



CHAPTER 4
PLAN COMPONENTS

MME

CHAPTER 4 - PLAN COMPONENTS

A. Land Use Plan

The total development plan for MIP consists of 6 separate and individual plans:

1. Land Use Plan
2. Conceptual Site Plan
3. Conceptual Landscape Plan
4. Landscape Master Plan
5. Utility Plan
6. Conceptual Drainage Plan

There is a description of conditions, restrictions and standards accompanying each individual plan in this document. All plans for any structures within MIP shall conform to the Specific Plan, as well as other applicable City and County building codes and regulations.

The land use plan establishes the two land use designations with MIP as Garden Industrial and Commercial. Chapter 5 lists the permitted uses of the Garden Industrial and Commercial designations.

1. Definitions

a. Garden Industrial

Garden Industrial is intended for one and two story light industrial uses in a park-like setting. Garden Industrial areas will include clean industrial activities such as research, testing and development, light manufacturing, assembly, warehousing, wholesale and office.

b. Commercial

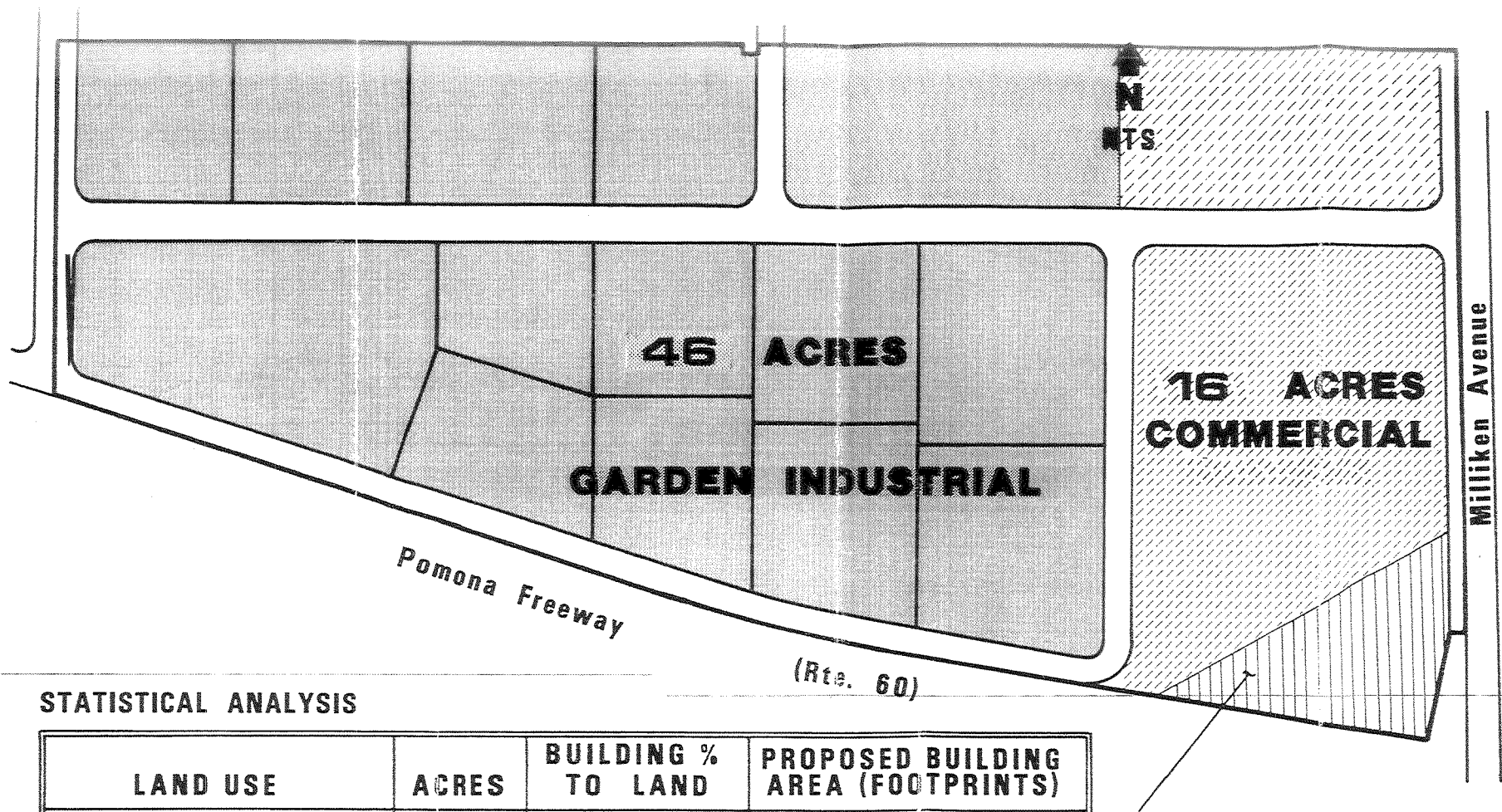
The Commercial area is intended for one, two and three story low intensity commercial uses compatible to and supportive of Garden Industrial uses. The Commercial area will include administrative, professional and medical offices, and restaurants.

2. Parcel Description

Parcels within MIP will be of various sizes ranging from 1.4 net acres to 4.8 net acres for Garden Industrial and up to 10.7 net acres for the Commercial lots. Approximately 2.8 net acres of Parcel 14 are located within easements for Southern California Gas Company right-of-way and Southern California Edison Company right-of-way. This area of Parcel 14 is to be used either for parking or landscaping subject to approval of Southern California Edison.

3. Phasing

Infrastructure for MIP will be developed in one phase.



STATISTICAL ANALYSIS

LAND USE	ACRES	BUILDING % TO LAND	PROPOSED BUILDING AREA (FOOTPRINTS)
Commercial	16	17.8 *	124,000 sf
Garden Industrial	46	44.6 *	893,600 sf
Public Streets	11	N.A.	N.A.

THIS AREA IS TO REMAIN AS AN EDISON EASEMENT

* % OF NET AREA INCLUDING EASEMENTS

LAND USE PLAN

B. Circulation Plan Description

1. The Circulation Plan

The circulation plan consists of an evaluation of the overall concept of vehicular and pedestrian movement within and adjacent to the Milliken Industrial Park.

Vehicular circulations have been studied and are proposed to provide a uniform and continuous flow of traffic to each building site. This project will complete the first leg of a freeway frontage road that will be used for circulation and access for future developments to the west. The remainder of the site is provided circulation and access through construction of industrial collector streets. Private drive aisles will be constructed to provide on-site circulation. The configuration of on-site aisles is to be determined during development of the several parcels.

The entire site is to be posted "No Parking" on public streets. Therefore, sidewalks are not proposed on any public street. On-site pedestrian walks are to be provided as each parcel is developed.

This circulation plan will require the dedication of an additional 30 feet along Milliken Avenue and the dedication of the interior streets as shown on Tentative Parcel Map No. 9419 included within the Appendix.

Greystone Drive will provide the only access to the site from Milliken Avenue. A bus stop is planned at the southwest corner of Milliken Avenue and Greystone Drive. The bus stop and appurtenances are to be constructed by Omnitrans at some future date when transportation facilities are available and there is sufficient demand. Omnitrans will provide the bus stop sign, bench, shelter and kiosk as required.

An irrevocable offer of dedication is shown on Parcel Map 9419 for transit facilities. The Milliken Industrial Park Project will also participate in a mutually agreed upon equitable basis of cost for any City-sponsored program for the improvement of Haven Avenue.

2. Street Sections

The project site is bounded on the south by the Pomona Freeway and on the east by Milliken Avenue. The Pomona Freeway is a six lane regional facility with future expansions expected to eight lanes. Milliken Avenue exists as a two lane paved roadway that widens to four lanes at the Pomona Freeway.

Milliken Avenue is master planned as a 120 foot wide divided arterial (See Exhibit 8). Greystone Drive and Doubleday Avenue are proposed as a modified collector street. The roadway width shall be 64 feet with a total right-of-way of 66 feet. Eleven foot wide public utility easements (PUE) are provided on each side of the streets (See Exhibit 7). The interior streets are proposed to conform to standard local industrial street section (See Exhibit 7). It is further proposed that the parkway on the freeway side of the frontage road be reduced from nine feet to three feet (See Exhibit 7). All streets shall conform to the approved Master Plan of Streets in affect at the time of development and the requirements of the City Engineer.

3. Milliken Avenue

Milliken Avenue is master planned as a divided arterial. Adequate right-of-way is to be dedicated on the parcel map to construct full improvements on the project frontage. Milliken Industrial Park will participate on a fair and equitable basis in the construction of the traffic signal at Milliken Avenue and Greystone Drive when City Engineer so determines. A copy of the traffic signal warrants are included in the Appendix.

A 14 foot wide raised and landscaped median is to be constructed along the project frontage (See Exhibit 7). The median is to include an opening at Greystone Drive with a 60 foot left turn bay from northbound Milliken Avenue onto Greystone Drive.

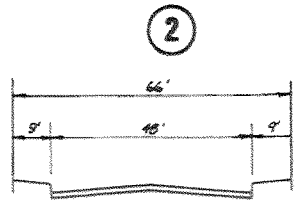
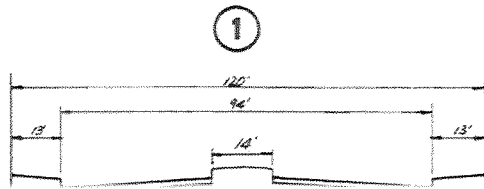
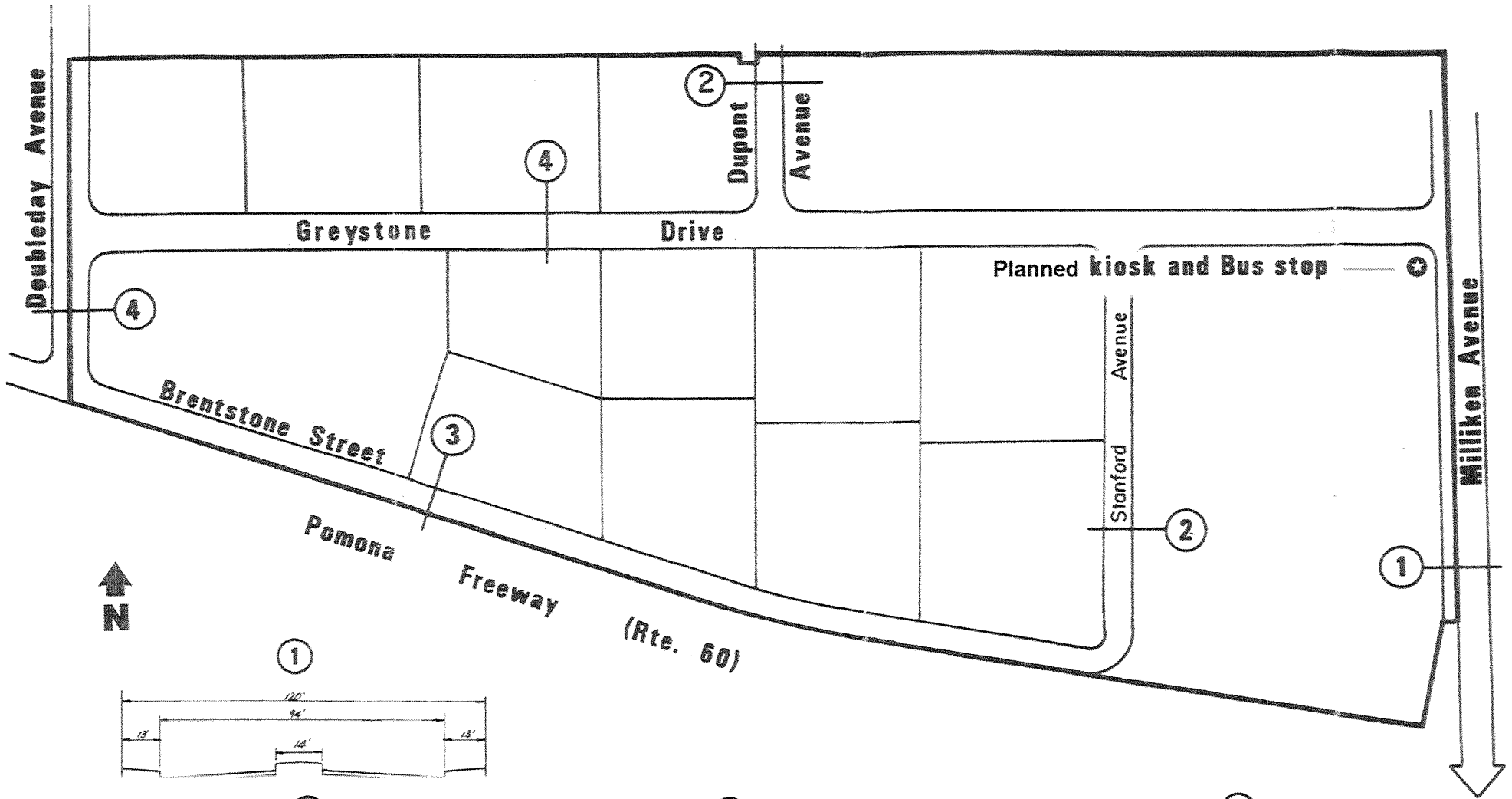
4. Transportation Management Program

The Milliken Industrial Park Project will provide a program in coordination with the respective responsible public agency for implementation.

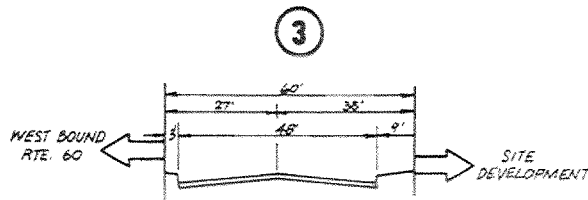
- a. Land for a public transit loading and unloading facility will be designated at the Milliken Avenue entrance to MIP. Appropriate facilities, such as shelters and benches, will be installed by Omnitrans when public transportation services are provided to the project.
- b. Public information kiosks or bulletin boards shall be designated, constructed and maintained at specific locations as deemed necessary. The exact locations and designs will be determined by Omnitrans when public transportation services are provided to the project. Each kiosk shall have a bulletin board for public information relating to carpooling, bus schedules and other relevant public information.

5. Air Pollution Guidelines

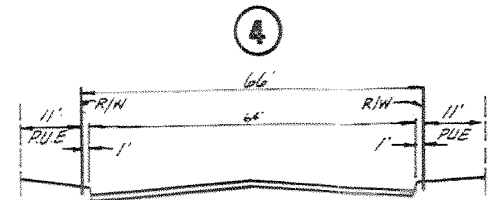
The existing air quality in the general area of the project is poor. Traffic generated by the proposed project will generate an additional increment to the local degradation of air quality. In order to reduce the additional increment of air quality degradation, the programs detailed in Grading (Section 4-D) and Transportation Management Program (Section 4-B-4) will be instituted.



LOCAL INDUSTRIAL STREET SECTION



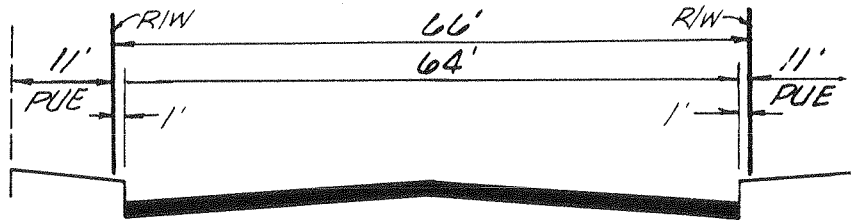
MODIFIED LOCAL INDUSTRIAL STREET SECTION
(FRONTAGE ROAD)



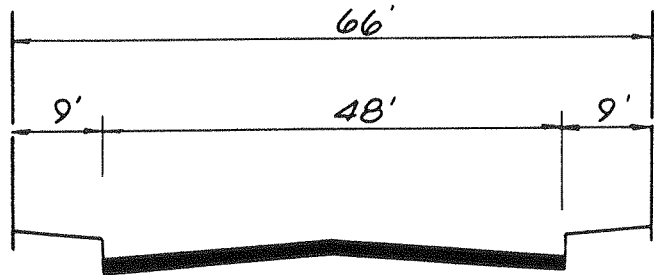
COLLECTOR STREET SECTION

Circulation Plan

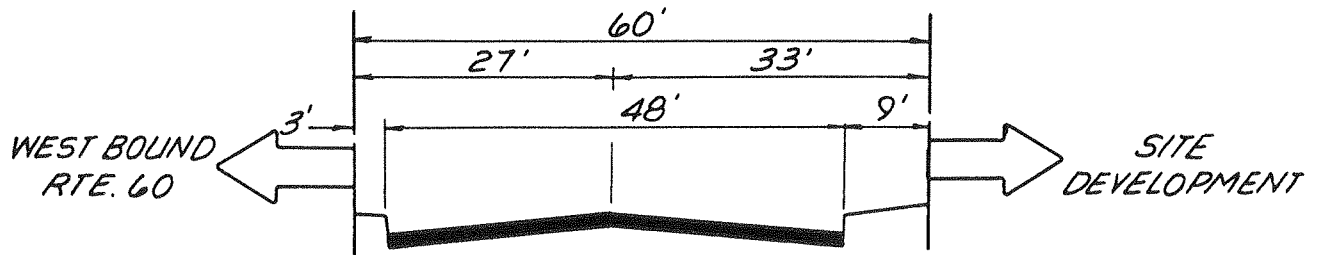
EXHIBIT 6



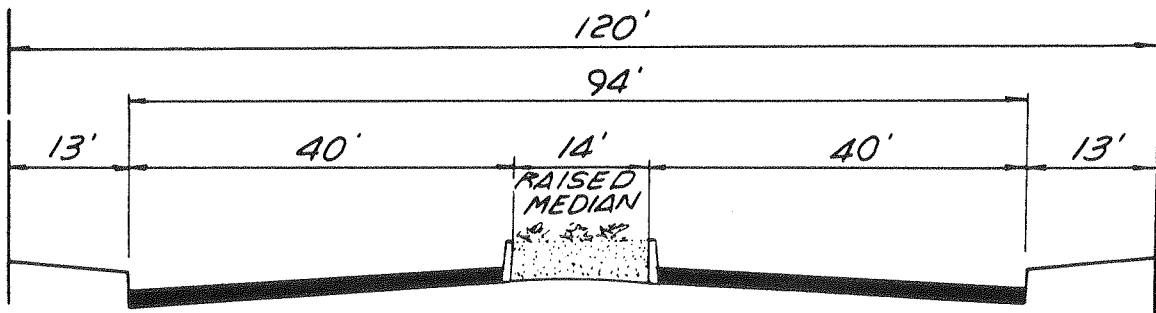
COLLECTOR STREET SECTION



LOCAL INDUSTRIAL STREET SECTION



MODIFIED LOCAL INDUSTRIAL STREET SECTION
(FRONTAGE ROAD)



MILLIKEN AVENUE

EXHIBIT 7
STREET SECTIONS

C. Infrastructure Plan

All required infrastructure is to be provided by the project sponsor and is to be installed or constructed as phase one. Sufficient right-of-way is to be dedicated on Parcel Map No. 9419 as shown in the Appendix.

The Milliken Industrial Park lies within the boundaries of the City of Ontario Water Service Area. The project sponsor shall be responsible for the installation of an 18 inch water main in Milliken Avenue from approximately Mission Boulevard to the north side of the Pomona Freeway per the approved Master Plan for the area subject to the policies and standards for the City in effect at the time the improvement plans are submitted. The City may enter into a reimbursement agreement at the time of construction for the Master Plan water main extension for construction costs only per current City policy. Water mains in local streets shall be provided by the project sponsor.

The Milliken Industrial Park lies within the boundaries of the City of Ontario Sewer Service Area. Sewer service is not currently available to this project. Dry line sewers shall be constructed in streets to the satisfaction of the City Engineer prior to paving operations, including laterals to all lots.

As an interim measure, domestic waste shall be handled by a septic system. At the time sewer service is available the septic system shall be abandoned and a connection made to the sewer line. Until the sewer line connection is made, no industrial effluent may be discharged. Prior to building permit issuance, each lot shall submit septic system plans for review and approval. A bond shall be required for the bypass of the septic system and connection to the sewer line.

Possible development constraints are apparent due to the septic system. Industrial effluent is prohibited from discharge into the septic system. All light manufacturing processes that result in industrial effluent must either provide an alternate disposal method subject to the approval of the City Engineer or otherwise be prohibited from entering the project.

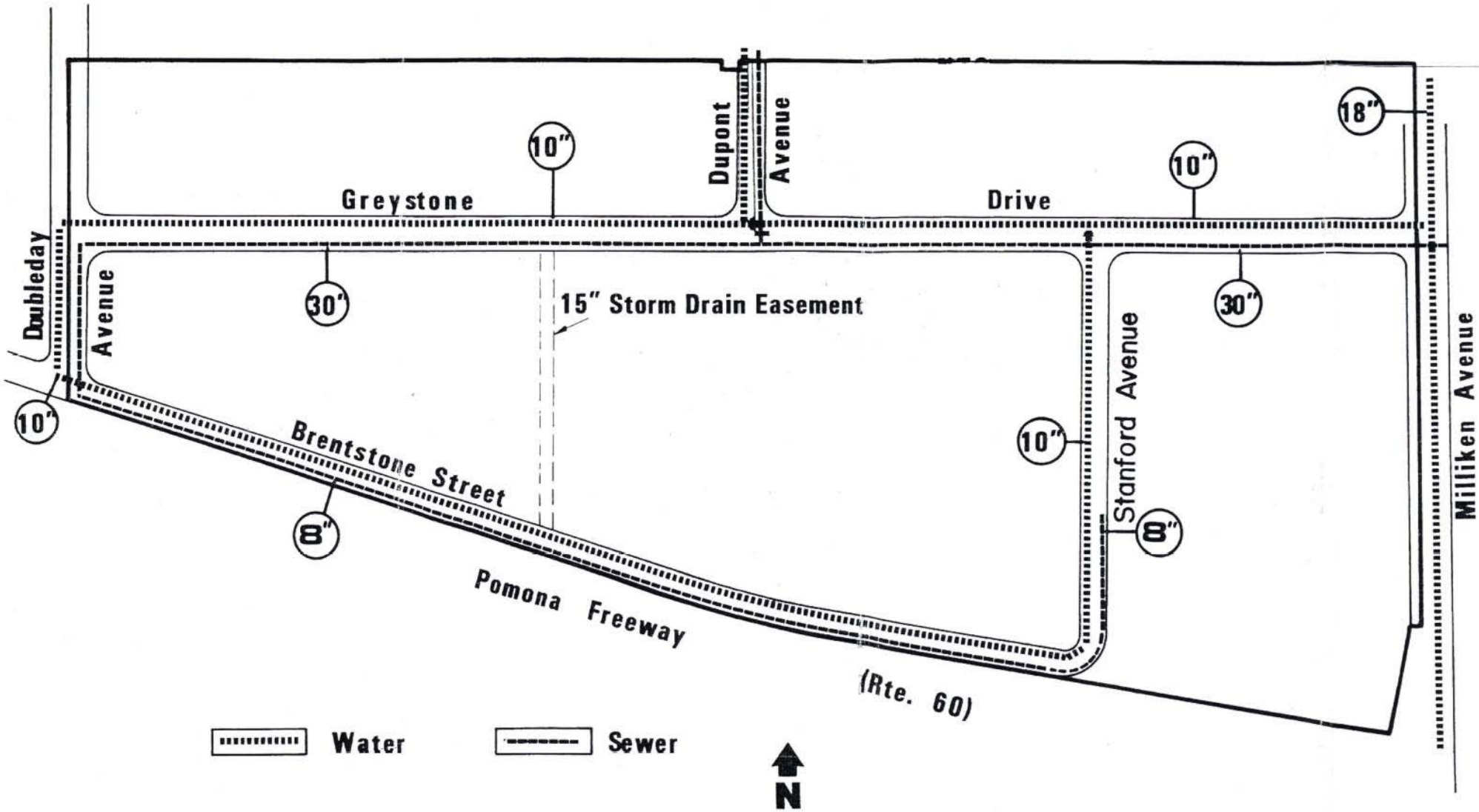
Electric service will be provided by the Southern California Edison Company. The project sponsor shall make appropriate arrangements with the Edison Company.

Telephone service is to be provided by General Telephone Company. The project sponsor shall make appropriate arrangements.

Natural gas service will be provided by the Southern California Gas Company. The project sponsor shall make appropriate arrangements with the Gas Company.

The street improvements required on the west side of Milliken Avenue and on all interior streets are to be provided by the project sponsor and are to be constructed as part of phase one.

Storm drain improvements identified in the Hyrdology Study in the Appendix are to be provided by the project sponsor and are to be constructed as part of phase one.



Infrastructure Plan

EXHIBIT 8

D. Drainage/Grading Plan

Grading

The existing air quality in the general area of the project is poor. Dust created by the proposed project will generate an additional increment to the local degradation of air quality. In order to reduce the additional increment of air quality degradation, the following program shall be instituted as part of the Milliken Industrial Park construction and operations program:

The major project grading shall be undertaken in the winter and spring months, the time of year when the soil is typically moist from precipitation. However, realizing that many other factors also influence the timing of grading operations, should the decision be made to grade at other times of the year, a complete watering program and chemical application program is to be undertaken.

All areas actively involved in the grading program will be subject to watering on a regular basis. A watering truck will be stationed adjacent to all grading sites at all times. Graded areas not watered will be chemically treated.

Continuous compaction of graded areas, in conjunction with a frequent watering schedule or surface chemical application, will be conducted to reduce dust emission throughout the project area. Compliance with the South Coast Air Quality Management District's (SCAQMD) fugitive dust rules and the County's Ordinance Number 2069 will assist in reducing the offsite impact of dust. This requirement relates to the emissions of dust from excavation and construction activities as well as depositing dust and particulate matter on public roads as a current example. Ordinance 2069 is reproduced on Appendix Pages 83 through 85. Grading shall also conform to dust control requirements of the West End Resource Conservation District and the City of Ontario Building Department.

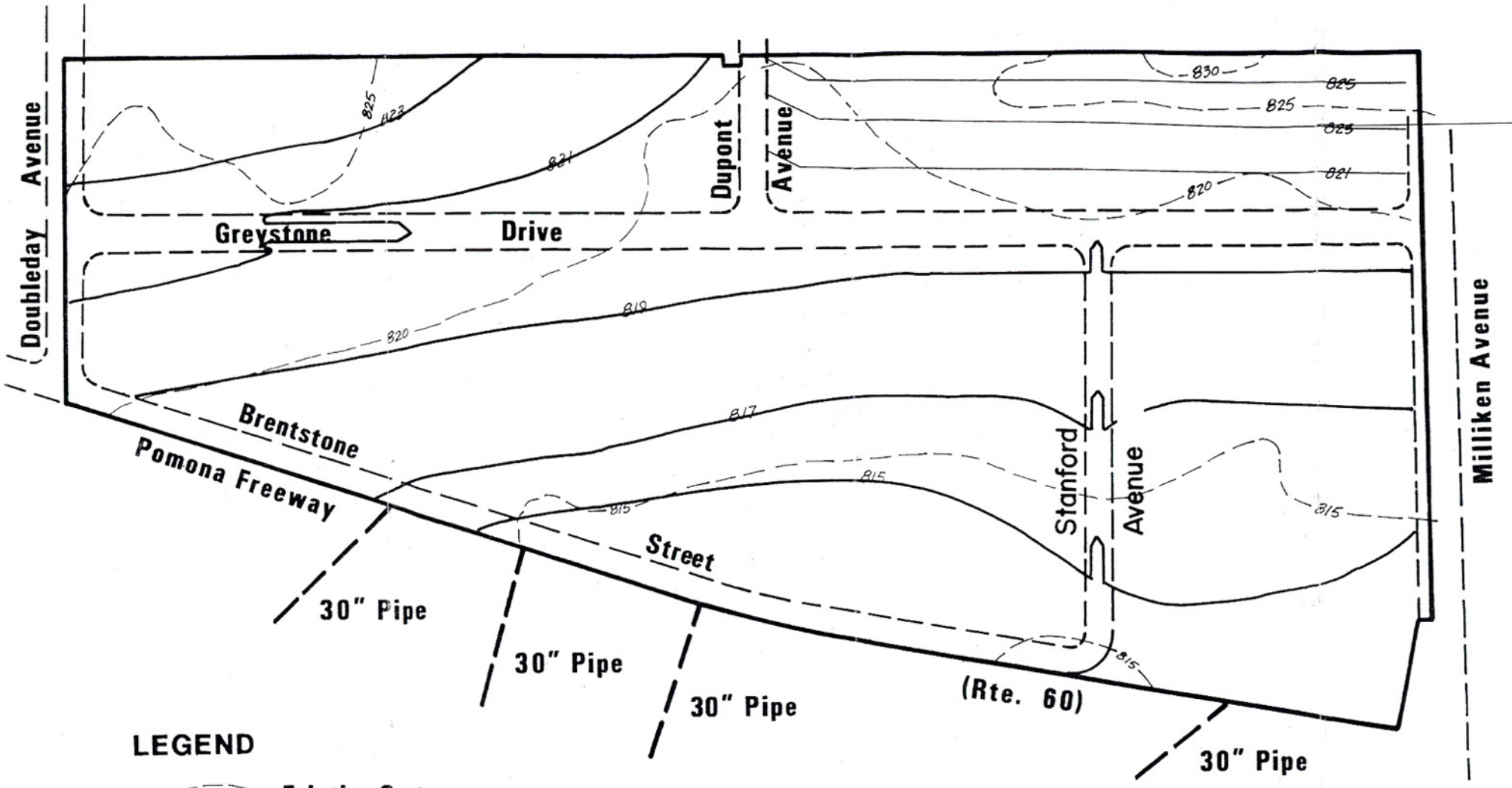
Drainage

The storm drain system consists of surface and pipe flows. A majority of the drainage from Milliken Industrial Park and tributary properties to the north flow to existing pipes that pass under the Pomona Freeway to the Creekside project. Catch basins are to be constructed at the intersection of Greystone Drive and Dupont Avenue (north of Greystone Drive) to pick up the 25 year frequency storm. A storm drain pipe will be constructed to convey the 25 year frequency storm southerly between Parcels 7 and 8 to an equalizing manifold that connects the





30 inch pipes under the Pomona Freeway. The difference between the 100 and 25 year frequency storms is conveyed by surface flow within public right-of-way to catch basins that connect to the equalizing manifold.

A detailed hydrology study will be required analyzing and discussing on-site as well as off-site flows to the project and provide hydraulic structure to afford flood protection from 100 year frequency storm prior to permit issuance.

All grading and storm drain improvements are to be completed as phase one. The project sponsor shall provide the storm drain system and all grading operations.



LEGEND

-  Existing Contour
-  Proposed Contour
-  Right of Way
-  Existing Drain



Conceptual Grading Plan

E. Public Services

The public services plan describes the fire, police, public transportation, and solid waste services available to MIP.

1. Fire and Paramedic Protection

The Ontario Fire Department is responsible to respond to all calls originating from the Milliken Industrial Park. Sufficient services to respond to fire and paramedic calls are currently being evaluated by the City for the larger airport industrial area. The City suggests that some form of benefit assessment or other fee program will be required to supplement the funding of capital improvement, operating and maintenance costs of fire and paramedic services. The fire department is also specifically concerned with future mitigation or safety measures as developed by the fire department relating to high rise construction.

The developer of the Milliken Industrial Park project and subsequent builders will participate in a review of a safety study for the greater airport commercial/industrial complex area. The Milliken Industrial Park project will also participate in a mutually agreed upon equitable basis of cost for any reasonable institutional program the City may, in the future, implement to offset the deficit costs of fire safety services. Milliken Industrial Park's participation shall be agreed upon prior to the issuance of individual building permits.

2. Police Protection

Police safety services are provided to the Milliken Industrial Park project by the Ontario Police Department. Similar to the provision of fire safety services, an incremental increase of demand for police services will occur by the Milliken Industrial Park Project, but more importantly, such demand will increase as a result of the greater airport commercial/industrial complex development. Sufficient levels of services are currently being evaluated by the City of Ontario for this larger commercial/industrial complex area. As with fire safety services, the City suggests some form of benefit assessment on projects considered collectively may have to be instituted to off set the predicted shortfall of City income that normally would be used for increased police service funding.

The developer of the Milliken Industrial Park Project and subsequent builders will participate in a review of police safety study for the greater airport commercial/industrial area. The Milliken Industrial

Park Project will also participate in a mutually agreed upon equitable basis of cost for any reasonable institutional program the City may, in the future, implement to offset the deficit costs of police safety services. Milliken Industrial Park's participation shall be agreed upon prior to the issuance of individual building permits.

3. Solid Waste

MIP shall emphasize the recycling of reusable materials such as aluminum cans and newspapers and the use of trash compactors, which allow for a more effective and sanitary method of trash disposal. Compactors shall be required for developments that demonstrate the needs as determined by the City of Ontario. White office paper recycling shall be encouraged for all commercial development. The Solid Waste Superintendent of the City of Ontario shall determine the quantity and location of all refuse receptacles.

During development plan preparation and review the applicant and the Milliken Industrial Park Design Review Board shall review the possibility of recycling reusable materials. The applicant will be required to include recycling facilities where feasible.

It is not anticipated that the Milliken Industrial Park will generate toxic substances or hazardous wastes. All toxic or hazardous substances shall be handled and disposed of in a manner acceptable to the affected governmental agency. Guidelines and standards in effect at the time the need arises shall be utilized.

F. Sign Plan

Conceptual Sign Plan Description

The sign concept and standards have been comprehensively designed due to the importance of controlling signing and to provide an overall coordinated sign program equally beneficial to each development within the park. One freeway-oriented project identification sign is to be constructed at the southeast corner of the site. One site entry sign is to be constructed at the southwest corner of the intersection of Greystone Drive and Milliken Avenue. The site entry sign may be two-sided.

Refer to Sign Guidelines in Chapter 5, Page 52, Development Plan Standards for additional requirements and specific standards.



G. Landscape Master Plan

The Landscape Plan for the Milliken Industrial Park will establish a coordinated landscape theme that will provide unity and continuity. The plan identifies four landscape zones with primary, secondary and accent plant selections as well as the street tree scheme.

The plan will coordinate the various phases and zones of planting to generate a sense of one place upon its completion. There will be specific entry and directional treatments which will coordinate closely with the landscape theme.

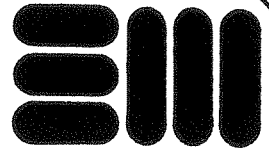
The importance of drought tolerant plant materials will be of a major importance. Drought tolerant plant varieties and the incorporation of less than 50% of turf areas will help to conserve water and associated energy. Drought tolerant selections will include plants native to the climatic conditions of the area and plants that may be naturalized to the area.

The plan identifies the entry landscape treatments, streetscape themes, buffer plantings and on site landscaping. The plant palettes included in the landscape concept plan may be revised by the City of Ontario with equivalent plant materials with owner approval.

Streetscape

The conceptual landscape plan establishes structure, hierarchy, coherence, continuity and visual identity to the project. The plant palette and the landscape treatment for each of the streets serve to reinforce the overall concept. Preference has been given to those plant materials that are predominantly evergreen, thereby insuring maximum yearly foliage. The introduction of color and form into the streetscene with the use of Crape Myrtle trees add excitement and life to what often can become an austere and sterile environment. The Crape Myrtles offer a variety of colors, both in flower and fall color. When barren in the winter they add seasonal variety and a special sculptural form. The Milliken Avenue street scene will incorporate the basic landscape scheme as that developed at the Ontario Centre project. To lend harmony to the Milliken Avenue street scene, including median, the use of the Washingtonia Filiferas, Camphor Trees, California Pepper and Podocarpus will be used in a loose and informal setting. The shrub materials for Milliken Avenue and all street scene developments is indicated in the proposed shrub palette found within this text. Greystone Drive will be treated as a major entry statement with the use of Brachychiton Populneum, alternating with the introduction of Crape Myrtle.





Doubleday Avenue will be similar to Greystone Drive in that it will use Camphor Trees to lend appropriate scale to the street scene while incorporating Crape Myrtle trees as a unifying element throughout the project. The minor interior streets will use the Crape Myrtle exclusively as street trees but with the supplementing of larger scale trees to help soften the industrial buildings. Primary and secondary trees will be used to tie the zones of the streetscene together and add controlled variety and interest.

Linear berms are proposed throughout the project within the landscape easements. The berms will be landscaped with drought tolerant turf varieties and low ground cover massings and shrubs. The use of berms, turf, ground covers, shrubs and tree schemes will form a uniform colorful streetscape, unique to the Milliken Industrial Development.

Upon the development of parcels, owners of the parcels shall be required to install the streetscape treatments.

Buffer Plantings

Buffer and screen plantings will use Leylandi Cypress trees to add a visual and physical barrier to the site. These will be used along the North side of Lots 2 thru 5. The existing Eucalyptus windrow along the southern boundary and the 60 freeway will be thinned to allow visual access of selected areas of the development.

On Site Plantings

Interior tree selections are indicated in the four zones identified in the Conceptual Landscape Plan. Shrubs, ground covers and turf varieties will be drought tolerant and subject to the approval of the Milliken Industrial Design Team and the City of Ontario.

Entry/Intersection Treatments

The landscape treatments proposed for the entries and intersections within the project site are based on an hierarchical concept. Grading, wall construction and planting of upright broad canopy trees and areas of accent color will be used to highlight these entries and intersections.





milliken industrial park

landscape master plan EXHIBIT 10

