



Parkside

5.0 Infrastructure and Services

The infrastructure, utilities, and public services to be provided to support development of the Parkside Specific Plan are discussed in this section.

5.1 CIRCULATION

The Circulation Plan for the Parkside Specific Plan will provide efficient movement of vehicular traffic through the project site as well as an environment for pedestrian movement and bicycle traffic, thereby reducing the reliance on the automobile as a means of travel.

Exhibit 9, General Plan Circulation, illustrates the master planned circulation network envisioned for the New Model Colony, including the Parkside Specific Plan area. **Exhibit 11, Master Plan of Circulation**, illustrates the roadway and bike path system planned for the Parkside Specific Plan.

The project site will be served by a system of new and varied parkway, arterial and collector roadway classifications to be improved per the requirements of the City’s adopted roadway classifications as illustrated in the New Model Colony General Plan Amendment (Figure 4-15 “Roadway Classifications – Parkway 1 and 1A Options,” Figure 4- 17, “Roadway Classifications”) and through proposed primary local streets to be constructed as part of the project site development. Improvements will be constructed for Archibald Ave., Edison Ave., Merrill Ave., and Carpenter Ave., all of which border the project site. Proposed Hellman Ave. will be fully developed through the project site. Within the Parkside Specific Plan area, primary local and local interior streets will provide for the efficient movement of vehicles and pedestrians. Roadways will be designed to meet current and approved design standards. The traffic study will verify the need for additional rights-of-way at critical intersections to accommodate additional left and right turn lanes. On street parking and landscaping adjacent to streets may be restricted within 100-150 feet of primary, secondary, and local street intersections in order to accommodate adequate sight distances.

The minimum design speeds to be used for centerline curve radii, superelevation, corner sight distance, vertical and horizontal alignment, and sight distance, etc. are listed below:

Archibald Ave.:	50 mph
Hellman Ave.:	40 mph
Edison Ave.:	50 mph
Merrill Ave.:	45 mph

5.1.1 Streets

The developer(s) of the Parkside Specific Plan area will be responsible for all offsite improvements for the entire project frontage or as otherwise indicated. Phasing of the improvements will be implemented as required by the City Engineer and pursuant to the mitigation measures identified in the EIR and/or the Conditions of Approval established on the approved tentative maps for the project. Additionally, bus turnouts within the project site may be required to be constructed to the reasonable satisfaction of the City of Ontario and Omnitrans.

The following is a description of the streets to be improved by the Parkside Specific Plan and associated improvements:

Archibald Ave.

Archibald Ave. is designated as a Divided Arterial Parkway 1A street, with bikeway. Archibald Ave. will carry regionally oriented traffic along the eastern boundary of the Specific Plan site and provide north/south access to and from the project site. Access to this street via driveways from residential units and on-street parking will be prohibited. Improvements to Archibald Ave. are illustrated on **Exhibit 11a, Arterial Street Sections**.

Edison Ave.

Edison Ave. is designated as a Divided Arterial Parkway 1A street. Edison Ave. provides east/west access to and from the project site along the northern boundary of the Specific Plan area. Access to this street via driveways from residential units and on-street parking will be prohibited. **Exhibit 11b, Arterial and Collector Street Sections (Edison Ave.-Divided Arterial Parkway 1A)** illustrates the ultimate improvements to Edison Ave.

Merrill Ave.

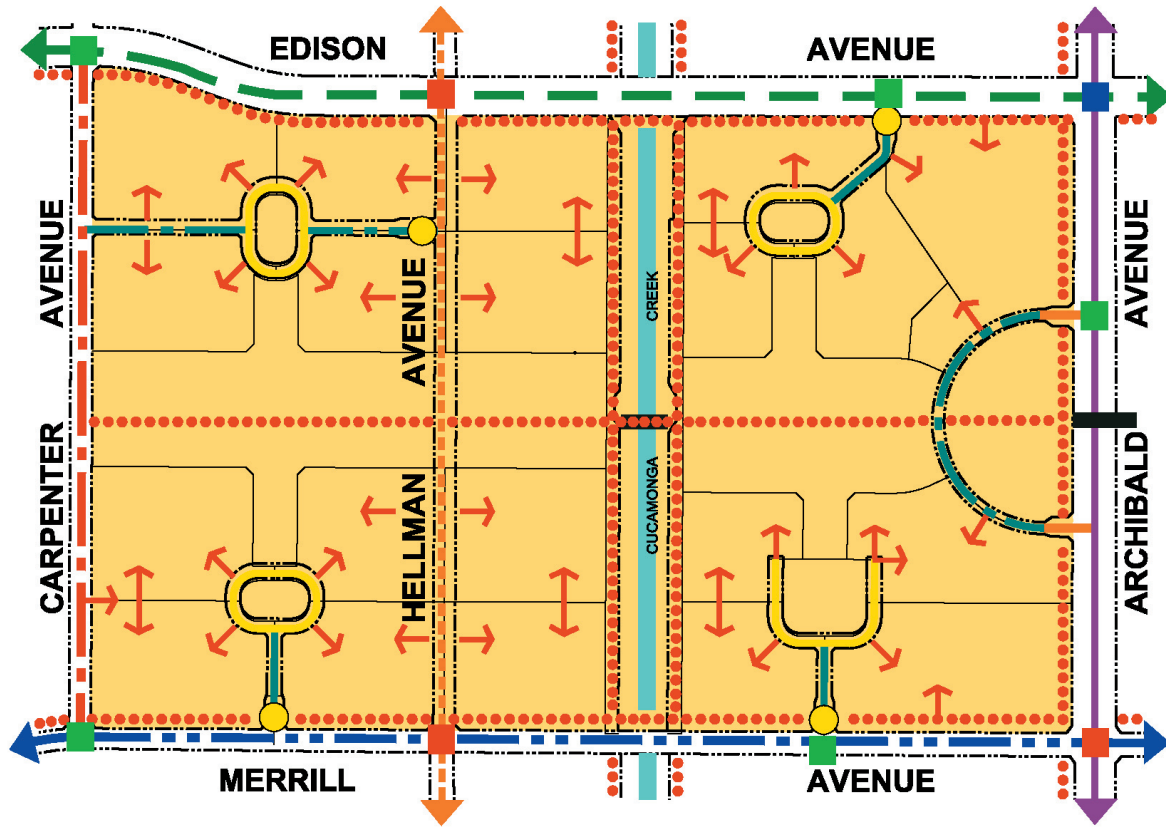
Merrill Ave. is designated as a Standard Arterial street. Merrill Ave. will provide east/west traffic to and from the project site along the southern boundary of the Specific Plan area. **Exhibit 11a, Arterial Street Sections (Merrill Ave.-Standard Arterial)**, illustrates the ultimate improvements to Merrill Ave. Access to Merrill Ave. via driveways from residential units and on-street parking will be prohibited.

Hellman Ave.

The Collector Street, Hellman Ave., is designed to carry less traffic than the standard arterial and the Parkway 1A streets. Hellman Ave., located within the western half of the project site, will be improved



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Notes:

Medium breaks and proposed traffic signal locations will be a part of the traffic study prepared for the project, as well as being in accordance with the City of Ontario New Model Colony Access Guidelines.

Future pedestrian bridge across Archibald is proposed.

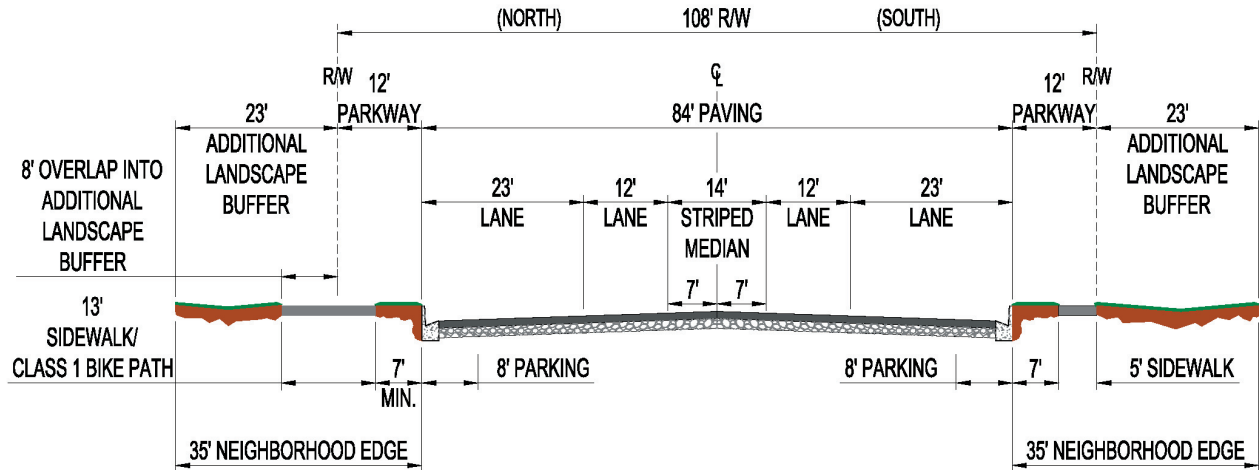


LEGEND	
	Archibald: Divided Arterial Parkway 1A with Class 1 Bike Path (165' R/W)
	Edison: Divided Arterial Parkway 1A (160' R/W)
	Merrill: Standard Arterial (108' R/W)
	Hellman: Collector Street (88' R/W)
	Carpenter: Collector (66' R/W)
	Primary Residential & Park Entry Streets (88' R/W)
	Primary Local Streets (36' /48' /60' RW with 36' Paving) R/W Depends on Adjacency with Park
	Private Street
	Class 1 Bike Path (Off-Street)
	Pedestrian Bridge
	Residential Entry Streets (88' R/W)
	Internal Circulation Points
	Existing Traffic Signal with Modifications
	Master Planned Traffic Signal
	Traffic Signal to be Installed When Warranted
	Specific Plan Area

Exhibit 11—Master Plan of Circulation

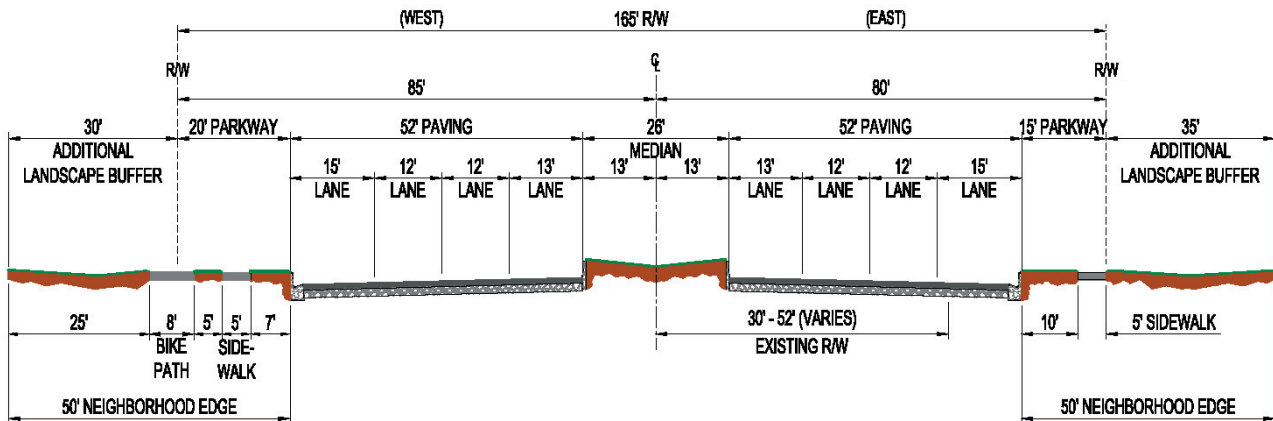


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MERRILL AVE.

Standard Arterial
 84' Paved Section/108' R/W
 (On Street Parking is Prohibited)
 (Sidewalk and Bike Path Configuration is Subject to City Approval)
 N.T.S.

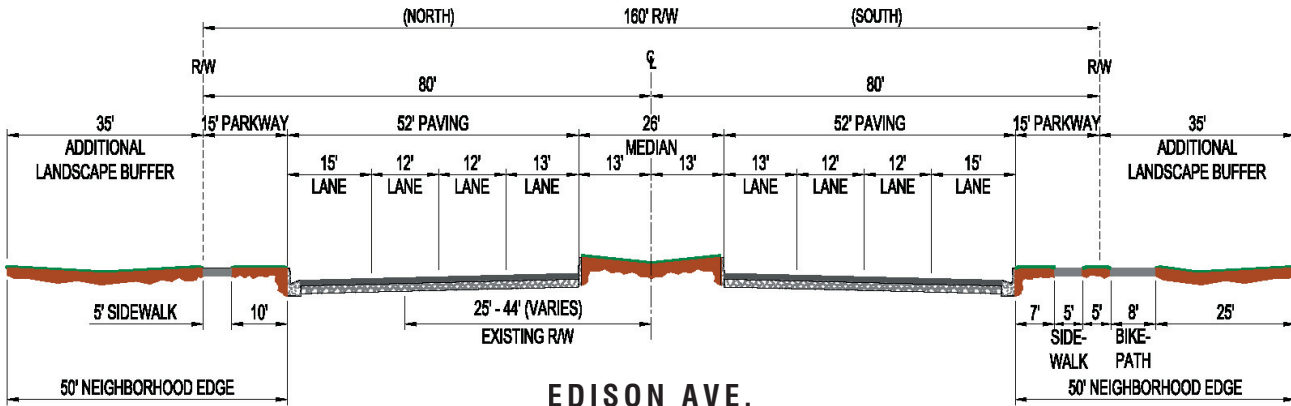


ARCHIBALD AVE.

Divided Arterial Parkway 1A With Bikeway
 (8 Lanes) 104' Paved Section/165' R/W
 (On Street Parking is Prohibited)
 Design of 50' Neighborhood Edge is subject to change
 due to NPDES Standards. Final design to be approved
 by the City of Ontario.
 N.T.S.

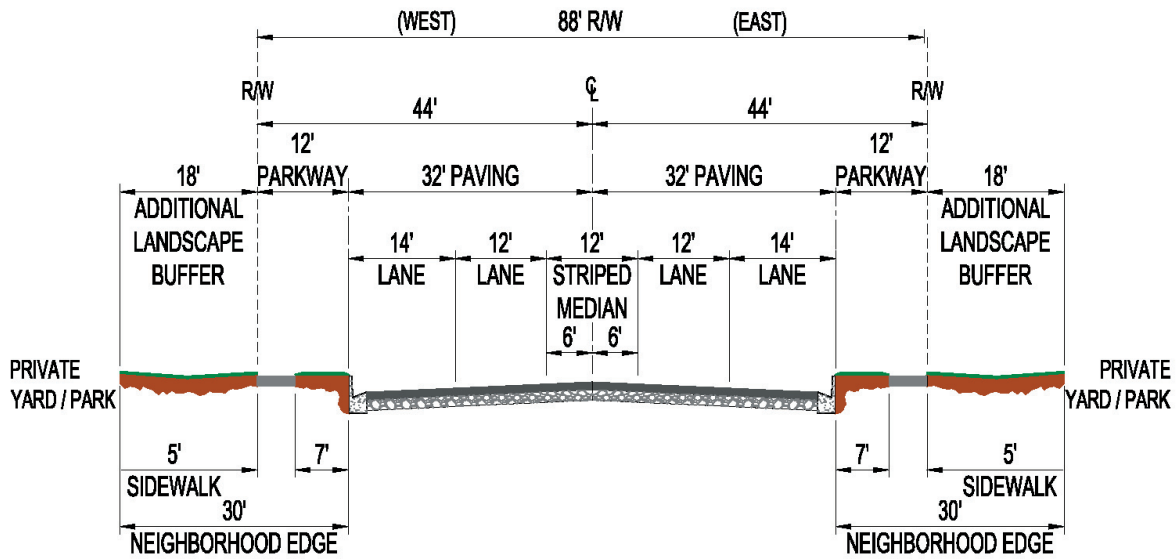


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EDISON AVE.

Divided Arterial Parkway 1A
 (8 Lanes) 104' Paved Section/160' R/W
 (On Street Parking is Prohibited)
 N.T.S.



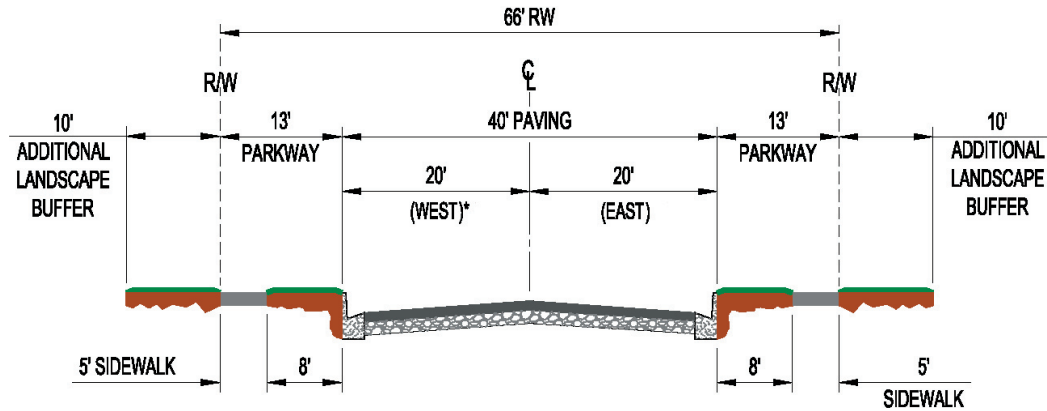
HELLMAN AVE.

Collector
 64' Paved Section/88' R/W
 (On Street Parking is Prohibited)
 N.T.S.

Exhibit 11b—Arterial and Collector Street Sections



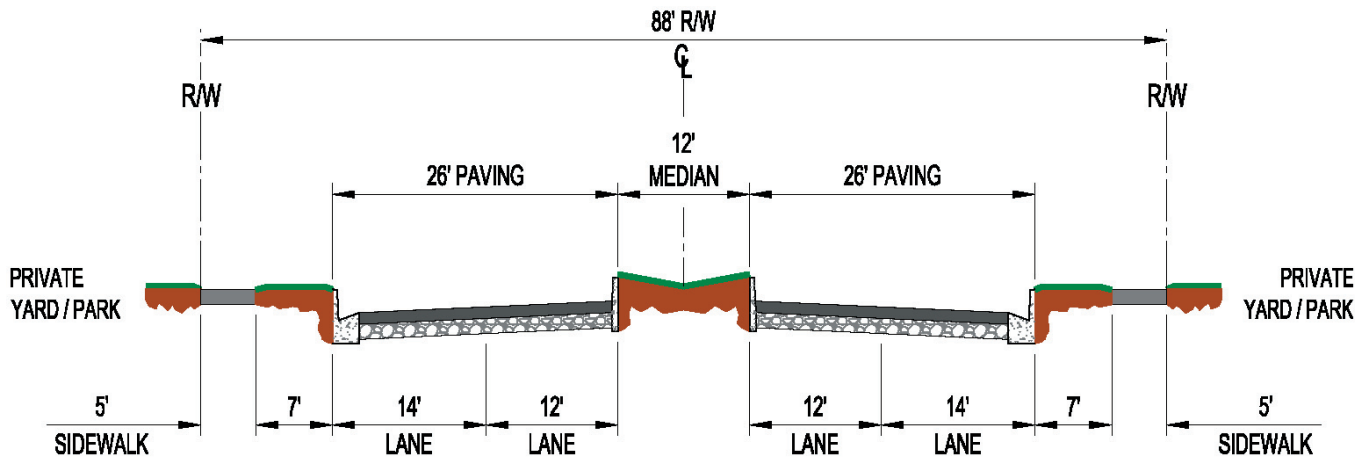
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CARPENTER AVE.

40' Paved Section/66' R/W
(On Street Parking is Allowed)

*Finished Parkway Improvements West of Curb and
Gutter by Others
N.T.S.



PRIMARY LOCAL & PARK ENTRY STREETS

52' Paved Section/88' R/W
(On Street Parking is Allowed)

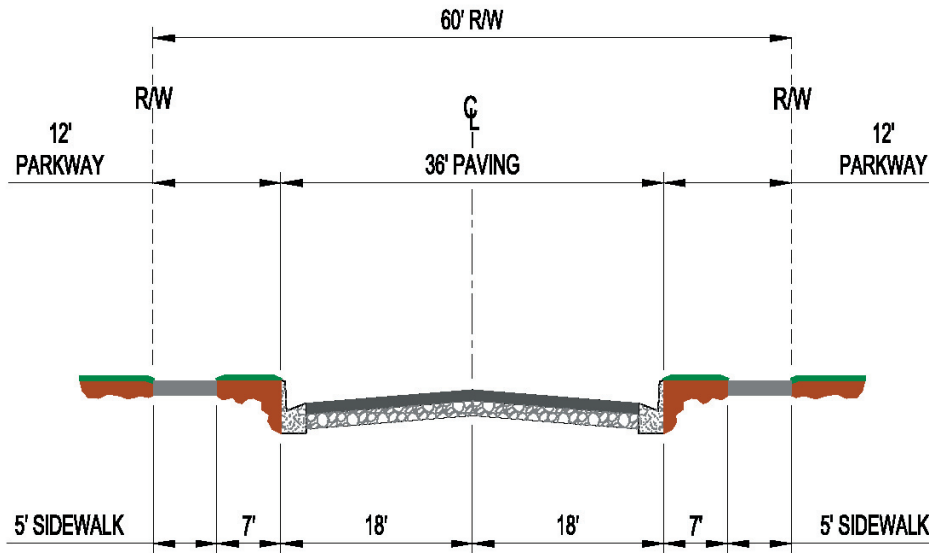
N.T.S.

Note: At park entry, option will be to include or not include the median.

Exhibit 11c—Primary Local and Park
Entry Street Sections

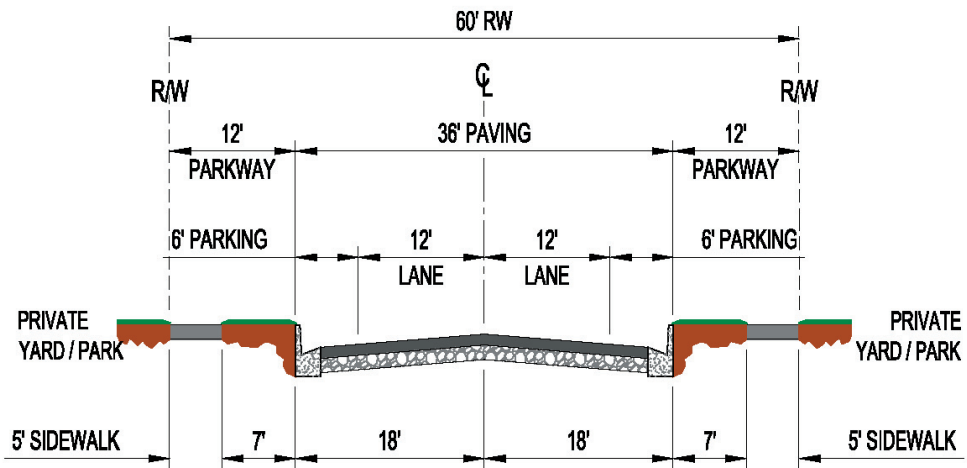


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INTERIOR STREETS & CUL-DE-SAC STREETS

36' Paved Section/60' R/W
 (On Street Parking is Allowed)
 N.T.S.



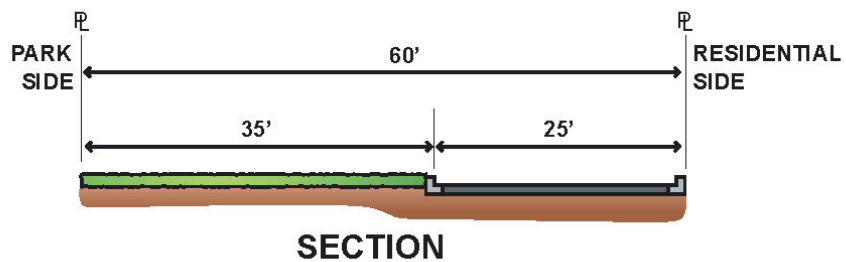
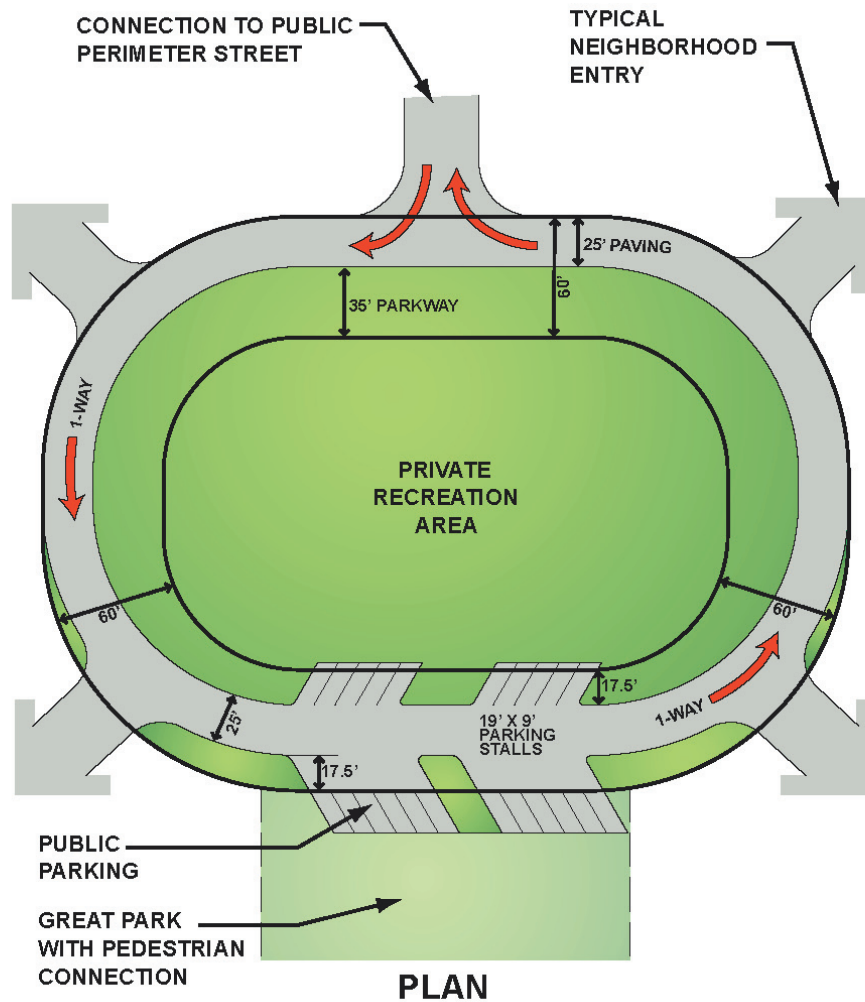
PRIMARY LOCAL STREETS

36' Paved Section/60' R/W
 (On Street Parking is Allowed)
 N.T.S.

Exhibit 11d—Local Street Sections



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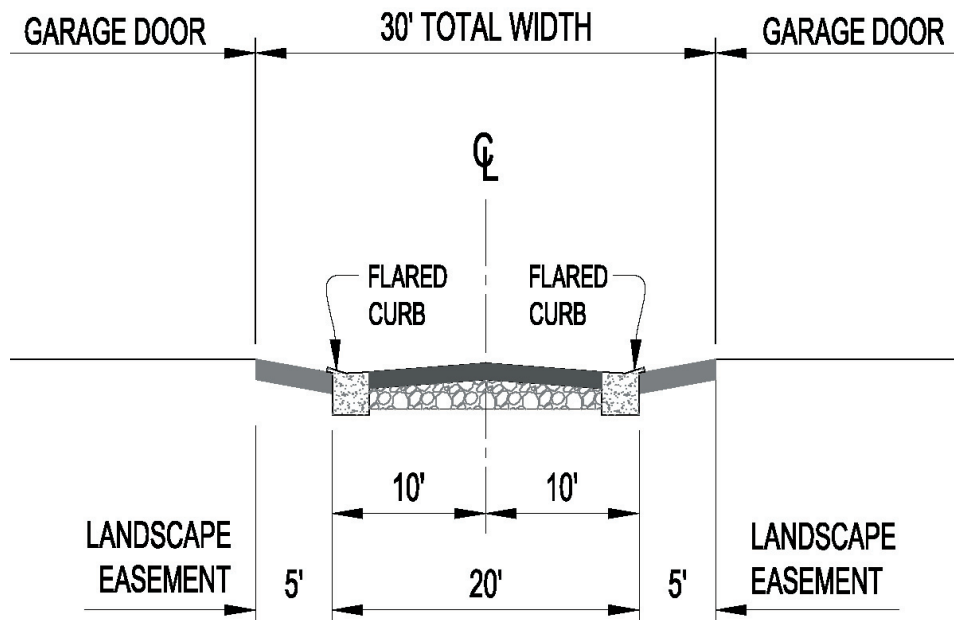
Notes:

This exhibit is subject to change.

Exhibit 11e—1-Way Street to Recreation Areas for PA 17, 18, 19 and for PA 1, 8, 9, 10



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LANES (PRIVATE ALLEYS)

20' Paved Section/30' Width to Garage
(On Street Parking is Prohibited)

N.T.S.

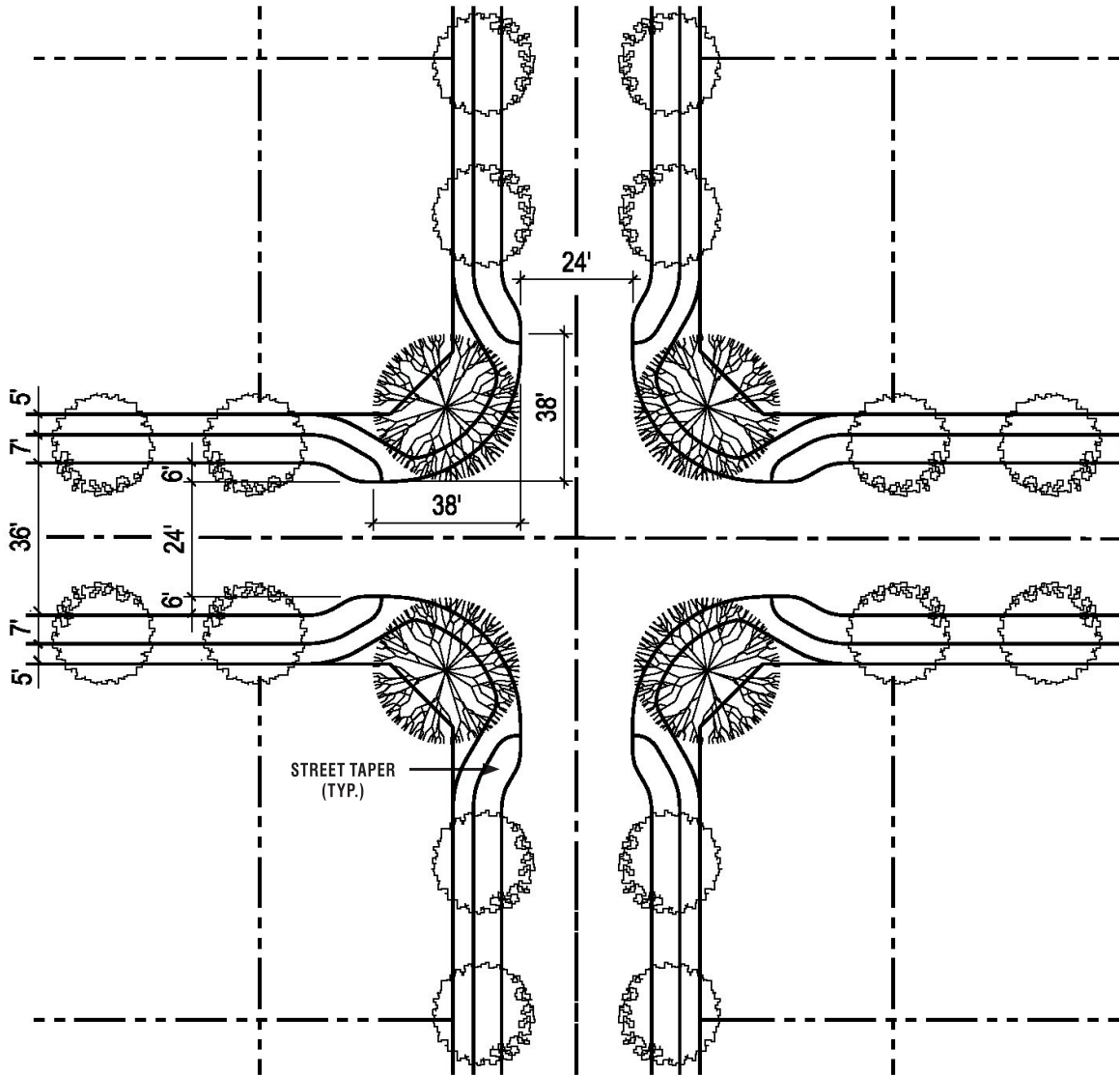
Note: Where emergency access lanes are to be used within the residential development, a 24-foot paved section with 3-foot min. landscaping will be utilized.



Exhibit 11f—Lane (Private Alley) Sections



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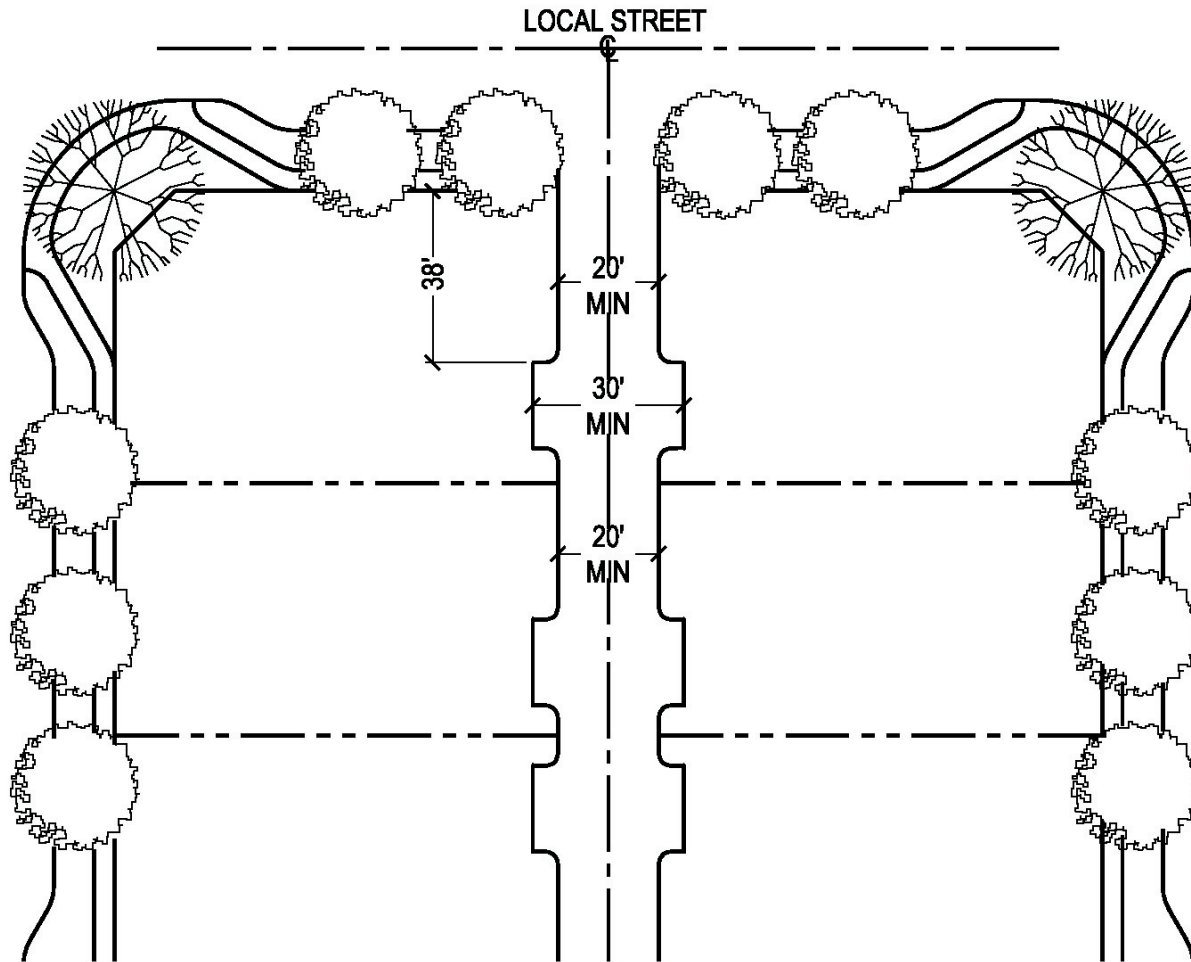


N.T.S.

Exhibit 11g—Neighborhood Street Tapers



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N.T.S.

Exhibit 11h—Lane (Private Alley) Tapers



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as depicted on **Exhibit 11b, Arterial and Collector Street Sections (Hellman Ave. – Collector)**. Access to this street via driveways from residential units and on-street parking will be prohibited.

Carpenter Ave.

Carpenter Ave. bounds the project site to the west and will provide north/south access to and from the Parkside Specific Plan area. **Exhibit 11c, Collector, Primary Residential and Park Entry Street Sections (Carpenter Ave.)** illustrates the ultimate improvements to Carpenter Ave. Easterly improvements will be constructed on Carpenter Ave. by this project.

Primary Residential and Park Entry Streets

Each Primary Residential and Park Entry Street will include 52 feet of paving with a 12-foot wide raised median. A 12-foot landscaped parkway (both sides) will include a 5-foot sidewalk. **Exhibit 11c, Collector, Primary Residential and Park Entry Street Sections** illustrates the proposed Primary Residential and Park Entry Streets.

Local Streets

The Primary Local Street is designated as a collector street for local traffic. A 60-foot right-of-way including, a total paved width of 36 feet and a 12-foot landscaped parkway, which includes a 5-foot sidewalk (buffered from the street by seven (7) feet of landscaping), is proposed, as illustrated on **Exhibit 11d, Local Street Sections (Primary Local Streets)**.

The Local Streets within the project site will be constructed with a 60-foot right-of-way. The Local Street Section is designed to achieve a small neighborhood scale street, internal to the project, which will carry neighborhood related traffic only. The Local Street section will have a paving width of 36 feet, and 12-foot landscaped parkways, containing 5-foot sidewalks (buffered from the street by seven (7) feet of landscaping) and one (1) travel lane in each direction, as illustrated on **Exhibit 11d, Local Street Sections**.

One Way Streets at the Recreation Area

Two (2) of the proposed private recreation areas leading into the “Great Park” will include a one-way street encircling those areas. This street will provide access to the private recreation areas, to residential neighborhoods, and provides a point of pedestrian connection to the “Great Park.” The approaches and departures to and from the loops shall also be private, and designed with flares and splitter islands as per the City’s Roundabout Guidelines to properly direct motorists from the two-way streets into the corresponding

one-way portion and vice versa. A plan view and typical section is illustrated on **Exhibit 11e, 1-Way Street to Recreation Areas for PA17, 18, 19 and for PA 1, 8, 9, 10**.

Lanes (Private Alleys)

Lanes within the Specific Plan will have twenty (20) feet of paved area, with five (5) feet of landscaping on each side. **Exhibit 11f, Lane Sections** illustrates the proposed lane sections. Lanes with “dead end” conditions will have a maximum length of 150 feet (subject to Fire Department approval). Parking is prohibited along lanes. Tapers will be incorporated at the point where private lanes intersect public streets. Hammer heads may be incorporated into the design of the lanes if the City determines they are required.

5.1.2 Non-NMC Planned Street Condition Along Park/Paseo Uses

Where any non-New Model Colony General Plan Master Planned Street is adjacent to a park, paseo area, or paseo link, the street parkway will be included as park/paseo area/acreage.

5.1.3 Traffic Calming

Parkside provides for traffic calming within residential neighborhoods to slow traffic and reduce traffic noise on streets, contributing to livable neighborhoods in which to walk, bike, and drive.

Traffic calming within the Parkside Specific Plan area is designed to address the following:

- Reduction in traffic speeds;
- Reduction in traffic related noise;
- Reduction in cut-through traffic;
- A pedestrian friendly circulation system, which encourages walking;
- Allow for non-restricted access for emergency service vehicles such as police, fire, and ambulances; and
- Reduction in radii of streets and elimination of knuckles.

Factors affecting traffic speeds are those that influence the driver’s perception of the roadway, such as:

- Type of adjacent development and distance of development from the roadway;
- Frequency of access points onto the roadway;
- Roadway alignment and curvature;
- Type and massing of landscaping adjacent to the roadway;
- Frequency of traffic control devices along the roadway; and
- Narrowness of travel lanes.



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The following traffic calming techniques will be implemented in the design of the roadways within the Parkside Specific Plan area.

Local Street Design

Local streets within Parkside are designed with landscaped parkways on either side to add interest in the street, encouraging drivers to slow their travel speed and observe their surroundings. Incorporating tapered intersections for local streets, as illustrated in **Exhibit 11g, Neighborhood Street Tapers**, will reduce traffic speeds on local residential streets.

Lane (Private Alley) Design

Lanes (private alleys) within Parkside will consist of 20 feet of paved travel area with five (5) feet of landscaping on each side, as illustrated in **Exhibit 11h, Lane (Private Alley) Tapers**. Incorporating tapers at the entrance to these lanes can reduce speeds for traffic entering the lanes as well as cut-through traffic.

Landscaping

Landscaping adjacent to streets within the project will combine the use of shade trees, shrubs, and groundcover adjacent to sidewalks to create a more intimate streetscape, encouraging drivers to reduce driving speeds. The landscape concept for Parkside is designed to contribute to a sense of the street system as a pedestrian protected area to promote slower traffic speeds. Refer to the **Landscape Design Guidelines, Chapter 7**.

5.1.4 Pedestrian Circulation

Off-street pedestrian circulation will be available throughout the Parkside Specific Plan area by means of an interconnected paved sidewalk system within the roadway right-of-way, separated from vehicular travel lanes by a landscaped parkway. Pedestrian access points to the Cucamonga Creek Channel will be provided at two (2) points in the “Great Park,” east and west of the channel, and potentially in other locations within the project.

5.1.5 Bicycle Plan

Bicycle trails are an integral element in creating accessibility and mobility within the Specific Plan. A multi-purpose pedestrian and bicycle trail will be provided within Cucamonga Channel, (Area 3 Trail and Area 4 Trail). Class 1 Paths will be provided within the west parkway of Archibald Ave., within the west parkway of Archibald Ave. within the north parkway of Merrill Avenue, and within the Great Park (east to west) and along the west side of the Cucamonga Creek Channel. These bike paths will provide a link to the City’s master planned bike paths system. **Exhibit 11, Master Plan of Circulation**,

illustrates the locations of proposed bike paths. Refer to **Exhibit 12, Pedestrian and Bicycle Circulation Plan**, for locations of these paths and trails.

5.2 WATER MASTER PLANS

Water and recycled water may be designated as “public utilities” if located within the public or private streets. All public utilities within private streets shall be designed per City standards and contained within acceptable easements. The CC&R’s shall contain language that requires all proposed work within said easements to be plan checked and inspected by the City, including applicable fees. Generally, utilities will not be accepted as public within private alleys, parking areas, or driveways. Utilities within commercial and industrial parking lots and loading areas will be designated as private. The extent to which said utilities will be accepted as public utilities shall be determined, at the full discretion of the City, during final design plan review.

5.2.1 Domestic and Recycled Water Master Plan

Domestic water for the project site will be provided by the City of Ontario. The New Model Colony Water Master Plan Phase 1 (Phases 1a–1d) identifies new water facilities to include one (1) reservoir, three (3) groundwater wells and potable and recycled transmission water lines. Construction of the on-site and off-site Master Plan water service improvements shall be the responsibility of the developer(s) and is required prior to issuance of building permits (excluding models and private recreation facilities) for Parkside. One (1) of the waterlines included in the Phase I improvements is a 24-inch water main in Archibald Ave., which borders Parkside on the east. The City is in the process of updating the Water Master Plan. Any changes resulting from the update will be incorporated into the Parkside Domestic Water and Recycled Water Master Plan. A hydraulic modeling analysis report is required to demonstrate that the proposed water system will meet peak demands including maximum day plus fire demand and peak hour demand.

Master planned domestic and recycled water main lines serving and surrounding the Specific Plan, as identified in the adopted Water Master Plan, shall be constructed prior to issuance of first occupancy. On-site public system sizing is subject to the recommendations and approval of the Hydraulic Analysis. The public system location shall be approved during final design review.



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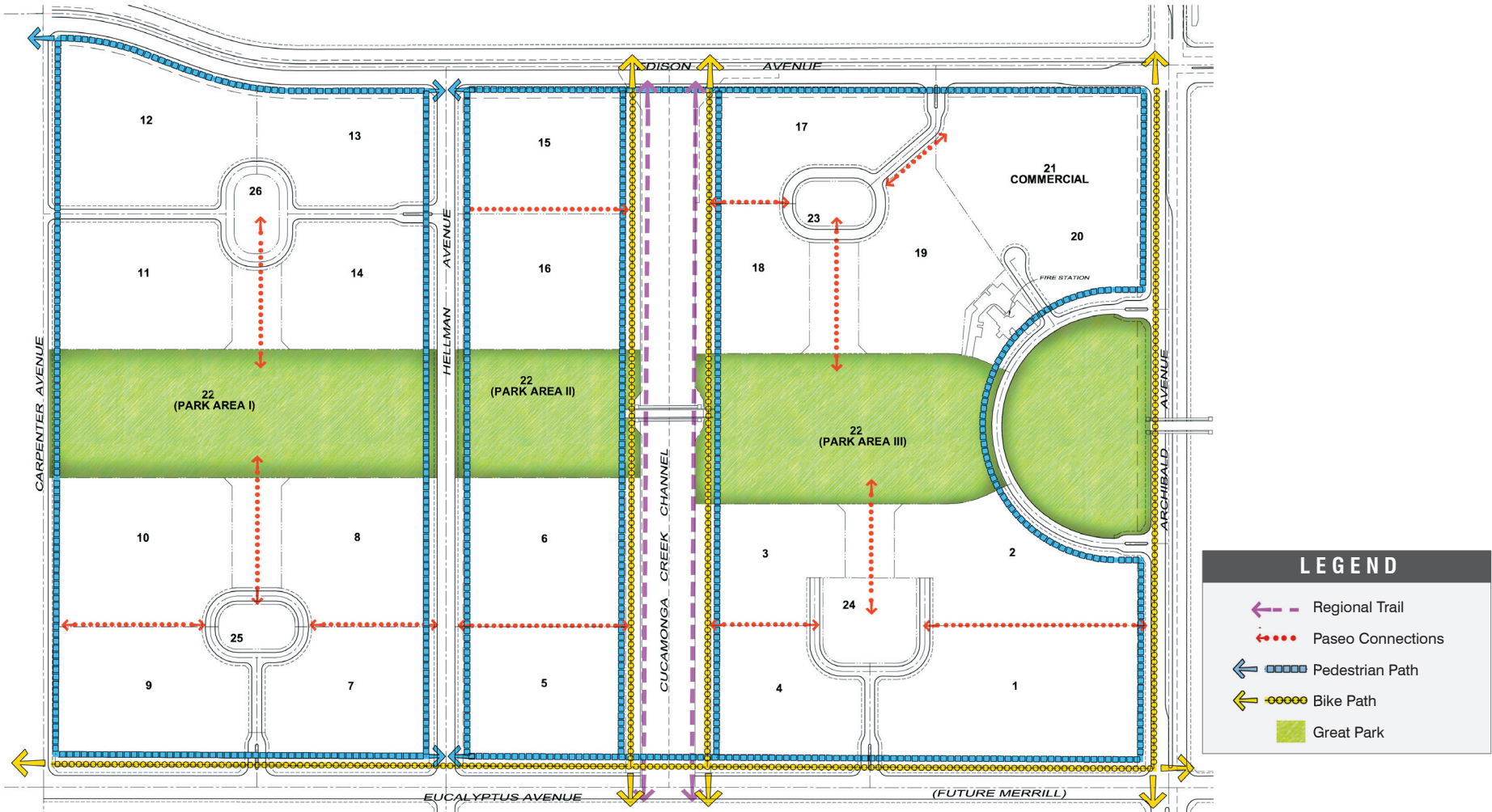


Exhibit 12 —Pedestrian and Bicycle Circulation Plan



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5.2.2 Domestic Water

The Parkside Specific Plan area lies within the 925' Zone. New domestic water mains to be constructed as part of the development of Parkside will include a 24-inch Master Plan water main in Edison Ave., from Archibald Ave. to Carpenter Ave. Also included is a 12-inch Master Plan water main in Hellman Ave., from Edison Ave. to Merrill Ave., and in Merrill Ave., from Carpenter Ave. to Archibald Ave. An estimated 8-inch line in Carpenter Ave., from Edison Ave. to Merrill Ave., will be constructed as part of the project to complete the loop system. Within the project site, a network of eight (8) inch water lines will be installed.

The Master Plan for domestic water for Parkside is illustrated in **Exhibit 13, Conceptual Domestic Water Master Plan.**

5.2.3 Master Planned Recycled Water System

New recycled water lines in conformance with the City's Recycled Water Master Plan (not yet adopted) will be constructed as part of the development of Parkside. The source of recycled water is the Inland Empire Utility Agency (IEUA) 30-inch RP-1 Outfall Line in Carpenter Ave. New recycled master planned water mains to be constructed as part of the Parkside development will include a 12-inch line in Edison Ave., from Carpenter Ave. to Archibald Ave., a 16-inch line in Merrill Ave., from Carpenter Ave. to Archibald Ave., a 16-inch line in Archibald Ave., from Edison Ave. to Merrill Ave., and an 8-inch line in Hellman Ave., from Edison Ave. to Merrill Ave. On-site recycled water lines will be installed as required by the City Engineer and/or by the Recycled Water Master Plan, yet to be adopted by the City of Ontario, to provide irrigation for public landscape areas, such as parkways, buffer areas and parks. The Parkside Specific Plan shall comply with City Ordinance 2689 and make use of recycled water for all approved uses, including but not limited to irrigation of parks, schools, street landscaping, recreational trails, on-site common areas and commercial/industrial landscaping. An Engineer's Report approved by the City and the Department of Health Services is required prior to the use of recycled water. The on-site recycled water system shall be subject to the approval of the City of Ontario.

The Master Plan for recycled water for Parkside is illustrated on **Exhibit 14, Conceptual Recycled Water Plan.** On-site recycled water usage is illustrated on **Exhibit 14a, Conceptual Recycled Water Usage.**

5.3 SEWER MASTER PLAN

Sewer utilities may be designated as "public utilities" if located within public or private streets. Reference Section 5.2, Water Master Plans.

Sewer service for the project site will be provided by the City of Ontario. The City's Sewer Master Plan identifies ultimate sewer facilities from the Specific Plan area to the Eastern trunk Sewer. The Eastern trunk Sewer Main in Archibald Ave. will serve that portion of the project site lying easterly of the Cucamonga Creek Channel. The portion of Specific Plan area lying westerly of the Cucamonga Creek Channel will be served by the Eastern Trunk Sewer via Master Planned sewer mains connecting to the Eastern Trunk Sewer near the intersection of Carpenter Avenue and the San Bernardino County Line. These Master Planned facilities include a 36-inch main in Vineyard Ave., from realigned Merrill Ave. (old Eucalyptus Ave.) to existing Merrill Ave.; a 12-inch main in Merrill Ave. to Carpenter Ave.; and an 18-inch main in Carpenter Ave, from Merrill Ave. to the Eastern Trunk Sewer. Completion of these Master Plan improvements is required to provide the ultimate sewer service to the Parkside Specific Plan area. Within the project site a network of 8-inch, 10-inch, and 12-inch sewer lines will be installed. Master planned sewer main lines serving and surrounding the Specific Plan, as identified in adopted updated Sewer Master Plan, shall be constructed prior to issuance of first occupancy. On-site public system sizing is subject to the recommendations and approval of the Hydraulic Analysis. Location of public system shall be approved during final design review. The City is currently updating the Sewer Master Plan. Any changes resulting from the review will be incorporated into the Parkside Sewer Master Plan.

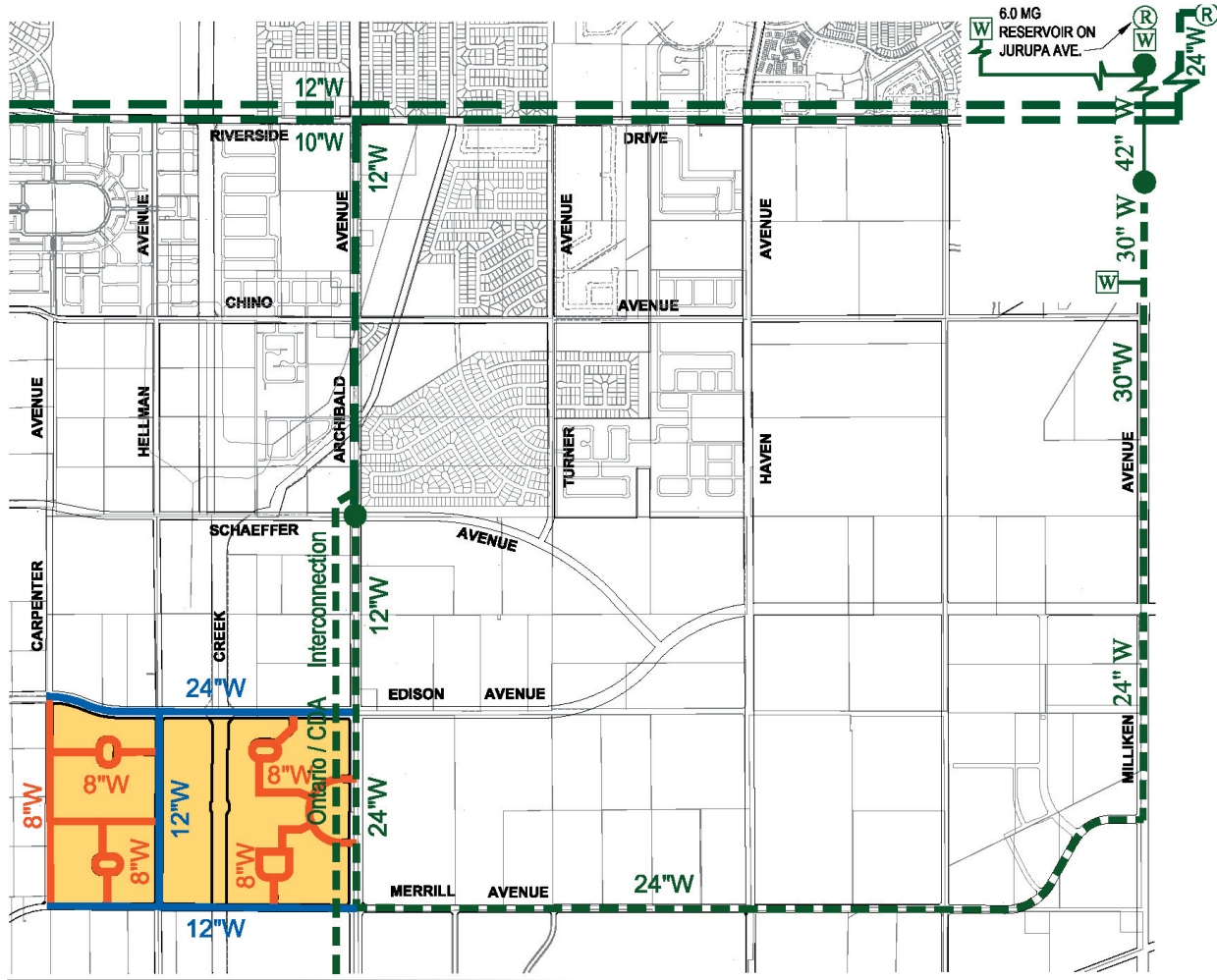
The Sewer Master Plan for Parkside is illustrated on **Exhibit 15, Conceptual Sewer Master Plan.**

5.4 DRAINAGE

The City's Storm Drain Master Plan identifies new storm drain facilities to serve the project site extending northerly from the Cucamonga Creek Channel. These Master Plan improvements include a 60-inch storm drain in Merrill Ave., east of the Cucamonga Creek Channel, and a 42-inch storm drain in Merrill Ave., west of the Cucamonga Creek Channel. Completion of these Master Plan improvements will provide permanent storm drain service to Parkside.



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LEGEND	
	Existing Water Main
	New Model Colony Master Plan Water
	New Model Colony Water Supply Phase 1
	Proposed On-Site Water
	Specific Plan Boundary
	Pressure Reducing Station
	Reservoir
	Well



Exhibit 13—Conceptual Domestic Water Master Plan



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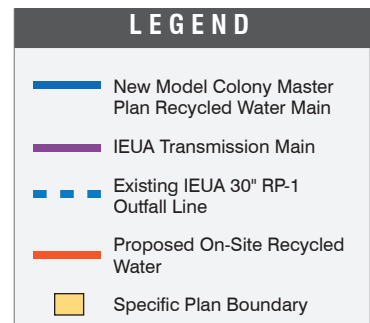
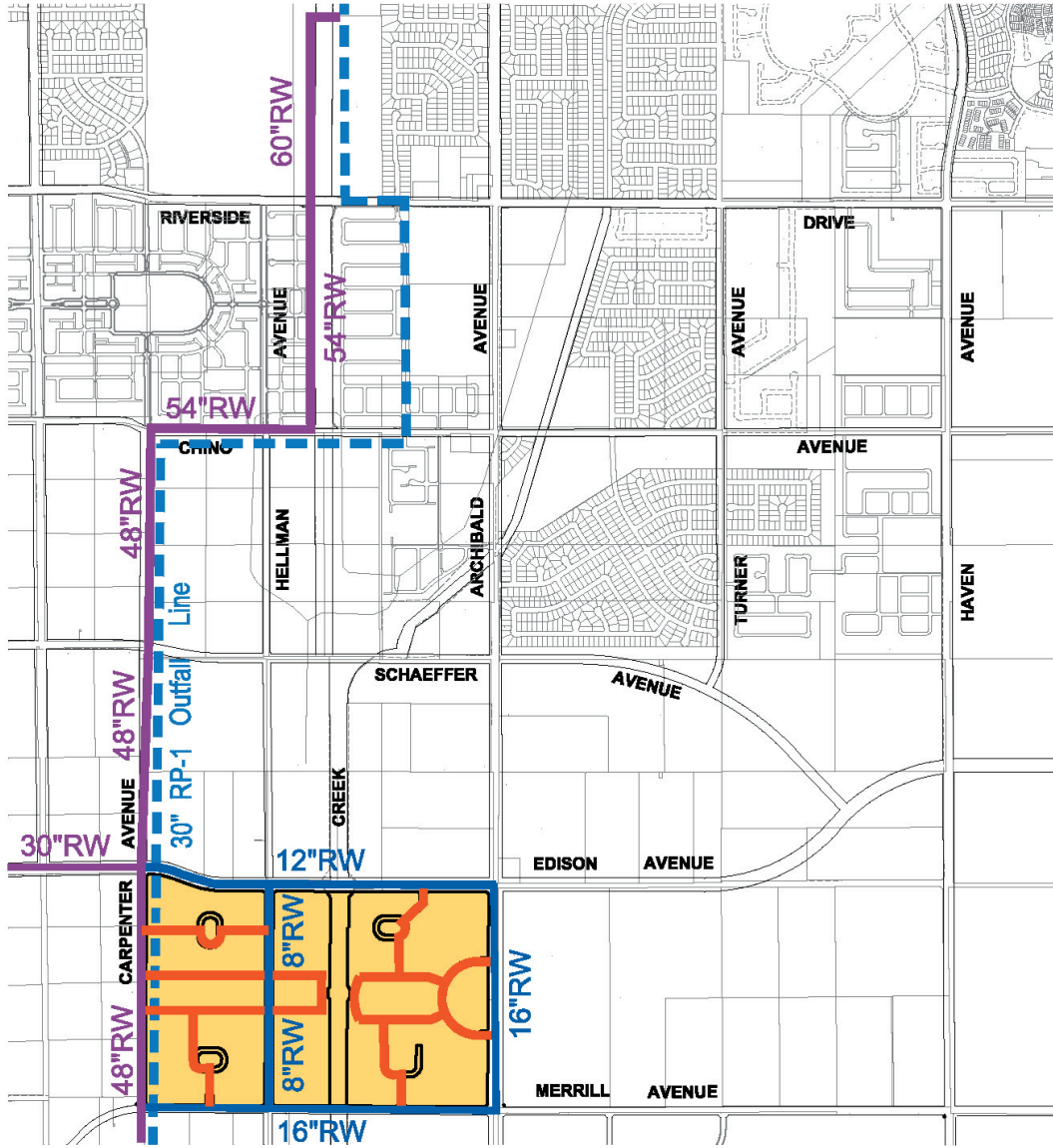
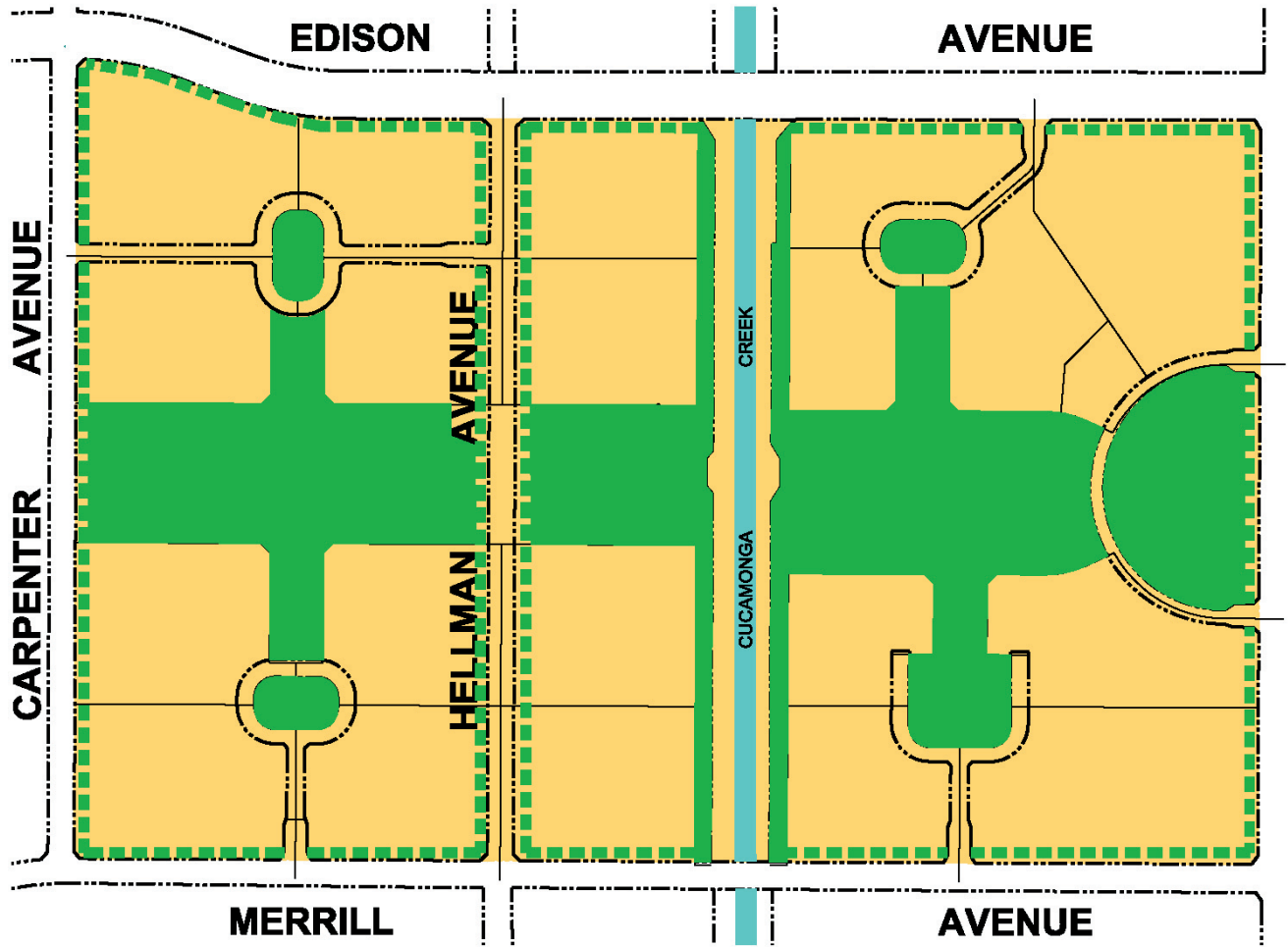


Exhibit 14—Conceptual Recycled Water Plan



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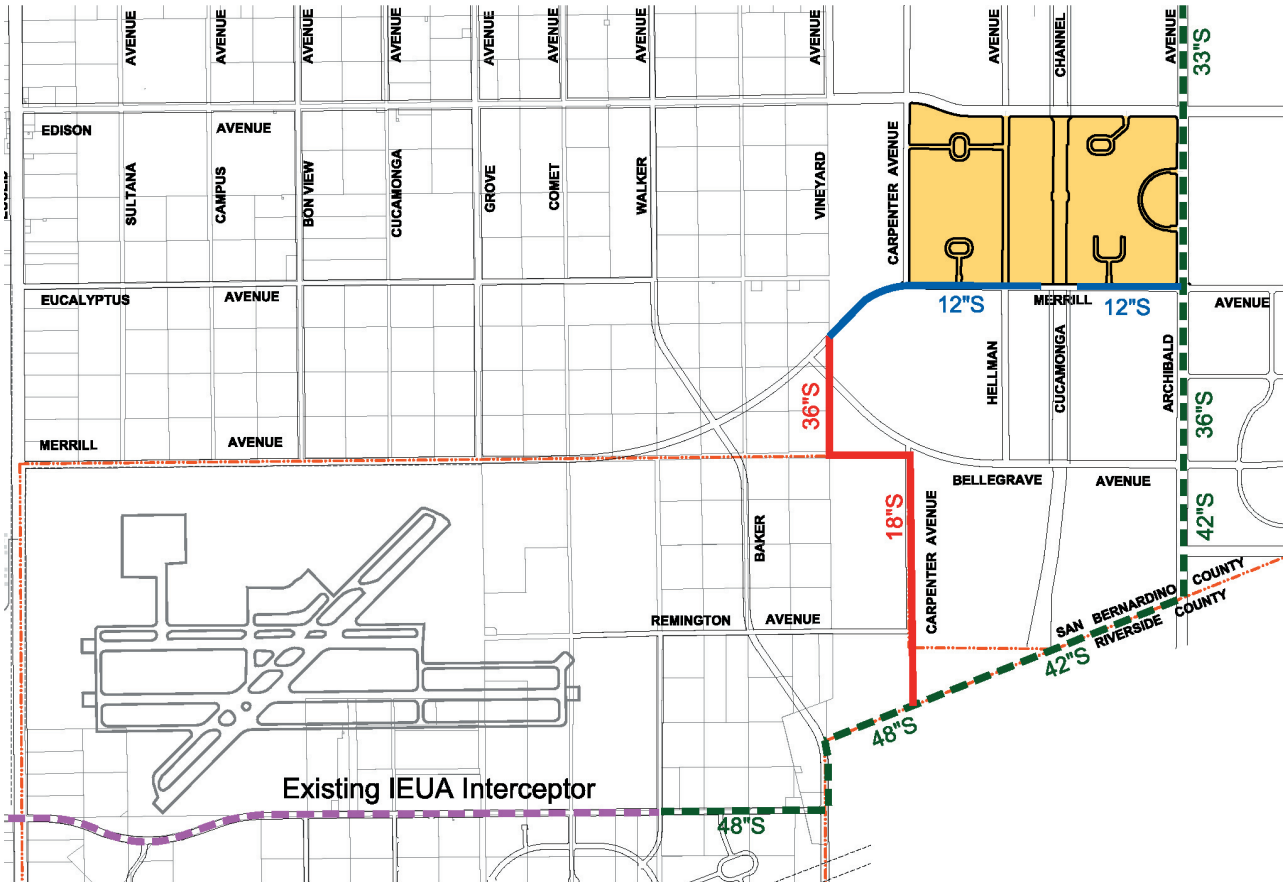


LEGEND	
	Neighborhood Edge
	Parks / Trails/ Recreation Areas
	Specific Plan Boundary

Exhibit 14a—Conceptual Recycled Water Plan



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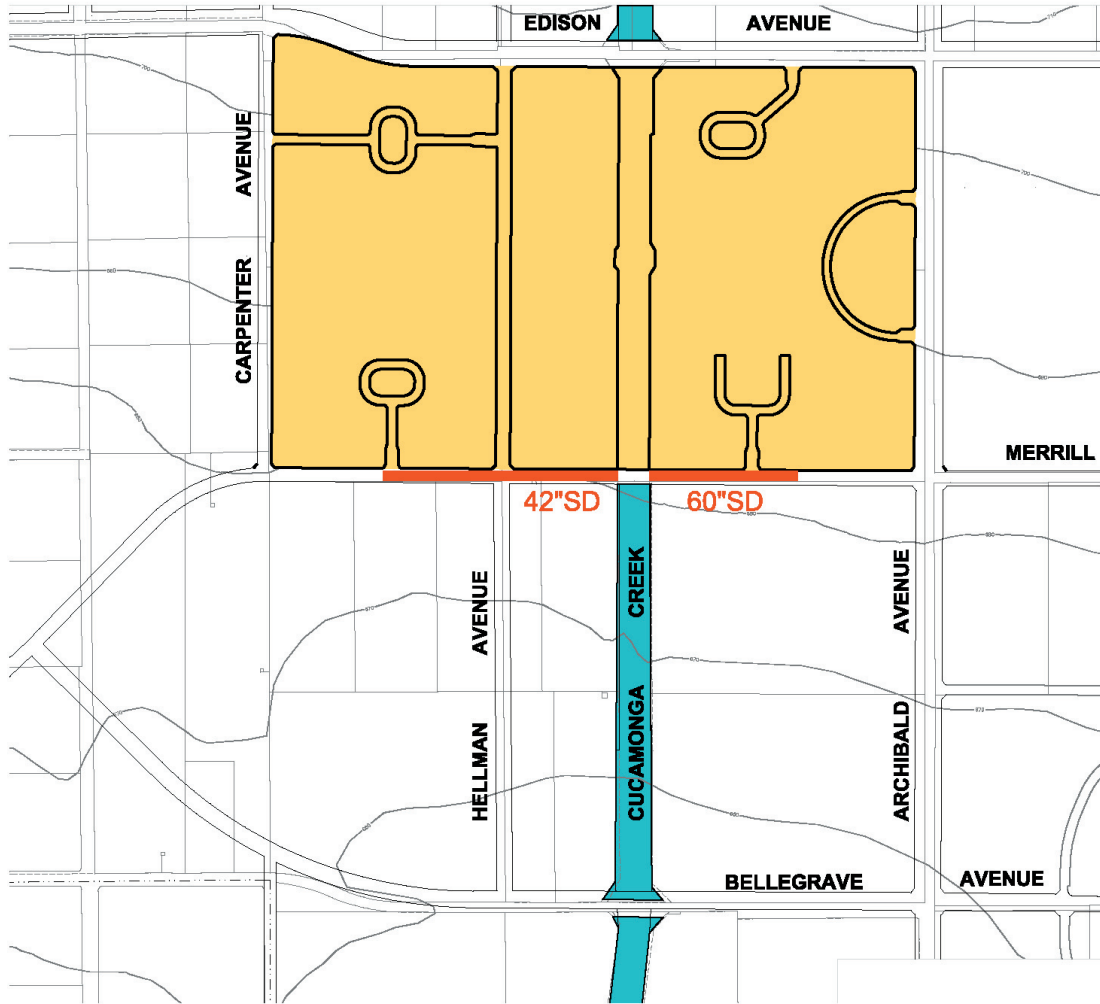
LEGEND	
	New Model Colony Master Planned Sewer Main
	Eastern Trunk Sewer
	Proposed On Site Sewer
	Existing IEUA Interceptor
	Specific Plan Boundary



Exhibit 15—Conceptual Sewer Master Plan



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
LEGEND	
	Proposed Master Plan Storm Drain
	Specific Plan Boundary



Exhibit 16—Conceptual Storm Drain Master Plan



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On-site storm drains will be constructed to convey the on-site flows to the proposed Master Planned storm drain lines in Merrill Ave. Size and location of proposed storm drain may change based on the final design.

The Drainage Master Plan for Parkside is illustrated in **Exhibit 16, Conceptual Storm Drain Master Plan.**

5.4.1 NPDES Compliance

The grading and drainage of the Parkside Specific Plan area shall be designed to detain, filter, and treat surface runoff, in a manner and combination which is practical, to comply with the most recent requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management (WQMP) for significant new development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, Source Control Best Management Practices (BMPs) and/or either on-site structural Treatment Control BMP's, or participation in regional or watershed-based Treatment Control BMPs.

Prior to the issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP) will also be prepared. The SWPPP will be prepared to comply with the California State Water Resources Control Board's (State Water Board) current, "General Permit to Discharge Storm Water Associated With Construction Activity" and the current Areawide Urban Storm Water Runoff (Regional NPDES Permit). The SWPPP will identify and detail all appropriate Best Management Practices (BMPs) to be implemented or installed during construction of the project.

In addition to the preparation of a SWPPP for construction-related activities, and as part of the approval of any grading plans within the Specific Plan Area, the applicant will be required to submit a Water Quality Management Plan (WQMP) on the regional model form provided by the City. The WQMP shall identify and detail all Site Design BMPs, Source Control BMPs and Treatment Control BMPs to be implemented or installed at this site in order to reduce storm water pollutants and site runoff.

A proposed regional storm water runoff treatment facility for the sub-watershed area that this project lies within is being considered for construction. This regional treatment facility would be part of an overall solution for storm water treatment. If an approved regional storm water treatment facility is constructed, it may serve as an alternative to complete on-site treatment of all pollutants of concern. If the regional storm water treatment facility is not completed and operational prior to construction of this project, all necessary on-site treatment control BMPs and/or temporary water quality devices will be installed pursuant to the requirements of the current regional NPDES Permit and the approved Water Quality Management Plan for this project.

5.5 PUBLIC SERVICES

5.5.1 Schools

The project site is located within the Mountain View School District, which serves the needs for kindergarten through eighth grade, and the Chaffey Joint Union High School District, serving the needs for grades nine (9) through twelve (12). Several elementary, middle, and high schools are master planned throughout the New Model Colony and will ultimately serve the Parkside Specific Plan area educational demands. Development of the Parkside Specific Plan area will generate an estimated student population as follows (based on student generation numbers supplied by the City of Ontario, "School Generation for New Model Colony Subareas," July 2, 2004):

Grades K-5 Generation Factor $.38/D.U.0.38 \times 1,947 = 740$

Grades 6-8 Generation Factor $.22/D.U.0.22 \times 1,947 = 429$

Grades 9-12 Generation Factor $.20/D.U.0.20 \times 1,947 = 390$

5.5.2 Fire Department Services

The City of Ontario provides fire protection for the project site. The nearest fire station (2931 East Philadelphia Street) is approximately 2.5 miles northeasterly of the project site. Response time varies due to availability of units, according to Fire Department statements. A new fire station has been identified within the Parkside Specific Plan area, directly west of the commercial site, in Planning Area 20, which will service the Specific Plan area as well as the surrounding community. Refer to **Exhibit 10, Land Use Plan.**



Parkside

5.5.3 Police Department Services

The City of Ontario will provide police protection for the Specific Plan area. The police station (2500 Archibald Ave.) was relocated to be more centrally located to the New Model Colony and is approximately 2.2 miles north of the project site. Response time varies based on location of police units and the type of calls, according to Police Department statements.

5.5.4 Libraries

The City of Ontario provides library service to the City. There are two existing library locations within the City of Ontario. The main library is located within the vicinity of the Civic Center (215 East "D" Street). The Colony Branch Library is located northeasterly of the project site, approximately 2.75 miles away, and can be reached via Archibald Ave. and Riverside Drive, within Colony High School (3859 East Riverside Drive). Both libraries will serve the project site. There will be a need for additional facilities over time. Currently, the City of Ontario has not planned for a library within the Parkside Specific Plan area.

5.5.5 Public Transportation

Omnitrans currently provides fixed-route bus and "Access" services within the vicinity of the project site. Omnitrans' Fixed Bus Route 70 currently operates along Riverside Drive, between Vineyard and Milliken Ave., and is approximately 1.5 miles north of the project site via Archibald Ave. The project site is also served by the "Access" demand-response service for qualified persons with disabilities. The City has indicated that there is currently a study underway to determine the additional public transportation needs of the New Model Colony.

5.6 PUBLIC UTILITIES

Public utilities including telecommunications, gas, electrical service, and solid waste collection will be available to the project site and will be extended into the planned community as part of the development of the Parkside Specific Plan. Existing overhead utilities shall be placed underground, where feasible, including all on-site utilities and those within the public right-of-way along streets fronting the project site. Within the Specific Plan area, all new utilities will be placed underground.

5.6.1 Telecommunications

The City of Ontario will be providing OntarioNet, fiber-to-the-home. OntarioNet is a fiber-optic telecommunications system capable of providing advanced Internet/data services to all homes and businesses within the New Model Colony. OntarioNet will provide community related services including: traffic management; on-line civic services; meter reading; educational services; and a variety of other community services. Based on the demographics of the New Model Colony and the traffic issues related to traffic flows going into Orange and Los Angeles Counties, the demand for telecommuting in the New Model Colony is anticipated to be significant. OntarioNet and the high-speed data services it provides will allow residents of the Parkside Specific Plan area to effectively telecommute to their jobs and, in general, provide a significant economic benefit to the City of Ontario. Verizon currently provides telephone service within the project site and can provide telecommunication service if they choose to do so.

5.6.2 Natural Gas

The Southern California Gas Company (SCG) provides natural gas service within the project site. Facilities within the area include an existing 8-inch line, reducing to six (6) inches, along Archibald Ave., a 6-inch line and a 36-inch transmission line (located on the south side of Edison Ave.) along Edison Ave.

The Gas Company will provide natural gas to the project site. SCG indicates that gas service could be provided to the Parkside Specific Plan area, based upon conditions of gas supply, regulatory agencies and in accordance with Southern California Gas Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

5.6.3 Electricity

Southern California Edison Company (SCE) currently provides electrical service in the area. All new lines installed within the Parkside Specific Plan area, less than 66 KV, shall be installed underground. Additionally, existing lines within the Specific Plan area, less than 34.5 KV, shall also be placed underground by the developer and according to the City of Ontario Adopted Ordinance.



Parkside

5.6.4 Solid Waste

The City of Ontario provides solid waste collection services for the City and will service the Parkside Specific Plan area.

- a. Commercial – Developer shall comply with Municipal Code Sec. 6-3.314 Commercial Storage Standards, and Sec. 6-3.601 Business Recycling Plan.
- b. Apartment – For apartments using commercial bin service developer shall comply with Municipal Code Sec. 6-3.314 Commercial Storage Standards and Sec. 6-3.601 Business Recycling Plan.
- c. Residential – For curbside automated container service developer shall comply with Municipal Code Sec. 6-3.308.9(a) and (d), Residential Receptacles, Placement.
- d. Recycling Requirements – Developer shall comply with Municipal Code Article 6. Recycling Requirements for Specified Business Activity, Sec. 6-3.601 Business Recycling Plan, and Sec. 6-3.602 Construction and Demolition Recycling Plan.
- e. Site Improvement Plans shall follow the City of Ontario refuse collections standards

5.7 GRADING CONCEPT

The existing ground of the Specific Plan area generally slopes to the southwest at approximately 0.8% to 2.0%. The grading concept for Parkside is to work with the existing topography to maintain natural grade and elevations wherever possible. The grading operation for the Specific Plan area will generally consist of the removal of organic material remaining from farming operations, clearing and grubbing, demolition of existing structures, and moving of surface soils to construct building pads and streets. Additionally, where slope conditions are present, the property line shall be located at the top of a slope. In areas adjacent to a ridgeline or in moderate slope areas, dwelling units and structures should be sited to:

- Use the natural ridgeline as a backdrop for structures;
- Use landscape plant materials as a backdrop; and
- Use structure to maximize concealment of cut slope.

If retaining walls are required, the following criteria shall be used:

- Exposed retaining walls facing roadways shall be no greater than five (5) feet in height, except as necessary for acoustical purposes to satisfy the intent of the noise ordinance; and

- Where retaining walls face roadways, they shall be built of decorative materials consistent with the wall theme of the neighborhood.

The conceptual grading plan for the residential portion of Parkside, as illustrated in **Exhibit 17, Conceptual Grading Plan**, will attempt to balance of cut/fills for the site.

Grading plans for each tract in the Specific Plan area will be reviewed and approved by the by the City of Ontario Building, Planning, and Engineering Departments prior to the issuance of grading permits. All grading plans and activities will conform to the City grading ordinance and dust and erosion control requirements.

5.8 PHASING

Development of the Specific Plan area will be phased to meet the following objectives:

- Orderly build-out of the Specific Plan area, based upon market and economic conditions;
- Provision for adequate infrastructure and public facilities as determined and deemed necessary by the City Engineer, and concurrent with development of each phase; and
- Protection of public health and welfare.

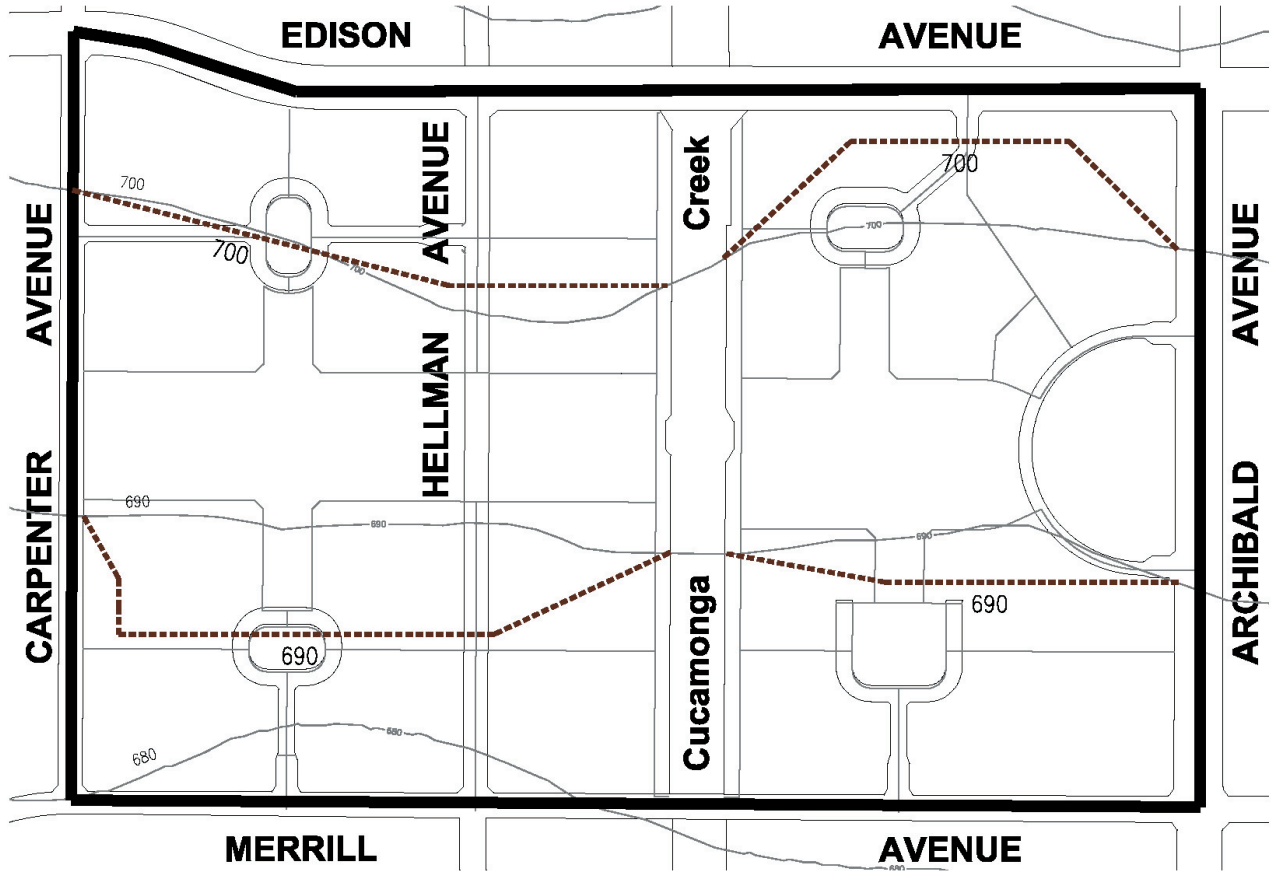
Development phasing of the project site will be determined by the landowner and/or developer based upon real estate market conditions. Phasing will occur as appropriate levels of infrastructure, community facilities, and open space dedications are provided. Phasing sequencing is subject to change over time to respond to these various factors and individual phases may overlap or develop concurrently.

Exhibit 18, Conceptual Phasing Plan illustrates Phases A-C for the project. Phases A and C are dependent on area-wide infrastructure and master plan improvements, probably beginning in 2006-2007. Phase B is also dependent on master plan infrastructure, particularly sewer service.

Backbone infrastructure to serve all areas of Parkside shall be installed by the developer(s) in accordance with the City's adopted Master Plan for the areas or any approved amendments to it. Infill service mains will be installed/constructed in phases as development proceeds and conditioned by the City Engineer's office to



Parkside



LEGEND




-  Specific Plan Boundary
-  Existing Contours
-  Proposed Contours



Exhibit 17—Conceptual Grading Plan



Parkside

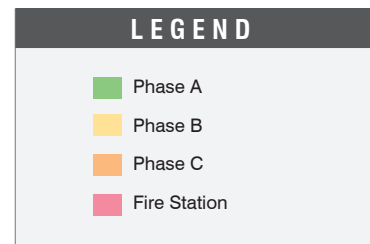
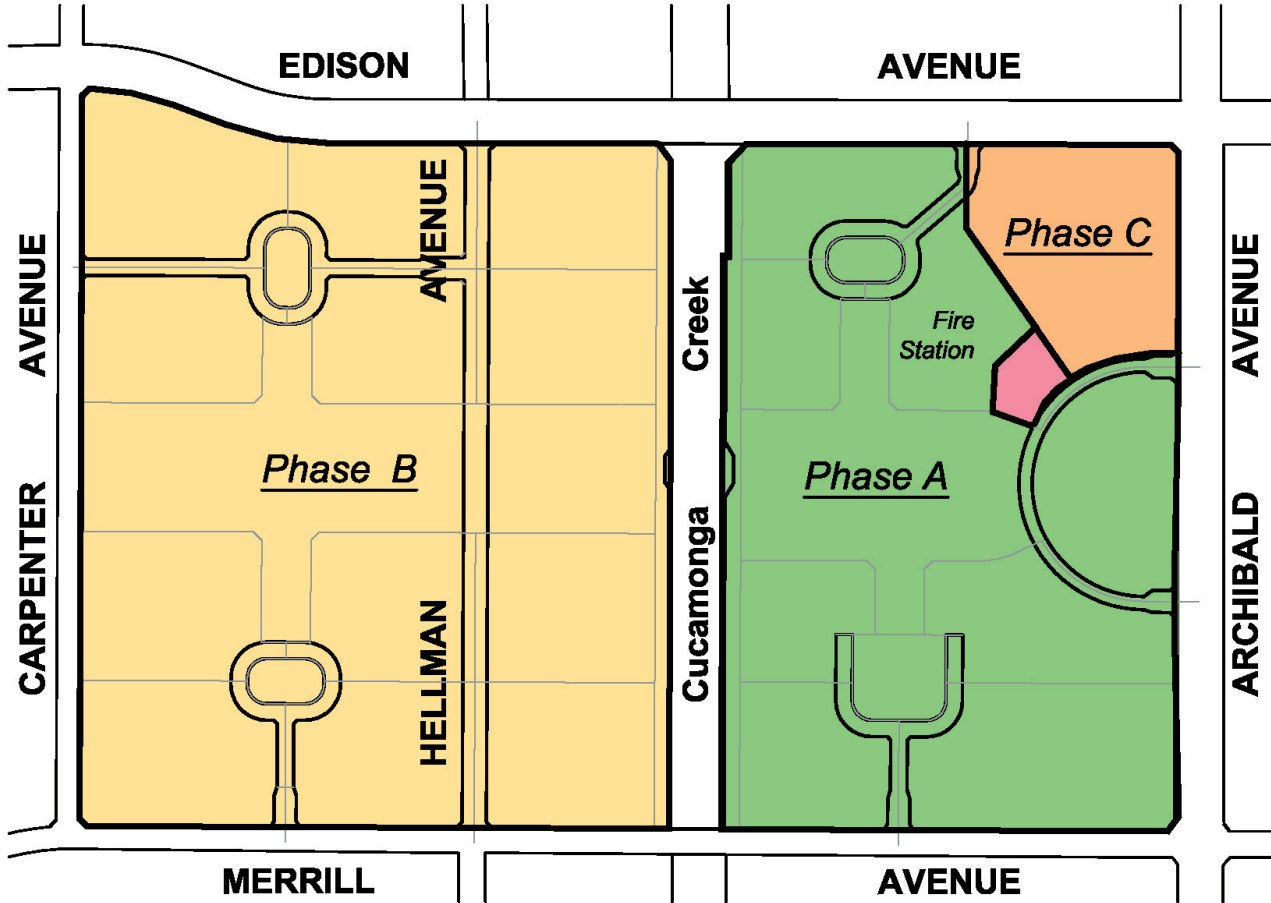


Exhibit 18—Conceptual Phasing Plan



Parkside

support individual phases of development, which may require installation of off-site infrastructure improvements beyond a given phase boundary.

Mass grading and installation of infrastructure to serve Parkside is anticipated to be completed in three (3) phases. Phase A is that portion of Parkside lying westerly of the Cucamonga Creek Channel, Phase B is the residential portion lying easterly of the Cucamonga Creek Channel and Phase C is the commercial area located on the southwest corner of Archibald Ave. and Edison Ave. The determination of which phase will be constructed first, either Phase A or Phase B will be decided upon by the master developer and will be based on the availability of the sewer trunk main which will serve the phase. Phase C will be constructed when there are a sufficient number of homes constructed to support the neighborhood shopping center. It is anticipated that the fire station will be constructed along with the first phase or at a subsequent phase determined by complying with the City requirement of a five (5) minute emergency response time to the Parkside community. The mass grading for each phase will include that portion of the "Great Park" included within the phase boundaries. Refer to **Exhibit 18, Conceptual Phasing Plan**.

Following completion of the mass grading and infrastructure installation for the phase, the merchant builders will construct models for the product types being sold and the recreation area and pocket parks planned within that phase. The timing for installation of infrastructure and utilities and the provision of public services for the residential development within Parkside will be determined as part of the City's approval of tentative maps or development plans. Facilities will be constructed and services available in a timely manner as development progresses.

A "Model Home Permit" will be required for all model homes. The "Model Home Permit" will be reviewed through the "Temporary Use Permit" process.