 12" x12" x 6' redwood beams (29).	Next to containers.	Reuse if possible.	11
Redwood and Cedar flooring.	Remains in place.	.	
Specimen Cactus.	Two over by the concrete slab on the Phase II area – one down by the rails off of old Guasti and off of Brookside, by the movie sign, by the worker housing and firehouse. Remain in place.	Reuse.	12
18x24" precast concrete pavers. Pinkish color.	Gone.		13
40-50' Flagpole.	Gone.	Sold.	
30' Flagpole.	South of the Post Office.	Owned by Post Office.	
30' Cobra head Street Lights (5).	Remove from site.	Status unknown.	
Concrete Wash Basins (1-3).	Located behind the worker housing on the north east side of site.	In Storage Container. Could be reused.	14
Rip Rap Stone.	Entry road to Old Guasti Road on the west side off of Archibald. Remains in place.	Reuse if possible.	15

VILLA SITE FEATURES (2008 REMOVAL)	LOCATION	ADDITIONAL COMMENTS	
Retain Mansion perimeter wall in place for now - retain its general function.	Remains in place.	Retain if possible, or replicate.	16
Historic Grape Vines (30-50).	Remains in place.	Reuse.	17
2' copper or bronze light fixtures - walkway lights (15)	Along the Villa south entrance walk.	Needs to be salvaged. Reuse.	18
Stone (granite) pavers from walkway.	East of Aviary. Remain in place.	The rough stone is a feature of site - try to salvage as much as possible and reuse around the Villa Hotel, if possible.	19
Wishing Well and marble base including ironwork.	Located north of the Villa. Remains in place.	Historic piece, must be handled with great care. Reuse at Mansion.	20
Wrought Iron Gates - (2).	Located on the south and east side of the Villa. Remain in place.	6' height double gate at south side of Villa, single gate at east side – Reuse.	21
Iron fencing - supports for grape vines on either side of stone walkway.	Located on the east side of the Villa.	Historic – Save and Reuse.	22
Metal Aviary Structure.	Aviary structure and grotto northwest of Villa.	Retain.	23, 24
Iron Light Fixtures (5) on garden wall.	Removed to storage containers.	Reuse.	25
Concrete lion-faced planters with Ficus Trees (2).	Gone		
Trees/shrubs/palms in pots and any empty planter pots such as the terra cotta pots. (20-30 containers).	Gone.		
Iron Bird Cage.	Gone.		
Blade Street Sign.	In storage container.	Use in Museum.	
Railroad crossing semaphore	In storage container.	Reuse by railroad rails.	

Notes:
1. We assume that all remaining artifacts on-site are the property of OliverMcMillan.
2. Listing and same photos from previous document prepared by EDAW August 2007.

1. SITE SIGNAGE

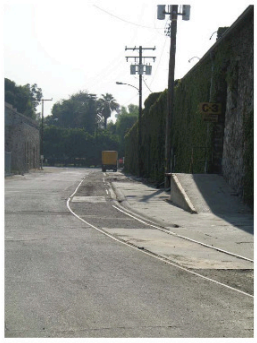
2. SMALL STEEL REGULATORY SIGNS



3. WINE BARRELS

4. AGRICULTURAL EQUIPMENT

5. WHITE CONCRETE LIGHT POLES W/ ROUND GLOBES



6. RAILROAD RAILS
7. CONCRETE RAMP

8. MURAL ART ON CORRUGATED STEEL

9. CONCRETE WINE BARREL SUPPORTS/STANCHIONS

EXHIBIT 38
SALVAGED ITEMS

10. WOOD DOORS, GATES, WINDOW COVERS

12. SPECIMEN CACTUS

14. WASH BASIN

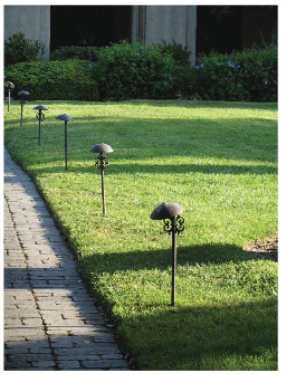
11. SALVAGE THE 12"X12" REDWOOD BEAMS

15. RIP RAP STONE

16. MASONRY PERIMETER WALLS

EXHIBIT 39
SALVAGED ITEMS

17. HISTORIC GRAPEVINES



18. 2' COPPER OR BRONZE LIGHT FIXTURES
13. PRECAST PAVERS

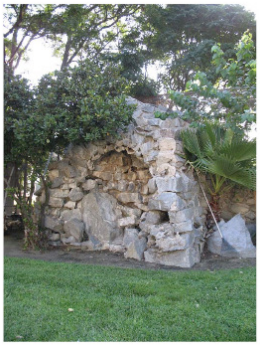
19. STONE PAVERS

20. MARBLE & IRON WISHING WELL

21. WROUGHT IRON GATES

22. IRON FENCING – SUPPORTS FOR GRAPE VINES EITHER SIDE OF STONE WALKWAY

23. METAL AVIARY STRUCTURE



24. GROTTO STONE

25. LIGHT FIXTURE

4. Building Features

The following is a listing of architectural features and building materials that have been harvested from existing structures already demolished. The Owner has designated–an area at the southeast corner of the site as a storage area for these salvaged materials and other site features to be saved.

1. Salvage galvanized corrugated roofing.
2. Salvage existing wood doors, gates and windows
3. Salvage existing roof vents and skylights.
4. Salvage significant original equipment such as conveyors and lifts. Retain in place catwalks where possible.
5. Salvage fieldstone from any walls to be removed. Remain in place.

5. Interim Protection of Historic Buildings to be Retained

During the summer of 2010, the following historic structures received a "mothballing" treatment to protect these buildings from continued deterioration.. This work included wrapping buildings with a waterproof membrane, install vents, eradicating mold, mildew and vermin intrusion and securing all openings. Once this work was completed, a monthly monitoring and maintenance program was implemented.

Buildings that were treated include:

#13 Worker Cottage
#15 Worker Cottage
#16 Worker Cottage
#21 Worker Cottage
#23 Worker Cottage
#47 Foreman's Residence
#48 Cooper's Residence
#19 Firehouse

In April of 2011, the seismic retrofit of the Guasti Mansion was completed including the removal and reinstallation of the original clay tile roofing and waterproof membrane.

The interim protection of the Mansion is essential to protect the mansion artifacts as listed in the Mansion Artifacts Inventory, Appendix I.

The interim protection of the remaining buildings on-site is an important priority to arrest on-going deterioration as soon as possible. These buildings include:

#11 Market
#49 Warehouse
#50 Warehouse
#52 Warehouse
#54 Warehouse
#55 Powerhouse

The interim treatment of these buildings should include the installation of a weather tight roof or membrane, securing of all window and door openings, installation of in wall and in roof temporary vents and the removal of water in basements and the protection of buildings from intrusion by vermin. A monitoring and maintenance plan for these buildings should also be put into operation.

6. Reconstruction of Pepper Tree Lane

Pepper Tree Lane was an intimate residential street with small family cottages, a market, large pepper trees, and white streetlights.

Today, five of the cottages (Bldgs No. 13, 15, 16, 21, 23) have been retained on-site for adaptive reuse as required by the Guasti Plaza Specific Plan along with the Market (Bldg No. 11) and Firehouse (Bldg. No. 19) remain intact. Although the site will become narrower to accommodate new development on the parcel to the north, the basic character-defining elements of Pepper Tree Lane still exist.

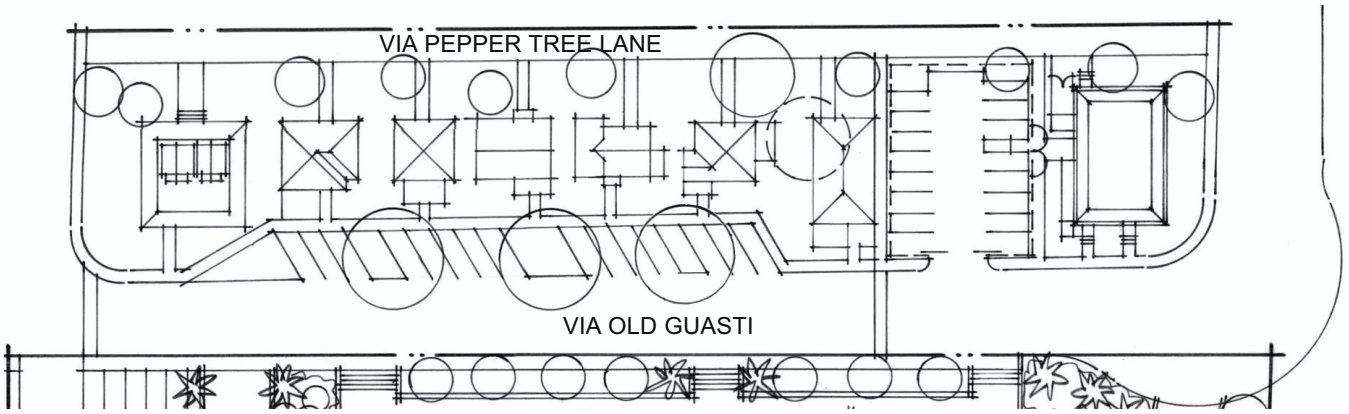
Please note that there are two additional residences (Foreman's Residence No. 47 and Cooper's Residence No. 48) that exist on the westerly portion of the site near Archibald Avenue that were moved from the historic core during the 1930's.

The conceptual plans that follow show how these structures can be relocated to Pepper Tree Lane along with the relocation of Cottages (No. 21 & 23) and residences No. 47 and 48 to infill where buildings have been removed. This results in a "recreation" of the historic setting of Pepper Tree Lane by locating the smaller buildings to be retained on this site in a pattern and with setbacks that mimic the original historic site plan. These buildings will be rehabilitated and adaptively reused for commercial or office uses.

Please see the following concept plans Exhibits 41-43, pages 85-87 for more information. Also, please

note that development standards and guidelines for Pepper Tree Lane are included in the following sections of this document. Please see GPSP, Section VI, page 106.

AERIAL VIEW



SITE PLAN

EXHIBIT 41
HISTORICAL BUILDING RELOCATION

VIEW FROM TURNER AVE and VIA PEPPER TREE LANE

VIEW FROM VIA BIANE

EXHIBIT 42

HISTORICAL BUILDING RELOCATION RENDERINGS #1

VIEW FROM VIA OLD GUASTI and TURNER AVENUE

VIEW FROM VIA OLD GUASTI and VIA BIANE

EXHIBIT 43
HISTORICAL BUILDING RELOCATION RENDERINGS