

HOTER RANCH



Airport Business Park Specific Plan

March, 2005



LSA

**HOFER RANCH AIRPORT BUSINESS PARK
SPECIFIC PLAN**

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**Hofer Ranch
Airport Business Park Specific Plan**

INTRODUCTION



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CHAPTER I: INTRODUCTION

A. Intent and Purpose

The intent of the Hofer Ranch Airport Business Park Specific Plan (the Specific Plan) is to recognize, preserve, and provide for the eventual commercial reuse of the historic Hofer Ranch, while providing for a mix of industrial and commercial development on surrounding land to take advantage of the site's excellent rail access and proximity to an airport. The Hofer Ranch Airport Business Park Specific Plan provides the opportunity for new uses in and around the existing historic ranch structures to provide a rich historical community resource that preserves the integrity of the original ranch buildings. Capitalizing on its proximity to the Ontario International Airport and the Union Pacific Railroad, the Specific Plan provides the opportunity for businesses with special transportation needs to utilize these two resources. Warehouse facilities are proposed adjacent to the airport while opportunities for rail-served industrial uses are proposed adjacent to the rail lines.

The purpose of the Hofer Ranch Airport Business Park Specific Plan is to establish development standards and guidelines for a high quality business park and commercial development that utilizes the airport and rail resources but remains compatible with the unique historic Hofer Ranch.

B. Project Goals and Objectives

1. To preserve the integrity of the historic Hofer Ranch by providing for adaptive reuse and compatible commercial opportunities within the area containing historic buildings.
2. To provide for the development of warehousing facilities which utilize the site's prime location adjacent to the Ontario International Airport.
3. To provide opportunities for enhanced business logistics operations in the movement and storage of goods through utilization of adjacent rail services.
4. To create a high quality industrial and commercial development that attracts an array of industrial and commercial businesses and provides employment opportunities to area residents.
5. To provide a cohesive pattern of land uses within the project boundaries which are compatible with the surrounding uses, including the Ontario International Airport and the Union Pacific Railroad.
6. To develop a flexible plan that meets the needs of an ever-changing business market while assuring compliance with high development standards.
7. To provide a plan for roadways, infrastructure, and utilities to support on-site land uses as the project evolves.

C. Authority and Scope

California law authorizes cities and counties to adopt Specific Plans in designated areas to implement their general plans. The Hofer Ranch Airport Business Park Specific Plan has been prepared in accordance with California Government Code Sections 65450, *et al.* and the applicable ordinances of the City of Ontario, and will constitute the zoning for the project site. Land use standards and regulations contained within this document shall govern future development within the boundaries of this Specific Plan. The establishment of specific performance, design, and land use guidelines will direct future development within the Specific Plan area while maintaining a high degree of development flexibility. The Hofer Ranch Airport Business Park Specific Plan will ensure consistent and sensitive land usage, landscape design, architectural treatment, and adequate and efficient provision of public services over the life of the development plan.

The Specific Plan is intended to implement the provisions of the City of Ontario General Plan. In addition, the Specific Plan is intended to supplement the provisions of the City of Ontario Development Code. In the event of conflict between the provisions of this document and the City of Ontario's Development Code and other City development regulations, the provisions of the Hofer Ranch Airport Business Park Specific Plan shall take precedence.

D. Project Location and Local Land Uses

The Hofer Ranch Airport Business Park is located south of Ontario International Airport within the City of Ontario, which is located in western San Bernardino County, California. The City of Ontario is situated in a rapidly expanding urban area bordered on the north by the Cities of Rancho Cucamonga and Upland, on the east by the City of Fontana, on the south by the Cities of Chino and Chino Hills, and on the on the west by the City of Montclair. (See Figure 1.1) The City of Ontario encompasses approximately 50 square miles.

The Hofer Ranch Airport Business Park has excellent regional access. It is located adjacent to the Ontario International Airport, which abuts the site on the north and a portion of the western border, and by the Union Pacific Railroad which abuts the site on the south. Convenient freeway access is provided by Interstates 10 and 15 (I-10 and I-15), as well as by State Route 60 (SR-60), all of which pass within 2 miles of the site. Local access to the site is provided by Mission Boulevard, Archibald Avenue, Turner Avenue, and Jurupa Street, each of which abuts the site.

The 196-acre site is located in the southeastern portion of the City of Ontario. Jurupa Street bisects the site in an east-west direction and the entire area was once a part of the Hofer Ranch. The area south of Jurupa Street was formerly designated the Hofer Ranch Business Center Specific Plan.

The general area surrounding the project site is characterized by industrial development reflecting the area's close proximity to the Ontario International Airport, rail service and regional freeways. Adjacent to the site on the east is the regional air cargo hub of the United Parcel Service. This facility maintains operations on both sides of Jurupa Street and has

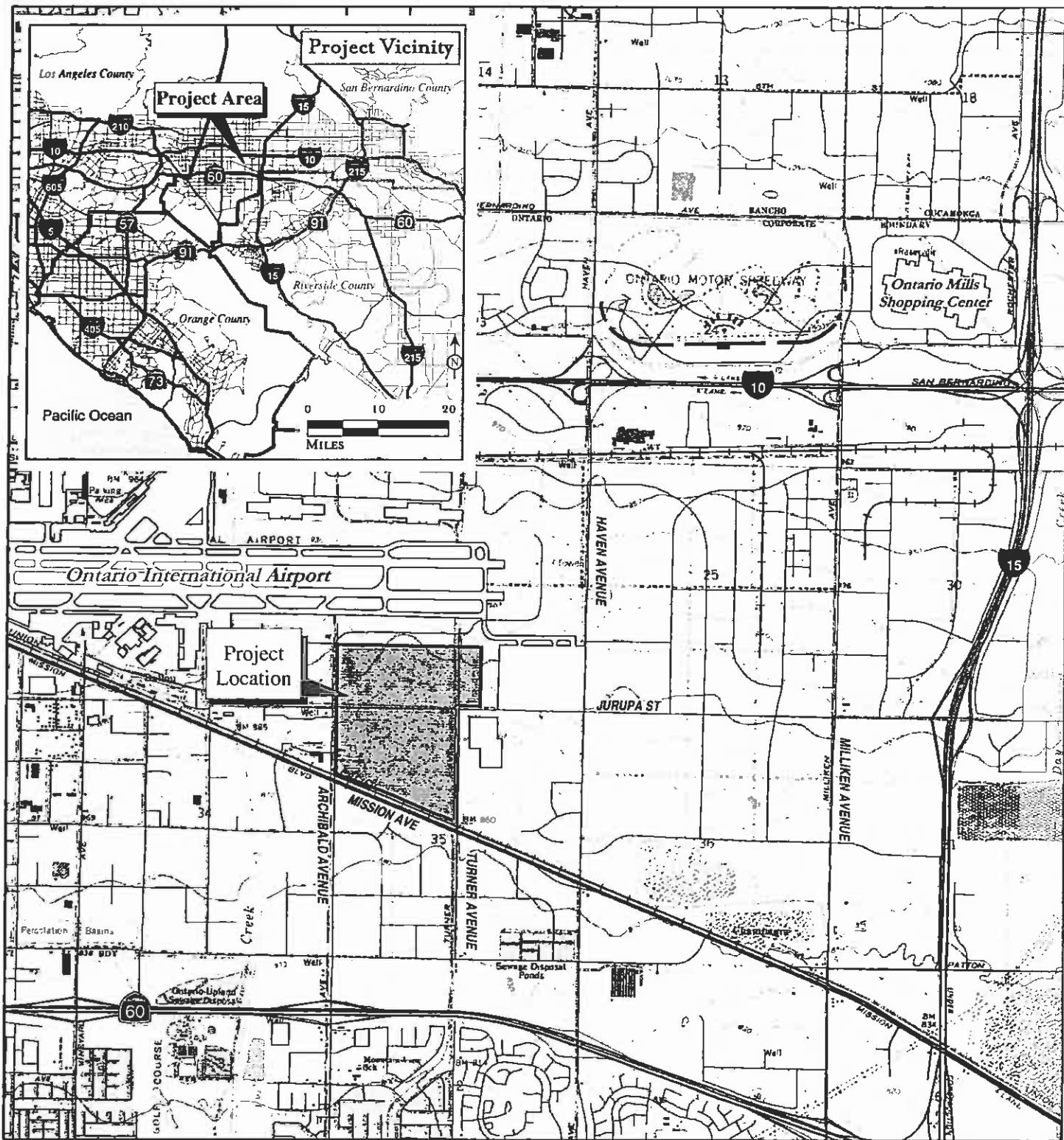


FIGURE 1.1

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0 1,500 3,000



FEET

SOURCE: USGS 7.5' Quad: Guasti; City of Ontario; TBM 2001

Hofer Ranch Airport Business Park
 Specific Plan
 Regional & Project Location

direct access to the airport from its northern air cargo ramp. Directly abutting the site on the north is the Ontario International Airport. A portion of the airport property is also adjacent to the western boundary north of Jurupa Street. The remainder of the western boundary and the area south of the project are developed with industrial buildings (See Figure 1.2).

E. Conformance to Ontario General Plan and Zoning Designations

The General Plan designates the site as Historic Planned Commercial and Planned Industrial (See Figure 1.3). The General Plan provides specific goals and policies for each of these designations.

The Historic Planned Commercial designation covers approximately 31 acres of the historic Hofer Ranch north of Jurupa Street. The General Plan states that development under Historic Planned Commercial designation shall be governed by specific plans designed to ensure that the unique character of the site is maintained. The Specific Plan is to provide for the retention and protection of historic resources including structures and landscapes. The General Plan states further that "possible uses for these sites include commercial and visitor-serving uses, such as restaurants, offices, retail shops, and convention facilities, but only in conjunction with preservation of existing historic resources." The development that is planned for the Hofer Ranch Airport Business Park Specific Plan is consistent with these policies.

Under the Planned Industrial designation, a Specific Plan is also required. Light industrial uses with support business and retail commercial uses are permitted. Land Use Element Goal 7.0 states: "Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities."

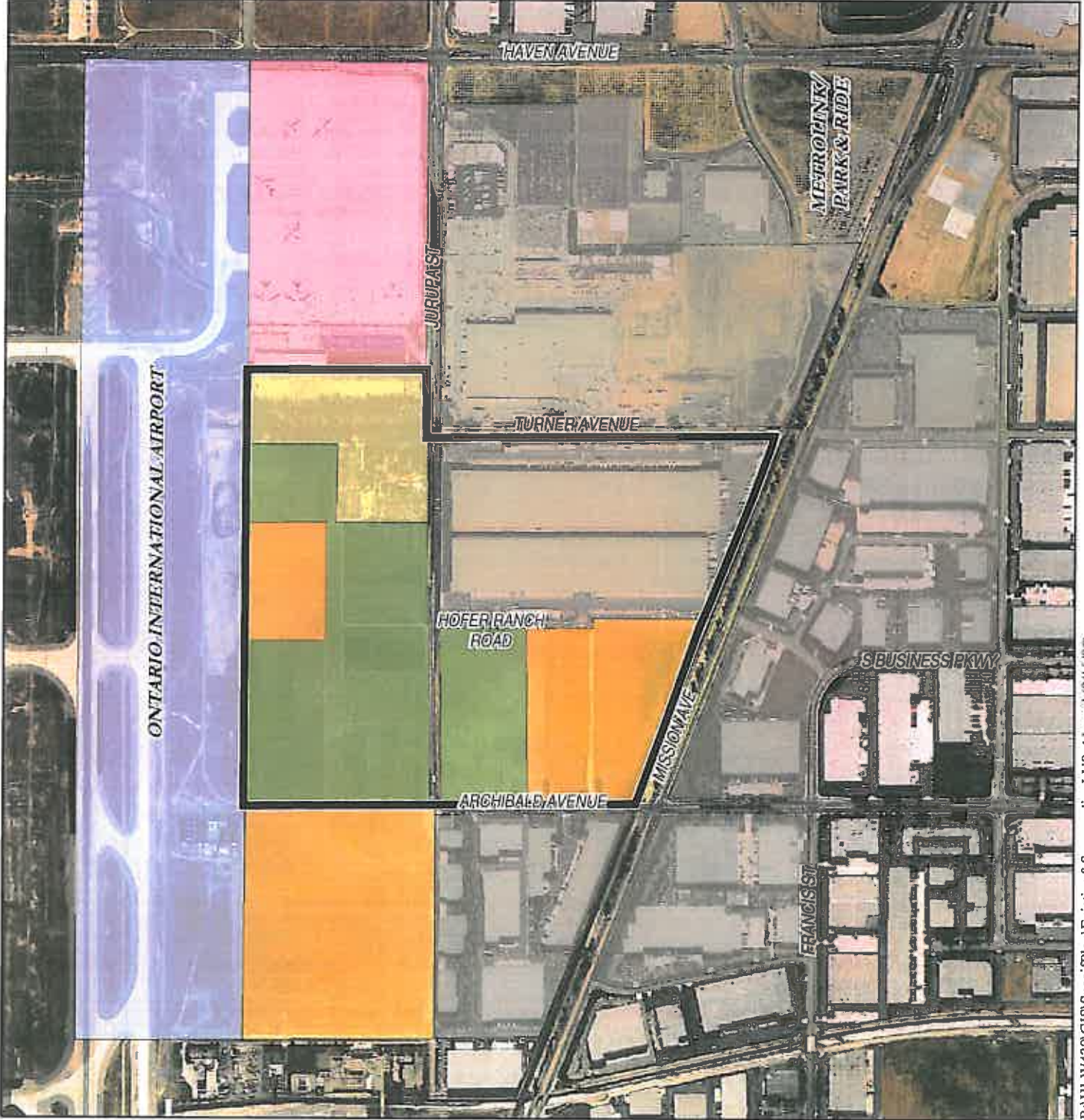
All of these development goals and policies are included in the industrial planning areas of the Specific Plan.

The Specific Plan site is within "Airport Environs Action Area I," as designated in the General Plan. The General Plan determined that visitor-oriented Historic Planned Commercial development for the Hofer Ranch area conformed to the land use suitability guidelines for this Action Area. Additionally, the General Plan states: "(N)either the adaptive reuse of these historic properties nor the specific plans for the rest of the area present any major airport land use compatibility problems within Action Area I."

The City of Ontario Zoning Code designates the site Specific Plan, and designates the Hofer Ranch Airport Business Park as the adopted Specific Plan.

F. Project Background and History

The Hofer Ranch Airport Business Park Specific Plan is an amendment to the Hofer Ranch Business Center Specific Plan (original plan), which was originally adopted by the City in



LEGEND

- SPECIFIC PLAN BOUNDARY
- HOFER RANCH HOMESTEAD AREA
- AGRICULTURE
- AIR CARGO INDUSTRIAL
- INDUSTRIAL
- AIR TRANSPORTATION
- VACANT



SOURCE: Eagle Aerial, 2001

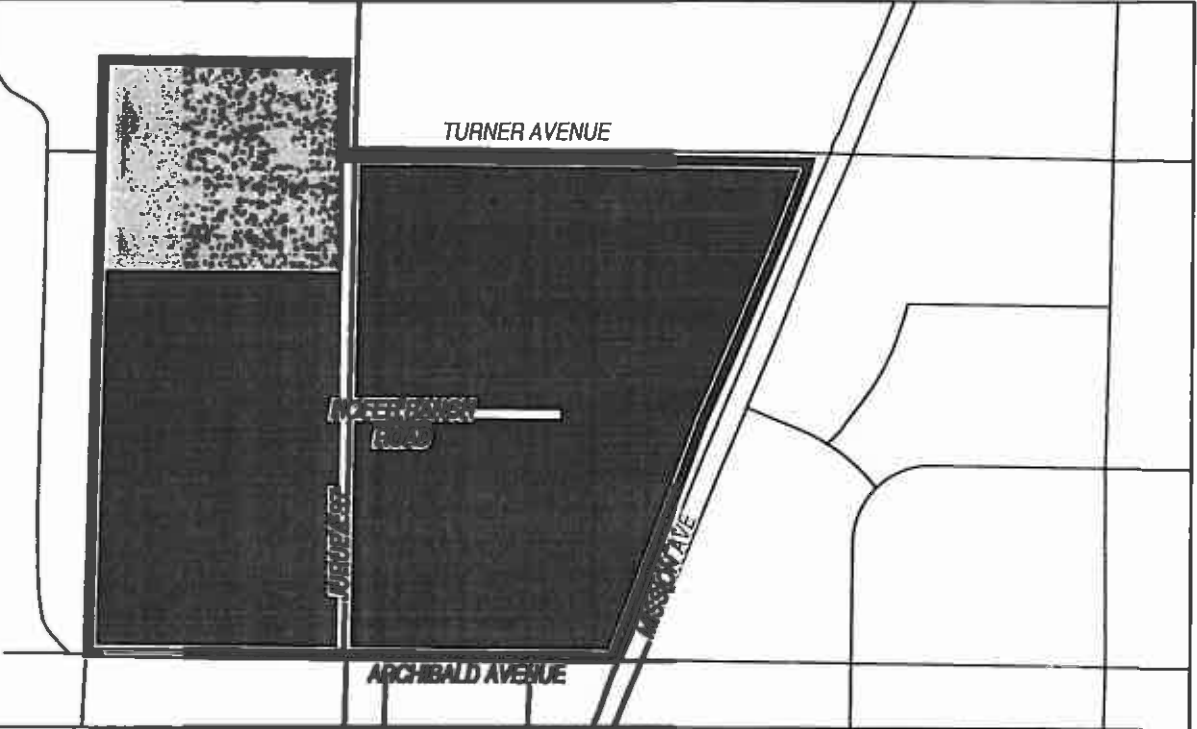
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FIGURE 1.2

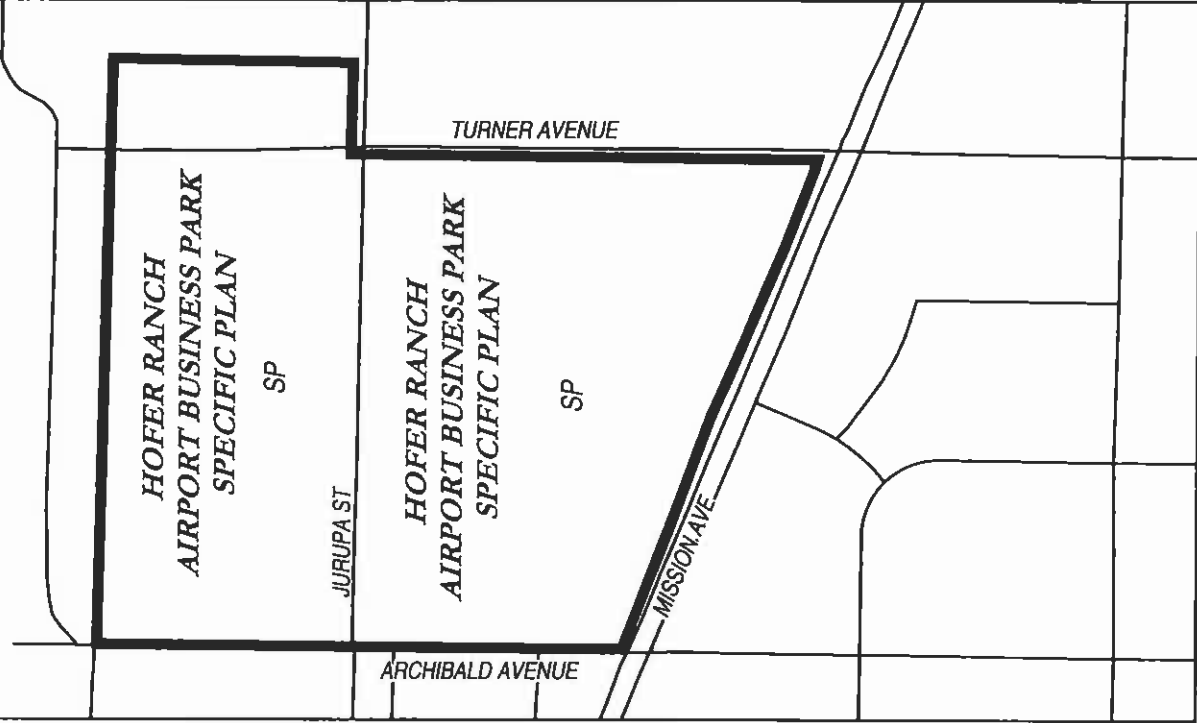
Hofer Ranch Airport Business Park
Specific Plan

Existing and
Surrounding Land Use

General Plan Land Use



Zoning



LEGEND

- SPECIFIC PLAN BOUNDARY
- HISTORIC PLANNED COMMERCIAL
- PLANNED INDUSTRIAL



SOURCE: City of Ontario; TBM 2001

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FIGURE 1.3

Hofer Ranch Airport Business Park
Specific Plan
General Plan and
Zoning Designations

October 1996. The original plan covered about 107 acres located south of Jurupa Street between Archibald Avenue and Turner Avenue. The amended plan covers about 195 acres located both north and south of Jurupa Street including the historic Hofer Ranch Homestead.

The Hofer Ranch is the last working ranch in the City of Ontario, and members of the Hofer family still reside on the site. The land that now includes the Hofer Ranch was originally under the control of the San Gabriel Mission and, after the decline of the missions, was part of the 13,000-acre Rancho Cucamonga granted to Tiburcio Tapia in 1839. Isaia W. Hellman foreclosed on the property in 1871 after it fell into a gradual decline. Hellman subdivided the property and Sanford Ballou purchased the first 10 acres of the existing Hofer Ranch sight-unseen in 1882. The first building on the ranch, the barn, was constructed in 1898 by Sanford and his son, Bentley, who lived in the barn until the old railroad land office was moved onto the ranch. Under Bentley Ballou, the ranch prospered and, by 1915, the ranch encompassed some 900 acres, with 640 acres in vineyards, 120 in grain, 70 in peaches, 40 in pastures, and 30 in quince.

In January 1919, after serving in World War I, Benton's nephew, Paul B. Hofer, Sr., became ranch foreman and moved into the cookhouse on the ranch. Using the money earned from the sale of fruit marketed under the Hofer label, Paul Hofer immediately began to gradually purchase the ranch from his uncle. Over time, due in part to nematode infestations of the apricot and peach orchards, the fruit crops were phased out in favor of vineyards. In 1934, Paul Hofer and Benton Ballou helped to organize the Cucamonga Pioneer Vineyard Association and Paul Hofer served as the first president. The Hofer and Ballou vineyards were the largest contributors of fruit to this national wine marketing group.

The Hofer Ranch is listed on the National Register of Historic Places as it is "an intact example of a working ranch complex — a dwindling resource in this area of California." The historical listing is based on a group of buildings which still exist on the ranch today in basically the same configuration as when they were originally constructed. These buildings and dates of construction include the Ranch House (1905), shop (1875), barn (1898), bunkhouse (1905), windmill (1905), tractor shed (1910), garage (1915), bridge (1917), hay shed (1915), water tower (1925), cookhouse (1915), and machine shop (1943) These buildings along with other existing structures are shown in Figure 1.4.

G. Specific Plan Organization

The Hofer Ranch Airport Business Park Specific Plan provides a framework for development of the specified plan area. The Specific Plan provides project objectives as well as guidance for the review of specific development proposals at the parcel map and site plan approval stages, and is the reference for determining permitted uses, intensity of use, and development standards and requirements. The Specific Plan contains six chapters and four Appendices and is organized as follows:

I: INTRODUCTION. Chapter I of the Specific Plan provides the intent and purpose of the Plan, project goals and objectives, the authority and scope, project location and surrounding

land uses, conformance to the General Plan and Zoning Code, and project background and history.

II: LAND USE. Chapter II of the Specific Plan includes the overall concept of land uses proposed within the Specific Plan area; a description of each permitted land use, along with general development standards (minimum parcel sizes, building height limits, landscaping, parking loading, and outdoor storage requirements); regulations for the distribution of land use within the project site; and standards for individual site development within the Specific Plan area.

III: CIRCULATION. Chapter III of the Specific Plan describes the circulation and transportation concepts and major components, including vehicular, rail facilities, air cargo facilities, public transportation, and pedestrian and bicycle facilities.

IV: INFRASTRUCTURE. Chapter IV of the Specific Plan details plans for water, sewer, storm drains, public utilities, and community facilities. This chapter identifies how the public services will be provided and who will provide them. In addition, this chapter outlines standards for flood control and prevention of water pollution.

V: DESIGN GUIDELINES. Chapter V of the Specific Plan provides the architectural guidelines, landscape guidelines, signage standards, and lighting standards for each of the land use categories. Specific guidelines are given for the historic ranch area.

VI. ADMINISTRATION. Chapter VI of the Specific Plan describes the manner in which the Specific Plan will be implemented, including processing of individual developments and procedures for amending the Specific Plan. It also provides information on the manner in which construction and continuing maintenance of facilities will be financed.

TECHNICAL STUDIES. The technical studies prepared for the Specific Plan are under separate cover (*Volume II – Hofer Ranch Airport Business Park Specific Plan Technical Studies*) and are on file with the City of Ontario Planning Department. These studies include:

- A: *Hofer Ranch Airport Business Park Specific Plan Traffic Impact Analysis (October 2004)* prepared by Meyer, Mohaddes Associates, Inc.
- B: *Cultural Resource Assessment, Hofer Ranch Airport Business Park Specific Plan Amendment, October 12, 2004*, prepared by LSA Associates, Inc.

H. Severability

If any term provision, condition or requirement of the Hofer Ranch Airport Business Park Specific Plan shall be held invalid or unenforceable, the remainder of this Specific Plan or the application of such term, provision, condition, or requirement to the circumstances other than those in which it is held invalid or unenforceable shall not be affected hereby, and each term, provision, condition or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted by law.

**Hofer Ranch
Airport Business Park Specific Plan**

**LAND USE
AND DEVELOPMENT**



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CHAPTER II. LAND USE AND DEVELOPMENT

A. Land Use Concept

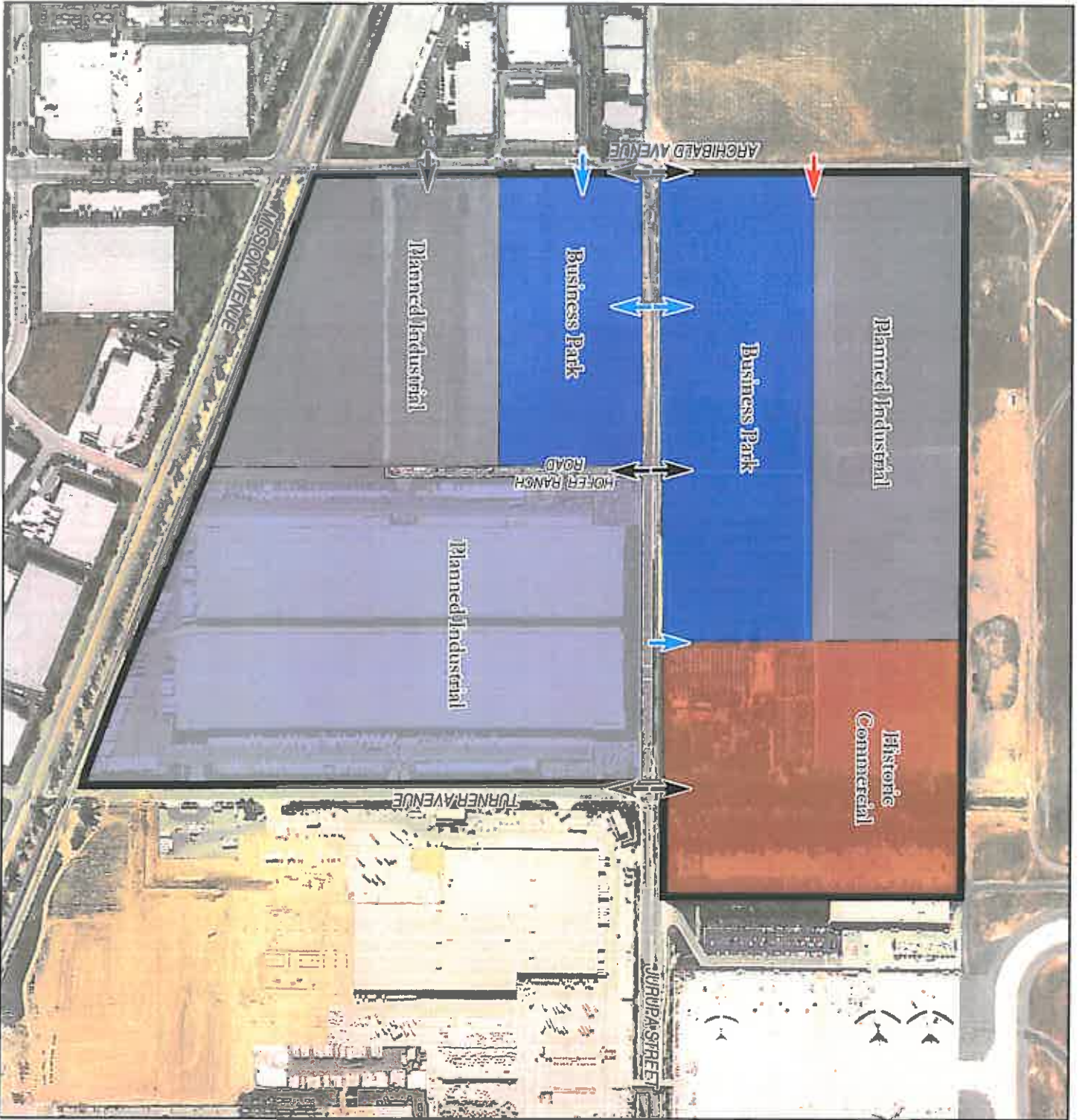
The overall land use concept for the Hofer Ranch Airport Business Park Specific Plan is to recognize the historical importance of the Hofer Ranch and to take advantage of the site's historic setting, proximity to an airport and excellent rail access. The land use concept provides for the retention, protection, and commercial reuse of existing historic structures with a variety of visitor-serving uses within the historic Hofer Ranch, completing transition of the ranch from a private agricultural facility to a vibrant, visitor-serving commercial facility surrounded by a mix of employment-generating uses. These employment-generating uses have been designed to capitalize on the site's proximity to the Ontario International Airport and freight rail facilities. With the provision for air cargo-related uses in the northern area of the Specific Plan, the opportunity for the rapid movement of goods is provided. The southern area of the Specific Plan provides the opportunity for movement of goods by freight rail. Land uses in both these areas also provide opportunities for a broad range of industries to accommodate an ever-changing business and industrial environment.

The Specific Plan permits a range of industrial, general business, and commercial uses. Regulations defining the permitted placement and design of buildings and related appurtenances within the Specific Plan area, as well as the permitted uses of the buildings and open space areas, are set forth in this chapter.

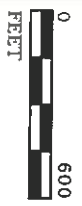
The Specific Plan encompasses three use areas: Historic Commercial, Business Park, and Planned Industrial (see Figure 2.1). The Historic Commercial area encompasses approximately 31 acres and includes the existing Hofer Ranch historic buildings located north of and adjacent to Jurupa Street south of the Ontario International Airport. Within the Historic Commercial area, the focus will be on visitor-serving uses, including specialty retail such as small boutique shops and wine tasting, restaurants, and agricultural research/preservation. Within the Homestead Ranch portion of the Historic Commercial designation, a vineyard area will be reserved for research purposes (research vineyard). A producing vineyard will also be retained to produce a local wine and help support a nearby small winery. With the cooperation of other vintners in the Inland Empire, it is the intent of the Hofer Ranch to take cuttings from local vineyards, and create a "heritage vineyard" preserving the history of a once-thriving local wine industry.

The Business Park area fronts on both sides of Jurupa Street. On the north side of Jurupa Street, the area extends from Archibald Avenue to the Historic Commercial Planning area. On the south side of Jurupa Street, the area extends from Archibald Avenue to Hofer Ranch Road. The Business Park area covers approximately 46 acres. Uses in the Business Park area will include research and development, offices, and support commercial along with wholesale and distribution uses.

The Planned Industrial area is located both north and south of the Business Park area along Jurupa Street. The northern Planned Industrial area extends northward from the Business Park area to the Ontario International Airport. The western boundary is Archibald Avenue and the eastern boundary is the Historic Commercial area with a total area of about 28 acres. The uses



- LEGEND**
- ▬ SPECIFIC PLAN BOUNDARY
 - HISTORIC COMMERCIAL (31 ACRES)
 - BUSINESS PARK (46 ACRES)
 - PLANNED INDUSTRIAL (120 ACRES)
 - ⇄ FULL SIGNALIZED ACCESS
 - ⇄ FULL ACCESS
 - ⇄ RIGHT IN, RIGHT OUT ACCESS



SOURCE: Eagle Aerial 2001

LSA **FIGURE 2.1**

*Hofer Ranch Airport Business Park
Specific Plan*
Land Use
Planning Areas

in the northern Planned Industrial area will include wholesale and distribution, light manufacturing and businesses with high-value, time-sensitive merchandise that that would benefit from close proximity to an airport. The southern Planned Industrial area extends eastward to Hofer Street where it extends northward to Jurupa Street ending at the eastern boundary of Turner Avenue. The southern boundary is adjacent to the railroad right-of-way on Mission Boulevard and the western boundary is Archibald Avenue. The southern Planned Industrial Area contains approximately 90 acres. The uses in the southern Planned Industrial area will include rail-served industrial, wholesale and distribution, and light manufacturing. A portion of the southern Planned Industrial area is already developed with warehouse and distribution uses. These structures and uses will remain and any new development or changes to the existing development in this planning area will comply with the Planned Industrial standards

The land use regulations for these three areas allow some flexibility in the location, mix and intensity of these uses so that as market demands change and as businesses expand or contract over time, the Specific Plan can respond and adapt to meet those needs. An illustrative site plan is shown in Figure 2.2. The land use intensity anticipated in the three planning areas is shown in Table 2A. The maximum Floor Area Ratio (FAR) permitted in each Planning Area conforms to the maximum FAR permitted in the Ontario General Plan.

Table 2A – Anticipated Land Use Intensity

Planning Area	Gross Acres	Anticipated Intensity (Gross Floor Area)	Maximum Allowable Floor Area Ratio
Historic Commercial Area	31	250,000 square feet of retail 10,000 square feet of restaurants	0.40
Business Park Area	46	120,000 square feet of industrial, warehouse and R & D uses 637,000 square feet of offices	0.55
Planned Industrial Area	118	60,000 square feet of R & D uses 1,760,500 square feet of industrial, warehouse uses 640,000 square feet of goods movement	0.55
Project Total	195	250,000 square feet of retail 10,000 square feet of restaurants 1,940,000 square feet of industrial and R & D uses 640,000 square feet of goods movement uses 637,000 square feet of offices	

Table 2A identifies *anticipated* build out of the Specific Plan area. Specific uses may be developed in any area they are identified as permitted in Table 2B (page II-6), subject to the Site Development Standards set forth in Table 2C (page II-15), provided that peak hour traffic generation within the Specific Plan area does not exceed the traffic generation delineated in the approved Traffic Impact Analysis for the Hofer Ranch Airport Business Park Specific Plan.



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NO SCALE

SOURCE: H. P. ARCHITECTS, 2004.

R:\HLW430\Graphics\Specific Plan\aircraft rendering8x11.cdr (3/16/05)

FIGURE 2.2

Hofer Ranch Airport Business Park
 Specific Plan
 Illustrative Site Plan

B. Definitions

The definitions below clarify certain terms which have particular meanings within this Specific Plan, including specific elements of site and building design in the Design Guidelines. Terms used throughout these regulations shall take their commonly accepted meaning, unless herein defined. When there are conflicts between the definitions herein and the definitions provided in the Zoning Code, these shall take precedence.

City: The City of Ontario.

Development Advisory Board (DAB): The Development Advisory Board of the City of Ontario. The DAB evaluates proposed development for conformance with applicable City design standards and guidelines, including the Urban, Architectural and Landscape Regulations herein. The DAB may, in its review and approval of development applications, delegate to the Director the responsibility for specific implementation and monitoring activities and decisions.

Developer: Hillwood Investments or its designee, successor or assignee.

Director: The Development Director of the City of Ontario, or his designee, as defined in the Ontario Municipal Code.

Façade: The vertical surface of a building which is facing and set parallel to a Frontage Line.

Frontage Line: The property line(s) of a lot fronting a street.

Frontage Setback Line: The setback line at a frontage, upon or behind which facades must be constructed. The setback area between this line and the frontage line shall be left free of structures greater than 42 inches in height, except as permitted in the Design Guidelines.

Gross Floor Area: The total area, in square feet, of all floors, stairs, lofts and mezzanines on a lot, as measured to the outside faces of the exterior building walls.

Height: The limit to the vertical extent of a building or appurtenance. Building height is measured in feet, relative to the public sidewalk at the frontage. The height of walls, fences and other appurtenances is measured in feet and inches relative to adjacent pedestrian ways. Height limits shall not apply to towers, spires, cupolas, chimneys, elevator penthouses, water tanks, flagpoles, monuments, radio and television aerials and antennas and transmission towers, fire towers, and similar structures, which may be up to 25 percent or 20 feet – whichever is lower – above the prescribed height limit. Such elements shall not exceed 10 percent of the ground floor area of any building or structure. Height limitations shall not apply to public utility distribution and transmission lines. In the event of a conflict between these height limitations and those of Part 77 of Federal Aviation Administration (FAA) regulations, the provisions of the FAA shall govern.

Loading: The parking of trucks, trains, or other transportation vehicles for the purpose of loading or unloading freight, or the activity of loading or unloading freight from such vehicles.

Net Floor Area: The enclosed area of a building excluding open porches, colonnades, and balconies.

Shared Parking. Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Street Wall: An opaque freestanding wall built on the frontage setback line, with the purpose of masking parking or loading from the street or defining a forecourt. Street walls at parking areas and forecourts shall be between 36 inches and 54 inches in height and at loading areas shall be between 8 feet and 12 feet in height and shall completely screen overhead doors from off-site view. The height of street walls at loading areas shall also screen loading and unloading trucks and railroad cars from off-site views, as demonstrated through sightline drawings to the satisfaction of the DAB. Street walls shall conform to the Design Guidelines for yard walls, matching the adjacent building. At parking areas, the street wall requirement may additionally be met by a continuous maintained hedge of the stated height. Street walls may have openings to allow automobile or truck access, and shall have openings, which may be gated, to allow pedestrian access.

Zoning Code: The Zoning Ordinance of the City of Ontario is contained in the City’s Municipal Code.

C. Permitted Uses

Table 2B establishes the uses which are permitted or prohibited (not permitted) within the four planning areas of the Hofer Ranch Airport Business Park Specific Plan. The following symbols used in the table represent the following:

- P Permitted use
- C Conditional Use Permit required
- A Ancillary use (allowed in conjunction with another permitted use)
- Prohibited use (not permitted)

Accessory uses will be reviewed concurrently with each land use proposal.

Table 2B – Permitted Uses

Land Use Types	Business Park Area	Planned Industrial Area	Historic Commercial Area
AGRICULTURAL USES			
<i>Commercial Growing Establishment.</i> Activities typically include, but are not limited to the commercial growing of produce by row, field, tree, and crop production. Also included is agricultural research.	P (interim use only)	P (interim use only)	P
<i>Wholesale and Retail Plant Nurseries.</i> Activities typically include, but are not limited to, sales of indoor and outdoor plants, including, but not limited to, trees,	–	P	P

Table 2B – Permitted Uses

Land Use Types	Business Park Area	Planned Industrial Area	Historic Commercial Area
shrubs, groundcovers, and grass sod, as well as seeds, pots and potting supplies, and growing supplies.			
<i>Produce Stands.</i> Uses typically include the sale of products grown on-site.	–	–	P
RESIDENTIAL USES			
<i>Caretaker's Unit.</i> Area devoted to use not to exceed 1,000 square feet.	P	P	P
<i>Single Family Dwellings.</i> Units limited to existing structures on Hofer Ranch.	–	–	P
INSTITUTIONAL USES			
Educational			
<i>Vocational/Trade Schools.</i> Typical activities include educational services for adults provided by public and private institutions for the primary purpose of preparing students for jobs or trade or profession, or instructing students in a hobby or craft.	C	–	–
Medical			
<i>Industrial Clinic, Sports Medical and Health Care Services.</i> Activities typically include, but are not limited to, the provision of work- or sports-related therapeutic, preventive, or correctional personal treatment (including out-patient surgical services) by physicians, dentist, and other medical practitioners, as well as the provision of work-related emergency medical treatment.	P	–	P
Public			
<i>Cultural Facilities.</i> Activities typically include a museum, exhibit hall, interpretive center, and/or botanical gardens.	–	–	P
<i>Public Facilities.</i> Activities typically include, but are not limited to, management, administration, or clerical services performed by public, quasi-public, and utility agencies.	P	–	–
Non-Profit/Service Organization			
<i>Non-Profit Organization, Charitable, Philanthropic, Service, and other Non-profit Organization Offices and Meeting Facilities.</i> Activities typically include, but are not limited to facilities for office and group gatherings conducted indoors. Typical uses include private clubs and meeting halls; fraternal, philanthropic, and charitable organizations and lodges.	P	–	P

Table 2B – Permitted Uses

Land Use Types	Business Park Area	Planned Industrial Area	Historic Commercial Area
TRANSPORTATION USES			
Air Transportation North Industrial Area			
<i>Air Cargo Processing.</i> Activities typically include, but are not limited to, container and air cargo loading and unloading.	–	C ¹	–
<i>Aircraft Staging.</i> Activities typically include, but are not limited to, areas necessary for remote aircraft parking, staging prior to scheduled take-off, staging aircraft during loading and unloading of air cargo containers.	–	C ¹	–
<i>Aircraft Support Services.</i> Activities typically include, but are not limited to, aircraft flight operations; weather stations; computer/air monitoring and logistics; pilot/crew lounges; and communications.	–	C ¹	–
<p><i>Aviation Services.</i> Activities typically include, but are not limited to refueling, washing, and maintenance of aircraft such as:</p> <ul style="list-style-type: none"> ▪ Parking and security of aircraft. ▪ Servicing of fluids and pneumatics (i.e., engine oil; hydraulic system oil; landing gear air and oil; lavatory servicing; oxygen cylinder refills; window cleaning; and engine and aircraft exterior cleaning). ▪ Interior and exterior inspection. ▪ Cockpit instrument check for integrity and operation. ▪ Component replacement (e.g., brakes, engines, thrust reversers, tires, oxygen bottles, windshields and wipers, windows, landing and directional lights, electronics, and instruments). ▪ Major assembly removal, testing, lubrication, and reinstallation. ▪ Modification maintenance of aircraft structures or systems. 	–	C ¹	–
<i>Ground Transportation Operations.</i> Activities typically include, but are not limited to, tractor/trailer, van, and package van staging areas; repair facilities necessary to maintain performance of vehicles, such as tune-up, tire change, and brake and engine work; and material, equipment, and parts storage.	–	C ¹	–
<i>Parcel Distribution and Cargo Processing.</i> Activities typically include, but are not limited to, loading and unloading of air containers, trucks, and delivery vehicles; package sorting facilities; and customer counter and services.	–	C ¹	–

Table 2B – Permitted Uses

Land Use Types	Business Park Area	Planned Industrial Area	Historic Commercial Area
<i>Helicopter Landing Services.</i> Uses typically include, but are not limited, to a heliport, helipad, or helistop.	–	C ¹	–
Train Transportation-South Industrial Area			
<i>Freight Forwarding Service (Train to Truck).</i> Uses which receive and/or ship materials or goods via rail on an infrequent or regular basis. As such, these uses include on-site trackage, and may also have interior or exterior equipment such as, but not limited to, overhead cranes to load and unload rail cars.	–	P ¹	–
COMMERCIAL USES			
Alcohol			
<i>Alcohol Beverage Sales.</i> Activities typically include the sale, subject to required license for the sale of alcoholic beverages.	C	C	C
<i>Automotive Rental Agencies.</i> Activities typically include, but are not limited to, the rental from the premises of motor vehicles, with provision for incidental maintenance services.	P	P	–
Auto Repair			
<i>Minor Repair.</i> Activities include, but are not limited to automotive and light truck repair; retail sales of goods and services for automobiles and light trucks; and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to, repair of brakes, tires, electrical, etc., and car washes.	P	P	–
<i>Major Repair.</i> In addition to the types of repair operations included as part of Automobile and Light Truck Repair - Light, activities typically include, but are not limited to, automotive body work, painting, and installation of major accessories; automobile customizing; engine and transmission repair/rebuild and towing facilities.	–	P	–
<i>Car Wash – Full Service.</i> Activities typically include the washing and polishing of automobiles. Uses typically include automobile laundries; car washes, excluding self-service washes.	A	A	–
<i>Gas Station.</i> Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required in the daily operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of replacement items, and the performance of minor repairs. Also included is the washing of automobiles	C	–	–

Table 2B – Permitted Uses

Land Use Types	Business Park Area	Planned Industrial Area	Historic Commercial Area
and light trucks.			
Communication-Related Services			
<i>Radio and Television Broadcasting Studios.</i> Activities typically include, but are not limited to, broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms. Uses typically include, but are not limited to, television and radio studios and telegraph offices.	P	P	–
Eating and Drinking Places & Food Services			
<i>Eating Establishments.</i> Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to:	P	P	P
<ul style="list-style-type: none"> ▪ Full-service restaurants, serving ready-to-eat food and beverages for on-site consumption. 			
<ul style="list-style-type: none"> ▪ Fast-food restaurants, serving ready-to-eat food and beverages for on-site or off-site consumption, without drive-through facilities. 	P	P	P
<ul style="list-style-type: none"> ▪ Catering establishments, preparing ready-to-eat food for delivery to an off-site location for consumption. 	P	–	P
<ul style="list-style-type: none"> ▪ Banquet Facilities, facilities catering on-site meals to large groups. 	–	–	A
<i>Bar/Cocktail Lounge.</i> Activities typically include, but are not limited to, the preparation and retail sale from the premises of alcoholic beverages prepared for on-premises consumption. Uses typically include, but are not limited to, taverns, bars, and brew-pubs.	C	–	C
<i>Winery/Wine Tasting.</i> Activities typically include but are not limited to the tasting of a variety of wines on-site with wines also available for off-site consumption.	–	–	C
Entertainment and Recreation			
<i>Entertainment and Recreation.</i> Predominantly participant and spectator sports or amusements conducted within an enclosed building. Typical uses include the following:			
<ul style="list-style-type: none"> ▪ <i>Amusement Park/Interpretive Center.</i> Activities typically include guided tours of site, related amusements, and the sale of gifts and food. 	–	–	P
<ul style="list-style-type: none"> ▪ <i>Auditoriums & Other Public Assembly Facilities</i> 	–	–	P
<ul style="list-style-type: none"> ▪ <i>Billiard Parlor/Pool Hall</i> 	–	–	C

Table 2B – Permitted Uses

Land Use Types	Business Park Area	Planned Industrial Area	Historic Commercial Area
physical and environmental testing and related activities by or under the supervision of professional scientists and highly trained specialists.			
Manufacturing			
<i>Light Manufacturing.</i> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products, assembly of component parts (including required packaging for retail sale), and treatment and fabrication operations. Light manufacturing activities do not produce odors, noise, vibration, or particulates which would adversely affect uses within the same structure or on the same site. Activities include the following:			
▪ <i>Apparel Manufacturing</i>	P	P	–
▪ <i>Computer and Home Electronic Manufacturing</i>	P	P	–
▪ <i>Bakery (Industrial)</i>	P	P	–
▪ <i>Electrical Components</i>	P	P	–
▪ <i>Furniture and Related Products Manufacturing</i>	–	P	–
▪ <i>Home Appliance and Equipment Manufacturing</i>	–	P	–
▪ <i>Instrument Manufacturing (Navigational, Measuring, etc.)</i>	P	P	–
▪ <i>Leather Product Manufacturing (excluding tanning and finishing)</i>	–	P	–
Machinery Manufacturing			
<i>Machinery Manufacturing.</i> Activities typically include, but are not limited to, the mechanical or chemical transformation of raw or semi-finished materials or substances into new products, including manufacture of products; assembly of component parts (including required packaging for retail sale); blending of materials such as lubricating oils, plastics, and resins; and treatment and fabrication operations. Examples of activities include the following:			
▪ <i>Miscellaneous Manufacturing (jewelry, office supplies, sporting goods, toys, etc.)</i>	P	P	–
▪ <i>Printing and Related Activities</i>	P	P	–
Warehouse/Storage & Transportation			
<i>Warehouse/Distribution Facility.</i> Activities typically include, but are not limited to, warehousing, storage, freight handling, shipping, trucking services; storage	P	P	–

be limited in size. To the extent feasible, buildings are to be located along the street with parking behind.

- (c) Building placement which creates opportunities for plazas, courts, or gardens is encouraged within Historic Planned Commercial and Business Park areas, as well as within multi-tenant developments within Planned Industrial areas. Setback areas may be used to provide patio areas.
- (d) Siting of buildings should yield a variety of front setbacks with all buildings meeting the minimum front setback.
- (e) Pursuant to Section 66445 (j) of the Subdivision Map Act, any streets no longer needed within the Specific Plan boundaries will be vacated.

2. General Standards

- (a) Table 2C presents the general site development standards for the Hofer Ranch Airport Business Park Specific Plan.
- (b) Individual buildings and parcels need not have direct access to a public street; however, sufficient private streets, easements, and/or reciprocal access agreements shall be recorded to ensure that adequate ingress and egress is available to each lot and building.
- (c) The premises of all developments shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of good repair and appearance.

Table 2C – General Site Development Standards

Feature	Business Park Area	Planned Industrial Area	Historic Commercial Area
Minimum Parcel Size ¹	1 acre	1 acre	N/A
Maximum Building Height ²	45 ft.	50 ft.	80 ft.
Minimum Building Setbacks ³ from:			
Ontario International Airport	N/A	50 ft.	50 ft.
Jurupa Street, Archibald Avenue, Turner Avenue			
Building	35 ft.	30 ft.	N/A
Parking	20 ft.	20 ft.	N/A
Other Public Streets			
Building	20 ft.	20 ft.	20 ft.
Parking	15 ft.	15 ft.	15 ft.
Private Streets and Drives			
Building	15 ft.	15 ft.	15 ft.
Parking	10 ft.	10 ft.	15 ft.
Interior Side Property Lines			
Building	0 ft.	0 ft.	0 ft.

- (d) A passenger loading area adjacent to the principal building entrance in office buildings shall be provided on development sites requiring 100 or more parking spaces. This loading area shall be equivalent of 5 parking spaces, and will reduce the required number of parking spaces by 5 parking spaces.
- (e) A reserved carpool or vanpool parking space shall be provided adjacent to or as close as possible to the principal building entry. The space shall be clearly signed or striped and shall have a minimum clear vertical dimension of 9 feet.
- (f) A secure bicycle parking facility shall be provided to accommodate one bicycle per 30 required vehicle parking spaces, and in no case less than 3 bicycles. Safe and convenient access thereto shall be provided from the public street.
- (g) All parking areas shall be provided with automatic lighting systems, regulated by photocells, designed to maintain a minimum of one foot-candle from sunset to sunrise.

3. Shared Parking

With the approval of the DAB, a portion of the required parking spaces for use may additionally be provided on an adjacent or nearby lot through a Shared Parking Agreement. Agreements shall be signed by the owners of all involved lots, and may include reciprocal access and use agreements and deed restrictions, as approved by the DAB.

Requests for parking reductions related to joint parking usage shall generally be made at the time of Development Plan Review. Such requests shall be supported by information prepared by a registered traffic engineer. The investigation used to generate the supporting information shall generally follow the format established by the Urban Land Institute (ULI) in its publication titled "Shared Parking."

In granting parking reductions for shared use of parking facilities, the Planning Commission shall follow Section 9-1.3015.b (1) and (2) of the City of Ontario Zoning Code.

4. Loading Areas

Loading areas shall be designed to provide for braking and maneuvering on-site and not from or within a public street. Direct loading from a public street is not permitted.

Loading areas may be permitted facing a public or private street provided they are screened by a combination of screen walls, ornamental landscaping, and/or portions of on-site buildings.

Loading and doors not fronting a public or private street shall be screened from view from the street by solid wing walls constructed of materials compatible with adjacent building. The wing walls shall be of sufficient height to provide adequate visual screening.

Truck maneuvering areas shall not encroach into required parking stalls and drive aisles and pedestrian access.

F. Outdoor Storage and Refuse Areas

- (a) If outdoor storage is required, it shall be adequately screened from public view by a solid screen wall which is compatible with the materials of adjacent buildings as approved by the DAB.
- (b) The location of outdoor storage areas shall be subject to the approval of the DAB.
- (c) Outdoor storage shall not be located within areas reserved for off-street parking, loading, or truck maneuvering.
- (d) Trash enclosures shall be provided which are screened on three sides by a solid wall which is not less than 6 feet in height. The fourth side shall consist of a solid metal gate painted to match or coordinate with the building. Chain link gate is not permitted.
- (e) Refuse bins shall be provided in sufficient number, and shall be placed in convenient locations.
- (f) Trash areas shall not be used for storage. The premises shall be kept in a neat and orderly condition at all times and all improvements shall be maintained in a condition of good repair and appearance.

**Hofer Ranch
Airport Business Park Specific Plan**

CIRCULATION



LSA

CHAPTER III: CIRCULATION

A. Existing Setting

Regional access to the Hofer Ranch Airport Business Park Specific Plan is provided by Interstate 10 (I-10), Interstate 15 (I-15), and State Route 60 (SR-60). Haven Avenue connects the site to both I-10 and SR-60 via Jurupa Street, which bisects the Specific Plan area. Additionally, Archibald Avenue provides another connection to State Route 60 via Jurupa Street. Direct access to uses within the site will be from Turner and Archibald Avenues, as well as Jurupa Street.

1. Existing Highways and Roadways

Freeways:

San Bernardino Freeway (I-10). This ten-lane freeway (four lanes plus a carpool lane in both directions) links the Inland Empire to Los Angeles and the rest of the United States, and connects to the Ontario Freeway (I-15) approximately 2.5 miles northeast of the Specific Plan area.

Ontario Freeway (I-15). The Ontario Freeway is a major north-south freeway located to the east of the project site. This freeway has a total of eight lanes within the project study area and provides connections to both the San Bernardino Freeway and the Pomona Freeway.

Pomona Freeway (SR-60). State Route 60 connects the Inland Empire area (mainly Riverside County) to the Los Angeles metropolitan area. This freeway is generally ten lanes (four lanes plus a carpool lane in both directions) in the study area.

East-West Arterials:

Jurupa Street. Jurupa Street provides the primary east-west access to the Hofer Ranch Airport Business Park. The street provides three eastbound and three westbound travel lanes from Haven Avenue to the project's eastern boundary, near the intersection of Turner Avenue. Between Turner Avenue and Archibald Avenue, Jurupa Street currently narrows to one westbound lane and three eastbound lanes. Jurupa Street ends in a T-intersection at Archibald Avenue. A 14-foot wide center median is provided within the roadway from Haven Avenue to Hofer Ranch Road. The Ontario Master Circulation Plan designates Jurupa Street as a six-lane divided arterial from Haven Avenue to Archibald Avenue.

Mission Boulevard. Mission Boulevard provides four lanes and was formerly designated US-60. The roadway is designed as a high-speed divided highway; the only access to Mission Boulevard from the project site is provided at Archibald Avenue. The former access to Mission Boulevard at Turner Avenue was eliminated through the construction of a cul-de-sac at Turner Avenue/Mission Boulevard.

Holt Boulevard. Holt Boulevard is a major east-west arterial located north of the Ontario Airport. This roadway provides four travel lanes in the project study area.

4th Street. Fourth Street is an arterial located north of Holt Boulevard and generally provides two to four travel lanes in the study area.

North-South Arterials:

Haven Avenue. Haven Avenue is a major arterial providing six to eight lanes in the vicinity of the Hofer Ranch Airport Business Park. The roadway includes a grade separation at the Union Pacific Railroad crossing at Mission Boulevard. Full interchanges exist at the I-10 and SR-60 freeways. The intersection of Haven Avenue and Jurupa Street is a signalized intersection.

Archibald Avenue. Archibald Avenue is a four-lane roadway north of Mission Boulevard with access north of Jurupa Street currently closed. The City of Ontario has not permanently closed this section of Archibald Avenue and still retains the public right-of-way which forms the western boundary of the project site. Included in the City of Ontario Master Plan of Highways is an at-grade crossing of the Union Pacific Railroad at Mission Boulevard and Archibald Avenue. A full interchange exists at the SR-60 freeway and Archibald Avenue.

Vineyard Avenue. Vineyard Avenue is located west of the Hofer Ranch Airport Business Park, and runs from Mission Boulevard (where it terminates at the Ontario Airport) south, providing access to SR-60.

Grove Avenue. Grove Avenue is a four-lane to six-lane primary arterial divided roadway south of Holt Avenue. This roadway is an important connector to both I-10 and SR-60 for project traffic coming from the west as it is the first through route connecting the I-10 and SR-60 freeways west of Haven Avenue. Railroad grade separations were recently constructed at Holt Boulevard and Mission Boulevard.

Collector Streets

Turner Avenue. Turner Avenue defines the eastern edge of the project south of Jurupa Street, and is a two-lane roadway from its northerly terminus at Jurupa Street to its southerly terminus at the railroad tracks parallel to Mission Boulevard. Turner Avenue is fully improved to its planned 88-foot right-of-way.

Francis Street. As shown on the City of Ontario Master Plan of Streets, Francis Street will extend from Turner Avenue in an easterly direction to beyond Haven Avenue into the California Commerce Center. Francis Street is proposed as a two-lane collector (88-foot right-of-way).

Local Streets

Pursuant to Section 66445 (j) of the Subdivision Map Act, any streets no longer needed within the Specific Plan boundaries will be vacated.

2. Rail Facilities

The Hofer Ranch Airport Business Park Specific Plan is served by the Union Pacific Rail lines. The rail line is adjacent to the southern boundaries of the Planned Industrial Area. On-

site trackage to serve individual parcels within the Specific Plan area does not currently exist.

3. Air Cargo Facilities

The Ontario International Airport is located adjacent on the north to the project site. Currently, the Specific Plan site does not have direct airport service access; however, the adjacent development to the east, United Parcel Service's west coast hub, does have direct access to the airport.

4. Public Transportation

Public transportation within western San Bernardino County is provided by Omnitrans. Although no public transportation route presently directly serves the site, Transit Route 75 does stop at the intersection of Jurupa Street and Haven Avenue about a mile east of the project boundary. Metrolink also provides service to the area with a station located at Haven and Francis Avenues.

B. Project Traffic Generation

Year 2014 and 2030 traffic projections were utilized to determine roadway needs to serve the project and other development in the surrounding area. The year 2014 was analyzed because that is the date the Specific Plan project is planned to be fully constructed and occupied. The year 2030 was analyzed for future traffic conditions because that is the horizon year of the Congestion Management Program. The Traffic Impact Analysis (TIA), available at the City of Ontario, quantified and analyzed the potential traffic and circulation impacts associated with the project-generated traffic on the street and freeway system within the specific study area surrounding the project site. Both the morning (a.m.) and evening (p.m.) peak periods were analyzed in the study.

According to the *Hofer Ranch Airport Business Park Specific Plan Traffic Impact Analysis* prepared by Meyer, Mohaddes Associates (October 2004), the project is estimated to generate a total of approximately 2,155 a.m. peak hour trips and 2,735 p.m. peak hour trips. Analysis of the opening day 2014 with project conditions forecast that seven of the analyzed freeway segments and two of the analyzed intersections are expected to operate unacceptably during one or both peak hours. Specific mitigation measures for the freeway mainline must be developed as part of a broader regional improvement program. The results of the 2030 with project Traffic Impact Analysis indicated that a total of 14 intersections would operate at unacceptable levels during one or both peak hours. Included in this total number of unacceptable intersections at 2030 are the two intersections operating at unacceptable levels at 2014. Therefore, prior to the issuance of building permits, the applicant shall pay fair share costs for the off-site intersection improvements listed below and shown in Figure 3.1.

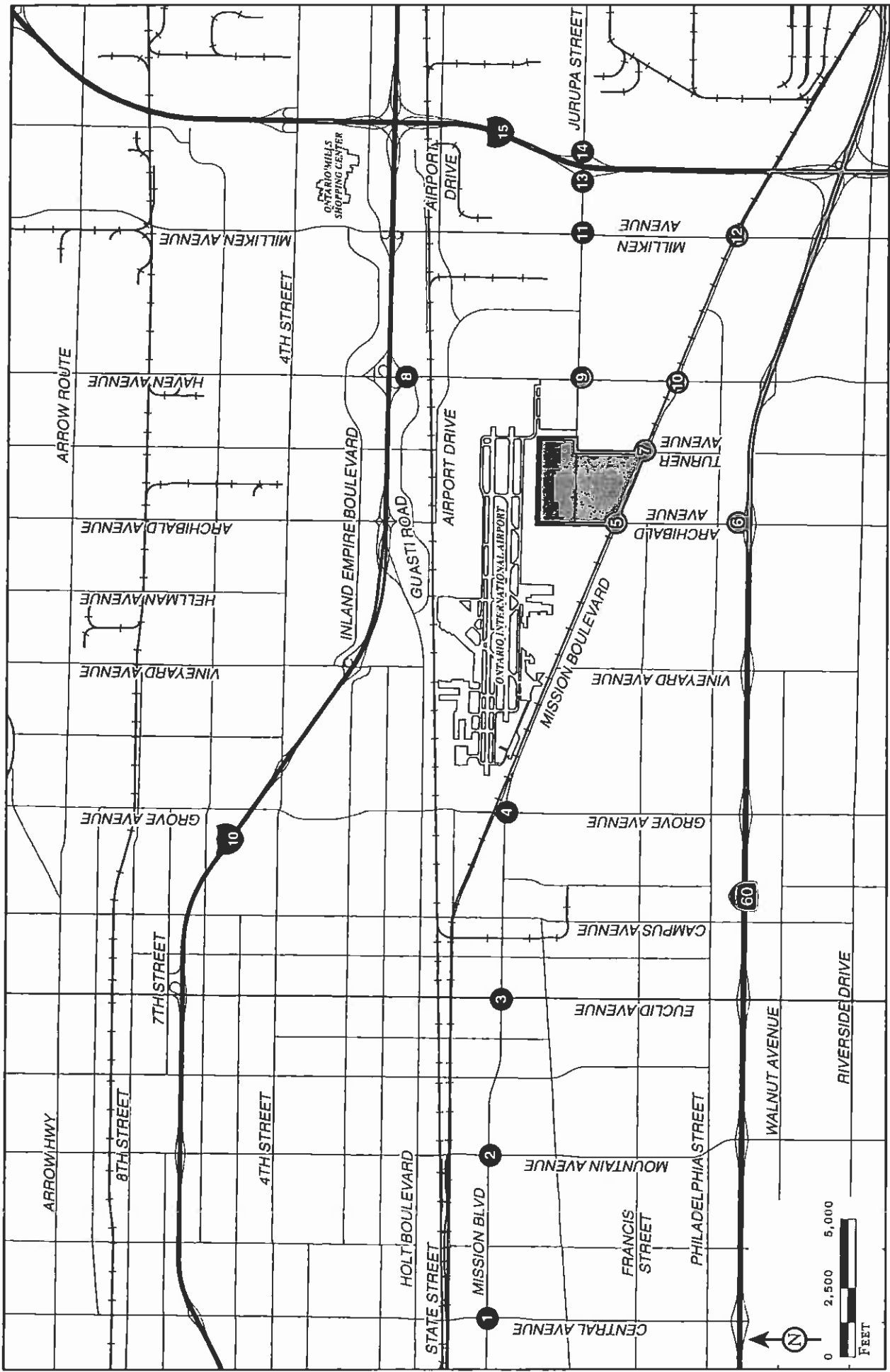


FIGURE 3.1

Hofer Ranch Airport Business Park
Specific Plan

Location of Off-Site Intersection Improvements

- LSA
-  PROJECT SITE
 -  # INTERSECTION REQUIRING IMPROVEMENTS (2030)
 -  SPECIFIC PLAN BOUNDARY

Source: Meyer, Mohades Associates, 2005; Thomas Bros. 2004

R:\HLW430\GIS\SpeciPlan\intersection_improvements.mxd (3/16/05)

1. **Intersection of Central Avenue and Mission Boulevard.** Provide northbound right-turn lane.
2. **Intersection of Mountain Avenue and Mission Boulevard.** Provide northbound left-turn lane and southbound left turn lane.
3. **Intersection of Euclid Avenue and Mission Boulevard.** Provide northbound left-turn lane, southbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane.
4. **Intersection of Grove Avenue and Mission Boulevard.** Provide northbound left-turn lane and southbound left-turn lane.
5. **Intersection of Archibald Avenue and Mission Boulevard.** Provide southbound right-turn overlap phase, southbound left-turn lane, northbound left-turn lane, eastbound left-turn lane, and westbound left-turn lane.
6. **Intersection of Archibald Avenue and SR-60 Westbound Ramps.** Provide northbound left-turn lane.
7. **Intersection of Turner Avenue and Mission Boulevard.** Install traffic signal.
8. **Intersection of Haven Avenue and I-10 Eastbound Ramps.** Provide eastbound right-turn lane.
9. **Intersection of Haven Avenue and Jurupa Street.** Provide northbound left-turn lane, southbound left turn lane, and eastbound left-turn lane.
10. **Intersection of Haven Avenue and Mission Boulevard.** Provide northbound left-turn lane and southbound left-turn lane.
11. **Intersection of Milliken Avenue and Jurupa Street.** Provide eastbound through lane and provide westbound through lane.
12. **Intersection of Milliken Avenue and Mission Boulevard.** Provide northbound left-turn lane.
13. **Intersection of I-15 Southbound Ramps and Jurupa Street.** Provide additional southbound right-turn lane and restripe southbound left/through/right-turn lane to through /right turn lane.
14. **Intersection of I-15 Northbound Ramps and Jurupa Street.** Provide additional northbound left-turn lane and restripe northbound left/through/right-turn lane to through/right-turn lane.

C. Project Roadway Improvements

Development of the Specific Plan includes improvements to frontage roadways and roadways which only serve the development. Roadways to be constructed or improved as part of the Hofer Ranch Airport Business Park Specific Plan with the proposed mid-block right-of-way widths are illustrated in Figure 3.2. Mid-block proposed typical sections are shown in Figure 3.3. These planned improvements may change to accommodate specific intersection configurations, bus turnouts, and acceleration/deceleration lanes. Ultimate

HOFR RANCH SPECIFIC PLAN BOUNDARY.

HISTORIC DISTRICT IMPROVEMENTS ARE SUBJECT TO CHANGE. ADDITIONAL DETAIL TO BE PROVIDED IN FUTURE PLANNING AREA PLAN.

WEST HALF OF ARCHIBALD AVENUE IS EXISTING AT MASTER PLAN REQUIREMENTS.

JURUPA STREET WEST OF ARCHIBALD AVENUE. THE SOUTH HALF IS DEVELOPED AS A COLLECTOR ROAD.

EAST HALF OF HOFR RANCH ROAD IS EXISTING FOR APPROXIMATELY 1000 FEET SOUTH OF JURUPA STREET.

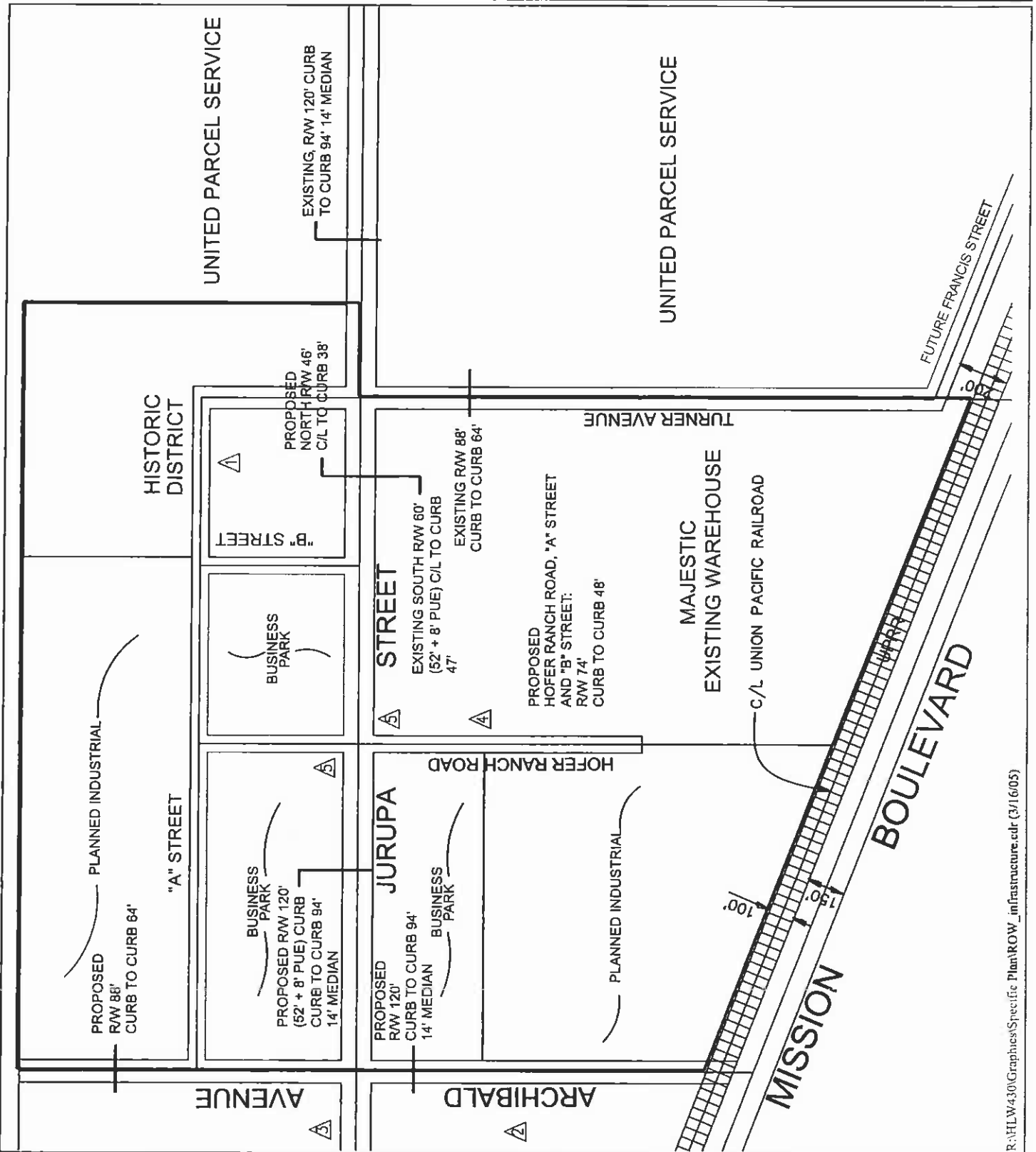
BUS STOP PULL OUT. EXISTING ON THE SOUTH. PROPOSED ON THE NORTH.

0 200 400 FEET

SOURCE: ASSOCIATED ENGINEERS, INC., 2005.

LSA FIGURE 3.2

Hofer Ranch Airport Business Park Specific Plan
Infrastructure -
Mid-Block Proposed
Right-of-Way Widths



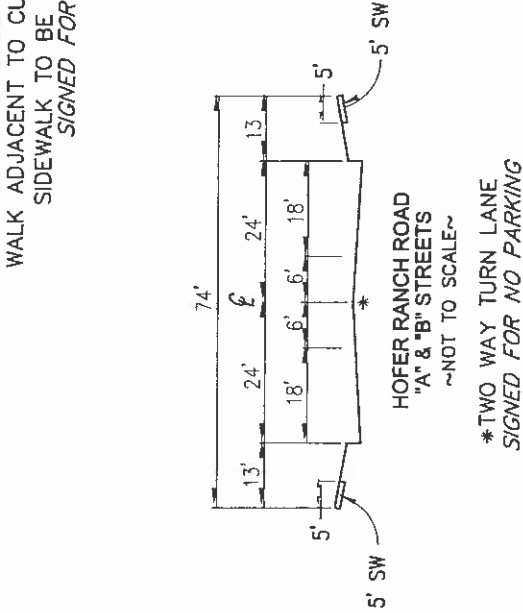
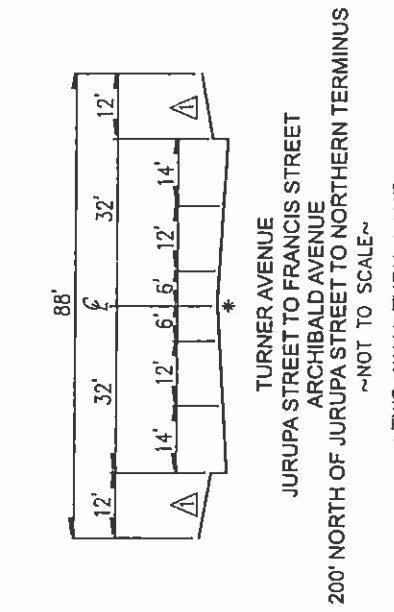
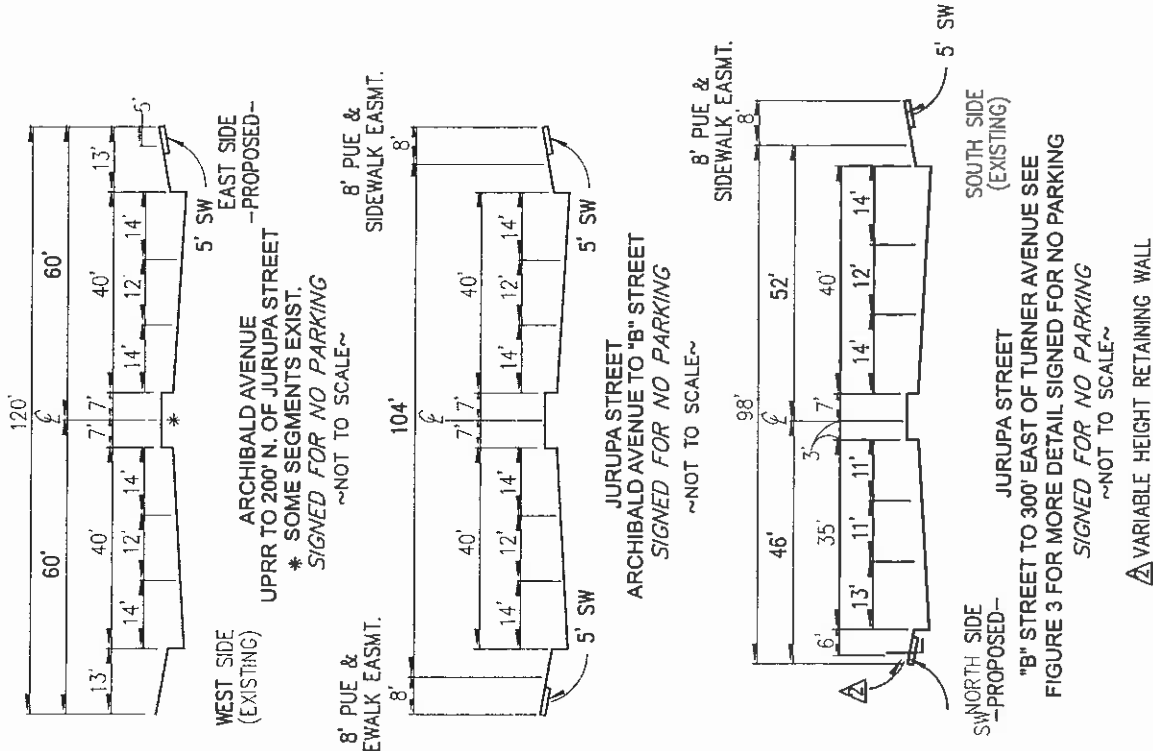


FIGURE 3.3

Hofer Ranch Airport Business Park
 Specific Plan

Mid-Block Proposed Typical Sections

improvements shall be as required by the City of Ontario. All improvements will be consistent with the City of Ontario General Plan and will be dedicated to the City of Ontario upon completion.

1. *Jurupa Street Improvements*

Rights-of-way sufficient to provide six lanes of through traffic along Jurupa Street will be provided as part of project development. The roadway will be improved to provide six through lanes as part of Specific Plan implementation. The lanes will be constructed as needed by project implementation concurrent with background traffic and the expansion of the Ontario International Airport to the north.

In order to preserve the Historic Hofer Ranch Homestead Complex, special lane configurations will need to be used adjacent to the complex. Existing historic buildings within the Hofer Ranch are located very close to the public right-of-way. In order to avoid relocating the buildings, modifications to the lane widths and center median are necessary. As shown in Figure 3.4, the modifications proposed at the intersection of Turner Avenue and Jurupa Street still maintain six lanes and two left turn lanes with the addition of an eight-foot retaining wall along the southern boundary of the Hofer Ranch. This wall will be designed to be an attractive feature of the Specific Plan with decorative insets, designs, landscaping or attractive wall materials with the approval of the City of Ontario.

2. *Archibald Avenue Improvements*

Archibald Avenue is proposed to be reopened north of Jurupa Street as a two-lane public roadway, terminating at the Ontario International Airport. As shown in previously referenced Figure 3.2, the northern section of the street will maintain an 88-foot right-of-way with a 64-foot roadway. South of Jurupa Street, Archibald Avenue will have a 120-foot right-of-way with a 14-foot median.

3. *Jurupa Street/Archibald Avenue Intersection Improvements*

In order to accommodate fully projected peak hour conditions within the Hofer Ranch Airport Business Park Specific Plan, improvements to intersections, including dedicated turn lanes, in addition to through travel lanes, will be necessary at the intersection of Jurupa Street and Archibald Avenue. In order for this existing stop-sign controlled intersection to support project-related and long-term traffic projections, the TIA determined that two dedicated left-turn lanes and one through/right-turn lane is necessary westbound on Jurupa Street. In addition, one through lane is needed northbound on Archibald Avenue and three lanes plus a dedicated left-turn lane are needed southbound. The project developer will contribute the project's fair share to the necessary improvements at this intersection.

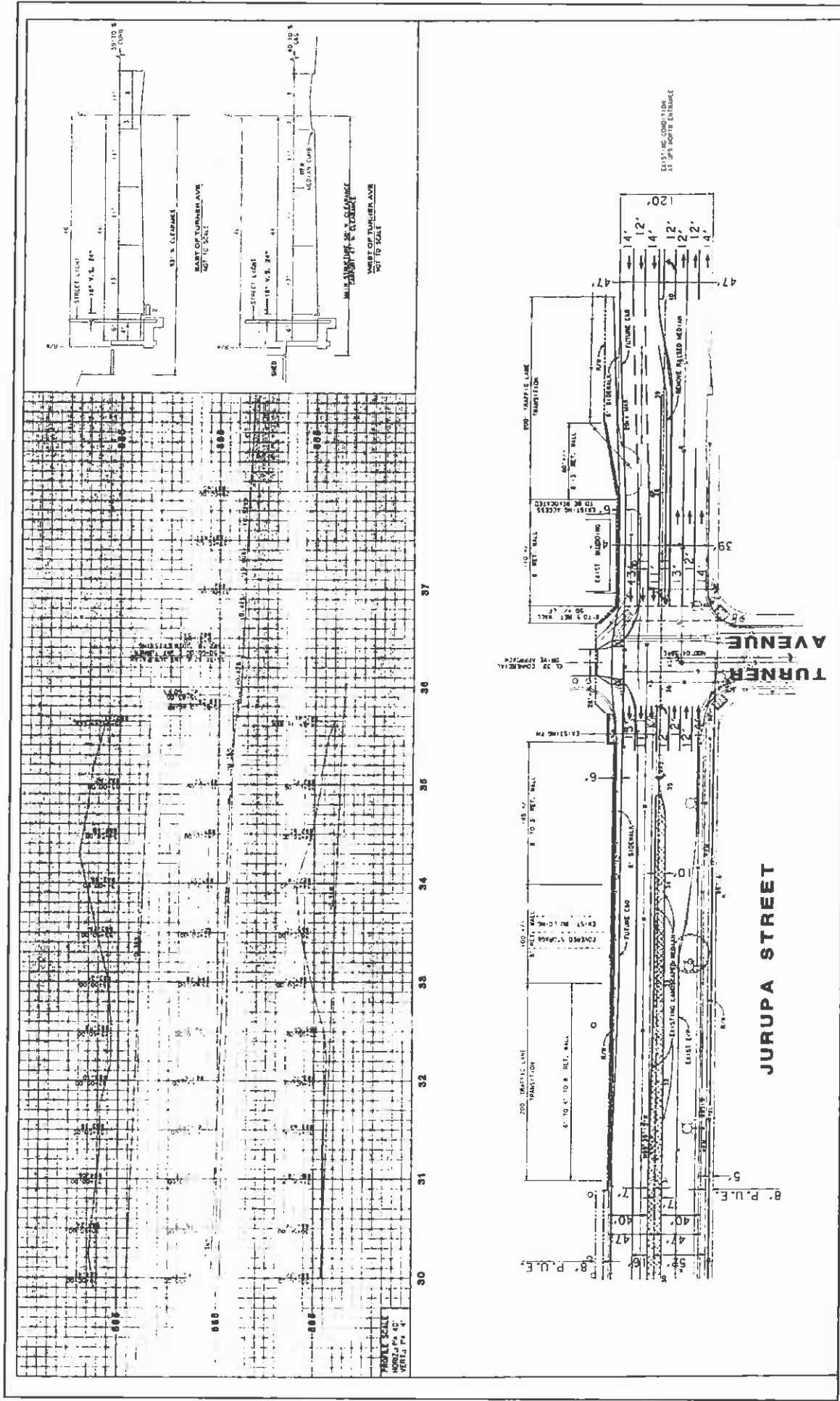


FIGURE 3.4

LSA

Hofer Ranch Airport Business Park
 Specific Plan
 Proposed Modifications
 Turner Avenue and Jurupa Street Intersection

SOURCE: Associated Engineers, Inc., February, 2005.
 R:\VILW430\Graphics\Specific Plans\30_turnerRevised.cdr (3/16/05)

4. Site Access

Local access to uses within the project site will be provided at three signalized entries, four right in/right out entries, and one-full access entry. These entry points are shown on the Land Use Map, (Figure 2.1 in Chapter II). The signalized entries are located at Turner Avenue, Hofer Ranch Road, and at an industrial entrance approximately 400 feet north of the intersection of Mission Boulevard and Archibald Avenue. Right in/right out access will be provided at Street "B," at the Business Park Planning Area off Jurupa Street approximately 550 feet from the intersection of Archibald Avenue and on Archibald Avenue approximately 250 feet south of Jurupa Street. The full-access entry will be on Archibald Avenue approximately 600 feet north of Jurupa Street. Curb return radii will be adequate to provide for truck turning movements and will meet the requirements of the City of Ontario at all of these access points.

D. Mission Boulevard Improvements

The project is located north of Mission Boulevard, adjacent to the Union Pacific rail lines. The project does not take direct access from Mission Boulevard. The widening of Mission Boulevard from the current four-lane facility to a six-lane facility is a planned improvement associated with the Ontario Airport Ground Access Program. The widening of Mission Boulevard east of Archibald Avenue is funded by the current Airport Ground Access Program. The work includes construction of the #3 lane, curb and gutter, sidewalk and landscaping. The Hofer Ranch development will only pay its fees in accordance with the current DIF ordinance.

E. Archibald Avenue Railroad Grade Separation

The City is proposing a future railroad grade separation at Archibald Avenue and Mission Boulevard. The right-of-way necessary for this proposed railroad grade separation has been dedicated by the project to the City as depicted in Figure 3.5. The traffic impacts of the project at the intersection of Archibald Avenue and Mission Boulevard have been mitigated without the grade separation.

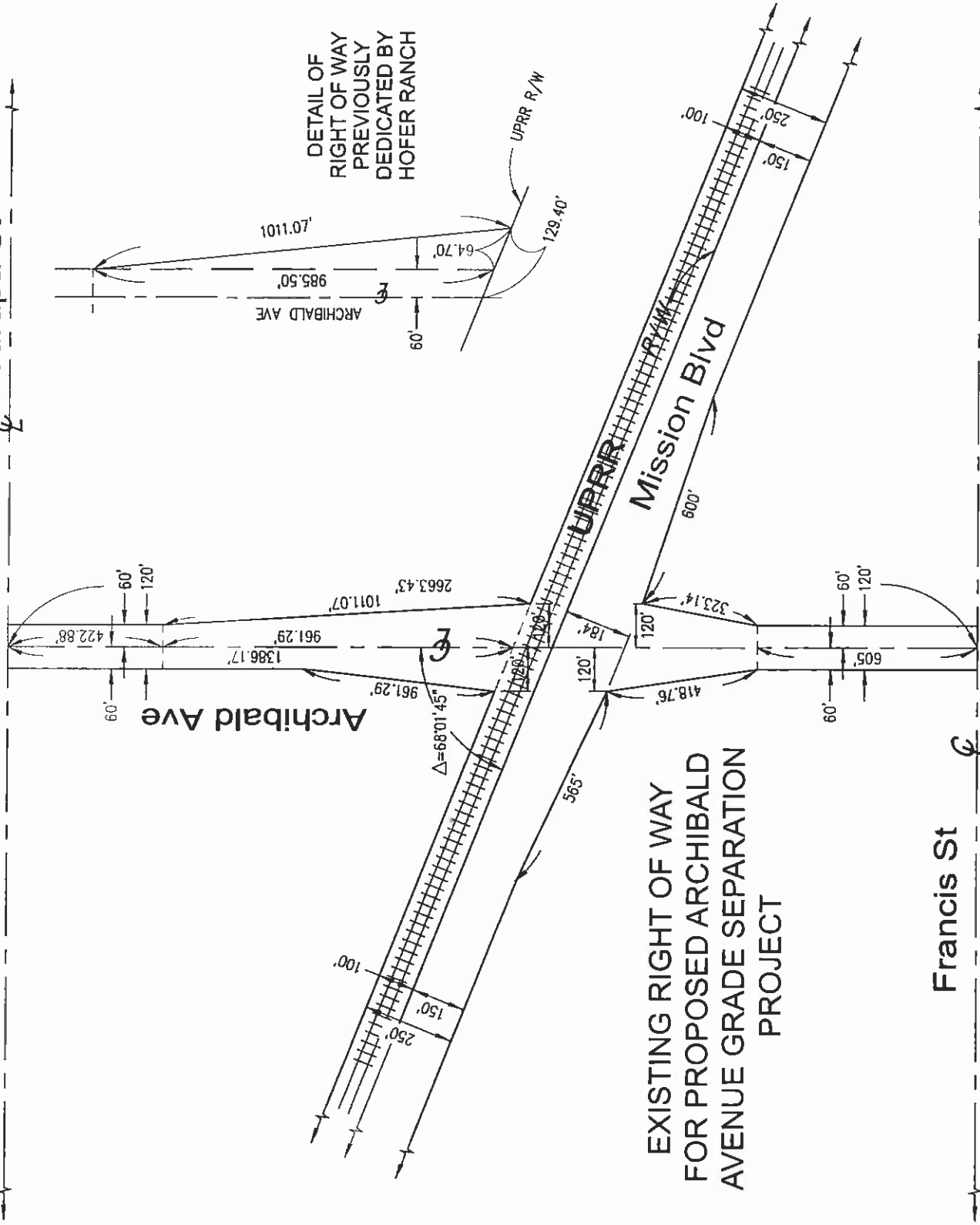
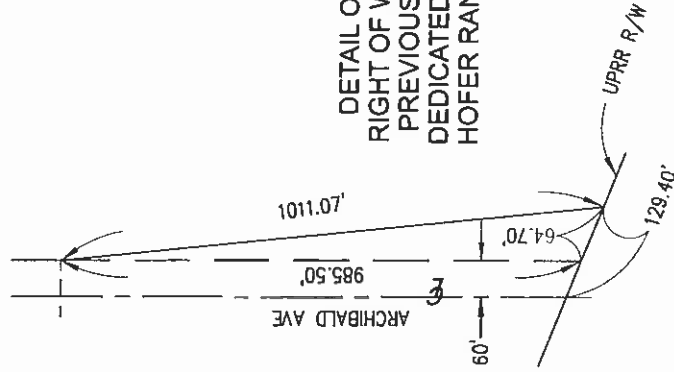
F. Rail Facilities

Rail service to individual sites within the Hofer Ranch Airport Business Park Specific Plan may be extended to the Planned Industrial area. On-site spur trackage within an individual parcel will be owned and maintained by the property owner. The new spur trackage will be developed similar to the spur trackage now in place for the existing industrial user in the Planned Industrial Area. All appropriate warning lights, signs, marking devices, and/or crossing gates will be installed as required by the Ontario City Engineer.

Jurupa St

Francis St

DETAIL OF RIGHT OF WAY PREVIOUSLY DEDICATED BY HOFFER RANCH



EXISTING RIGHT OF WAY FOR PROPOSED ARCHIBALD AVENUE GRADE SEPARATION PROJECT



SOURCE: ASSOCIATED ENGINEERS, INC., 2005.

LSA FIGURE 3.5

Hofer Ranch Airport Business Park Specific Plan Archibald Avenue Right-of-Way Dedication

G. Pedestrian Facilities

In addition to vehicular circulation, a pedestrian circulation system utilizing the sidewalks will be provided within the Hofer Ranch Airport Business Park Specific Plan. Sidewalks will be provided along both sides of all streets within the Specific Plan area, and will be a minimum of five (5) feet wide. Sidewalks shall be constructed of concrete, unless an alternative material to provide an enhanced appearance acceptable to the project sponsor is approved by the City. Sidewalks will be constructed as part of adjacent roadway improvements.

H. Bus Facilities

Two bus turnouts will be provided in the project area as shown in previously referenced Figure 3.2. The bus turnout on the south side of Jurupa Street, east of Hofer Ranch Road has been constructed. The bus turnout on the north side of Jurupa Street, west of Hofer Ranch Road, will be constructed with final improvements for that portion of Jurupa Street. City-approved bus benches and shelters will be provided at both locations with the completion of the final improvements to Jurupa Street. The bus shelters will be architecturally compatible with the adjacent buildings.

**Hofer Ranch
Airport Business Park Specific Plan**

**PUBLIC SERVICES, UTILITIES,
AND COMMUNITY FACILITIES**



LSA

CHAPTER IV: PUBLIC SERVICES, UTILITIES AND COMMUNITY FACILITIES

A. Introduction

This Chapter identifies the public infrastructure and utilities that will be required to serve development within the Hofer Ranch Airport Business Park site. The following sections detail the conceptual water, sewer and drainage plans prepared for development of the Specific Plan area. Additionally, plans for solid waste disposal and dry utilities are presented.

B. Water Facilities

1. Existing Water Facilities

The Hofer Ranch Airport Business Park Specific Plan site is located within the water service area of the City of Ontario. Local municipal wells pump 85 percent of the city's water needs from the Chino Basin Aquifer. The remaining 15 percent is imported surface water supplied through the Metropolitan Water District of Southern California.

Existing 12-inch water mains serving the Specific Plan area are located in Jurupa Avenue, Archibald Avenue south of Jurupa Avenue, and Turner Avenue. Existing public fire hydrants in the Specific Plan are located on the south side of Jurupa Avenue from Turner Street to Hofer Ranch Road in the Planned Industrial Area.

2. Proposed Water Facilities

To serve the new development in the Hofer Ranch Airport Business Park, new water facilities will be constructed and connected to the City's existing system. These facilities are illustrated in Figure 4.1. As shown Figure 4.1, new 12-inch diameter waterlines are proposed for abandoned Turner Avenue in the Historic District, Hofer Ranch Road, Archibald Avenue south of Jurupa Street, and the new streets "A" and "B." Where feasible, the proposed water system includes looped connections to existing facilities. New lines have been sized to meet anticipated fire flows along with projected domestic water demands.

Using the water consumption rates in the Ontario Master Water Plan (August 2000), the future water demand for the proposed Specific Plan Land Uses were calculated. Table 4A indicates the estimated water demand for the proposed project.

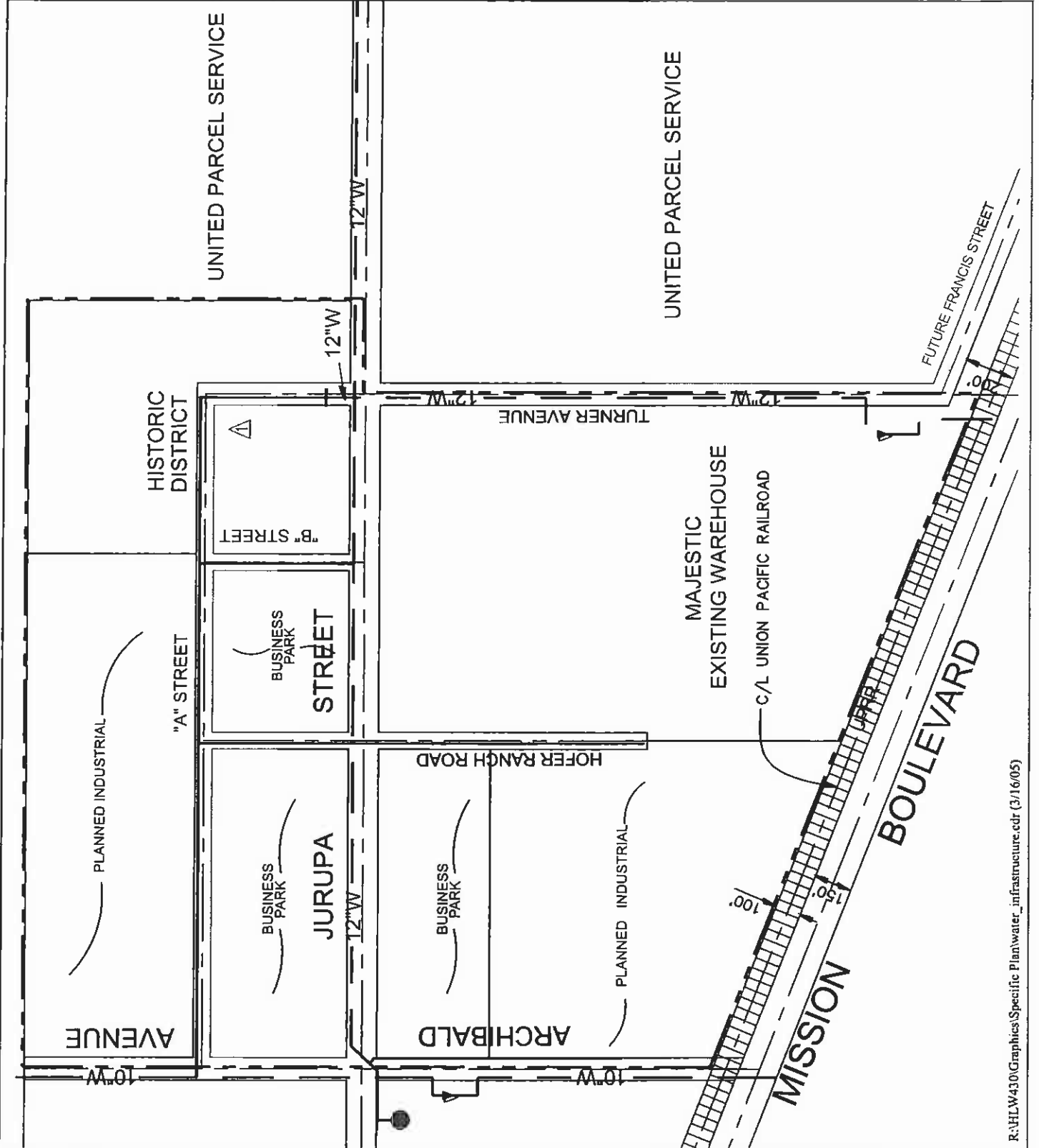
Table 4A – Estimated Average Daily Water Demand (gallons per minute)

Land Use	Acres	Water Use Factor	Total Average Daily Water Use
Business Park	46	0.50 gpm/acre	23.00 gpm
Planned Industrial	118	0.50 gpm/acre	59.00 gpm
Historic Commercial	31	1.57 gpm/acre	48.67 gpm
Total			130.67 gpm

HOFER RANCH SPECIFIC PLAN BOUNDARY.
 EXISTING WATER LINE
 EXISTING WELL
 EXISTING PRESSURE REDUCING STATION
 PROPOSED WATERLINE ALL 12" DIAMETER
 HISTORIC DISTRICT IMPROVEMENTS ARE SUBJECT TO CHANGE. ADDITIONAL DETAIL TO BE PROVIDED IN FUTURE PLANNING AREA PLAN

SOURCE: ASSOCIATED ENGINEERS, INC., 2005.

LSA FIGURE 4.1
 Hofer Ranch Airport Business Park Specific Plan Proposed Water System



The water demand of the Specific Plan site was accounted for in the Ontario Water Master Plan at a slightly higher rate due to a larger anticipated commercial area than proposed in the Specific Plan. The water to be supplied to the Hofer Ranch Airport Business Park Specific Plan by the City of Ontario will come from an existing water well located on the west side of Archibald Avenue, south of the intersection of Jurupa Street.

C. Sewer System

1. Existing Wastewater System

Wastewater is discharged via city of Ontario sewer lines into a regional system provided by the Inland Empire Utilities Agency (IEUA), which provides municipal/industrial wastewater treatment services to a 242-square mile area in the western portion of San Bernardino County. In conjunction with the Cucamonga Valley Water District, three treatment plants provide a combined water treatment capacity of 75.5 mgd.

Existing sewer facilities in the Specific Plan area are located in Archibald and Turner Avenues. The sewer lines consist of a 10-inch diameter pipe in Turner Avenue and a 15-inch diameter pipe in Archibald Avenue.

2. Proposed Wastewater Facilities

The estimated wastewater discharge for the Hofer Ranch Airport Business Park is 97,500 gallons per day which is well within the capacity of the existing water treatment plants. The wastewater figure is based on a generation factor of 500 gallons per day per acre of employment-generating uses. All of the total 195 acres of the Specific Plan are considered employment-generating uses. In order to meet this wastewater service demand, new sewer facilities will be installed.

As shown in Figure 4.2, the proposed sewer system for the Hofer Ranch Airport Business Park will consist of minimum 8-inch diameter sewer lines. The proposed new sewer lines located in Jurupa Street and "A" and "B" Streets will connect to the existing Turner Avenue sewer line. Proposed new sewer lines located in the project area south of Jurupa Street will connect to the existing Archibald Avenue sewer line.

D. Stormwater Facilities

1. Existing Drainage System

Drainage in the Specific Plan area is currently by sheet flow to the street except for the existing industrial buildings which drain to drainage pipes in Turner Avenue and Hofer Ranch Road. Additionally, these buildings use a 72-inch reinforced pipe located at the southern end of the buildings' site for drainage.

Jurupa Street. An existing vault is also located at the southeast corner of Archibald and Jurupa Street. Turner Avenue contains an existing underground electrical system.

b. Natural Gas

The Southern California Gas Company provides natural gas service to the area through a "6" distribution line in Jurupa Street. A "2" main in Turner Avenue currently serves the existing buildings located on the west side of Turner Avenue. A "4" main is located in Archibald Avenue and runs the length of the project. Service to the new structures will be provided through extensions of the existing distribution lines.

c. Telephone

Verizon maintains underground cable and fiber-optic systems on the south side of Jurupa Street. Conventional overhead cable exists along the east side of Archibald Avenue to Jurupa Street. No cable exists north of Jurupa Street on Archibald Avenue. On Turner Avenue conventional cable exists on the east side of the street. Telephone service will be provided to the new buildings from the existing backbone infrastructure.

G. Community Facilities

1. Fire Protection

The City of Ontario Fire Department will provide fire protection services to the Hofer Ranch Airport Business Park Specific Plan site. The Ontario Fire Department operates eight fire stations with a ninth station planned. The fire station serving the Specific Plan area is located at 2931 E. Philadelphia Avenue, Ontario.

Applicable City fire protection standards and requirements shall be incorporated into all site development plans, including fire alarm systems, high rise building fire protection as well as related Building and Fire Code requirements. Fire flows and hydrants will meet the requirements of the Fire Department. Developments which handle hazardous materials are required to submit an emergency plan to the City of Ontario Fire Department and County of San Bernardino Environmental Health Department.

2. Police Services

The City of Ontario will provide police protection services to the Hofer Ranch Airport Business Park Specific Plan. The Police Department is headquartered at City Hall, approximately two miles west of the project site.

Development Plans for the Specific Plan will incorporate appropriate security requirements of the Ontario Police Department including security lighting, door and window hardware, intrusion alarm systems, security access and appropriate types and location of screening.