IV. SPECIFIC PLAN COMPONENTS

The following sections contain a variety of individual component plans which define the overall framework for development within the project area. The intent of the component plans is to describe the various planning concepts for establishing orderly and cohesive development of the project area. The component plans will also define development parameters in order to ensure a harmonious relationship between the pragmatic and aesthetic aspects of a high volume industrial land use, such as the UPS Ontario Cargo Hub. This comprehensive planning approach will enhance and compliment the project location adjacent to the Ontario International Airport and promote the high quality image that is indicative of surrounding airport area development. Components include:

A. Land Use

1. Overall Concept
2. Land Use Categories

B. Circulation

1. Major Circulation Features
2. Project Traffic Generation
3. Circulation Criteria
4. Public Transit

C. Infrastructure

1. Water
2. Sewer
3. Drainage

D. Community Facilities

1. Electricity
2. Natural Gas
3. Solid Waste Collection
4. Telephone
5. Fire
6. Police

E. Image Enhancement

1. Gateway/Entry Monumentation

    a. Major Gateway
    b. Minor Gateway
    c. Project Entries

2. Streetscape Concepts

3. Landscape Buffers/Screening

   a. Union Pacific Railroad Right-of-Way\Southern Project Boundary
   b. West edge of Sector I, Aircraft Staging Area
   c. Other Screening

4. On-site landscaping

5. Plant Palette

6. Maintenance

7. Landscaping Design Criteria

8. Architectural Design Criteria

   a. Architectural Style
   b. Basic Form
   c. Materials/Color
   d. Lighting
   e. Emergency Access
   f. Signage

F. Public Health and Safety

1. Performance Standards
2. Fuel Spills

G. Phasing

1. Land Use
2. Infrastructure

A. LAND USE

1. Overall Concept

The overall land use concept is oriented around three major land use areas, identified in Figure 7 as Sectors 1, 2, and 3. Sector 1 is bounded by Jurupa Street, Haven Avenue, and ONT, and will consist of a 63.4-acre aircraft staging area and support building.

Sector 2 is bounded by Jurupa Street, Turner Avenue, and Sector 3, and will consist of a 591,000 square foot distribution facility, customer service and counter, maintenance and vehicle staging areas, and associated parking facilities.

Sector 3 comprises approximately 31 acres of land bounded by Turner Avenue, the Union Pacific Railroad, and Sector 2. This parcel represents Phase II. Industrial facilities, such as light manufacturing and warehousing, will be located in this sector.

The following statistical summary, Table 1, illustrates the total acreage of each sector within the planning area in addition to providing overall planning area acreage.

TABLE 1

SPECIFIC PLAN STATISTICAL SUMMARY

Planning Area	Adjusted Gross Acres	Percent of Total
Sector 1: Airport-Related	63.4 acres	40 %
Sector 2: Distribution	64.7 acres	41 %
Sector 3: Light Industrial	31.0 acres	19 %
TOTAL	159.1 acres	

2. Land Use Categories

The planning area consists of a variety of land uses which are designed to complement Ontario airport facilities. Specifically, these land uses consist of the following components:

a. Sector 1: Airport Related (AR)

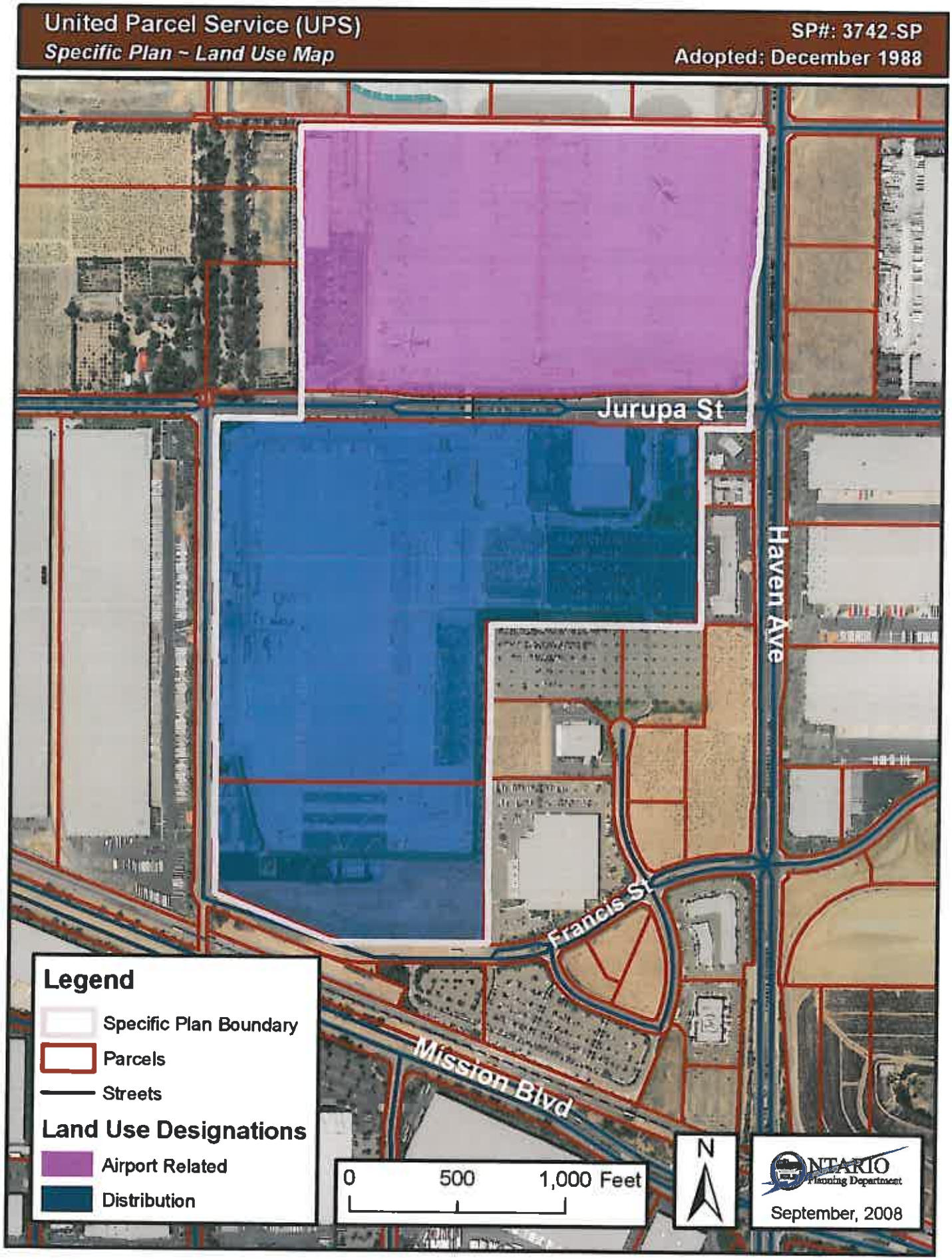
Airport Related land uses within Sector 1 consist of aircraft staging areas, including taxiway access to ONT; aircraft storage facilities; air cargo operations; air carrier support operations, and related aviation facilities and uses.

b. Sector 2: Distribution (D)

The activities for this sector include the main 591,632 square foot sorting and distribution facility, customer service, vehicular maintenance, and associated parking facilities.

c. Sector 3: Light Industrial (LI)

Activities within the Light Industrial area will typically include, but are not limited to manufacturing, warehouse and distribution, and industrial support services. In addition, support office uses may occur within the Sector 3 Light Industrial area.


United Parcel Service (UPS)
Specific Plan ~ Land Use Map
SP#: 3742-SP
Adopted: December 1988
Jurupa St
Haven Ave
Francis St
Mission Blvd
Legend
Specific Plan Boundary
Parcels
Streets
Land Use Designations
Airport Related
Distribution
0
500
1,000 Feet
N
ONTARIO
Planning Department
September, 2008

B. CIRCULATION

Regional access to the UPS Ontario Air Cargo Hub will be via the San Bernardino and Pomona freeways (Interstate 10 and State Route 60, respectively). Haven Avenue will be the primary route connecting these freeways to the UPS site, although some traffic may utilize Archibald Avenue from the Pomona Freeway. The main direct access to the UPS site will be from Jurupa Street and Turner Avenue from Haven and Archibald avenues (see Figure 8).

1. Major Circulation Features

Haven and Turner avenues and Jurupa Street run in north-south and east-west directions, respectively. Mission Boulevard runs in a northwest-southeast direction to the south of the project site. Their location and spacing will generally not be changed from their existing alignments; however, significant improvements will be made to the existing streets as the result of the UPS project and adjacent developments. As part of the Haven Avenue Corridor project (Assessment District #103), Mission Boulevard, which runs parallel to the project's south boundary, may be realigned slightly as it approaches Haven Avenue. This would allow Mission Boulevard to drop below existing grades to meet the future Haven Avenue after Haven passes under the Union Pacific rail line.

The proposed ultimate street network is consistent with the City of Ontario's Master Plan of Streets, with one exception. Lowell Street, which is a paper street located along the project site's north boundary, will be vacated to allow construction of the airport apron and drainage improvements.

a. Haven Avenue

Haven Avenue currently exists north of Jurupa Street as a two lane roadway which defines the eastern edge of the planning area. Haven Avenue currently has a full interchange at I-10, but does not exist between Jurupa Street and the Pomona Freeway. There is presently no Haven Avenue interchange along State Route 60.

A grade separation presently exists at the Southern Pacific Railroad crossing north of the project site. Another grade separation will be constructed at the Union Pacific crossing to the south of the project site. An assessment district (A.D. #103) has been created to fund the improvement of Haven Avenue between the San Bernardino and Pomona Freeways, including the grade separation at the Union Pacific Railroad and an interchange at the Pomona Freeway. The UPS specific plan area is within the assessment district, and will pay its fair share of improvements.

b. Jurupa Street

Jurupa Street is a major circulation feature which traverses the planning area in a east/west direction. Jurupa Street presently extends west from Haven Avenue to Archibald Avenue as a two lane roadway. However, ultimate plans for Jurupa Street include improvement to a six lane divided arterial (120+' ROW), including a 14-foot center median. Jurupa Street will ultimately be extended east as part of the California Commerce Center development. As part of the UPS Ontario Cargo Hub project, Jurupa Street will be

lowered, and a grade separation designed to provide safe and unrestricted movement of cargo "tugs" over Jurupa Street will be constructed (see Figure 9). A development agreement between the City of Ontario and UPS will be entered into to outline maintenance responsibilities. It is anticipated that UPS will assume the maintenance costs of the tug bridge crossing.

c. Turner Avenue

Turner Avenue defines the western edge of the planning area, and is currently partially improved as a two lane roadway. This circulation feature will ultimately be designed as a two-lane collector (88' ROW) from its present northerly terminus at Jurupa Street south to Mission Boulevard. Turner presently has an at-grade crossing over the Union Pacific railroad tracks at the southerly boundary of the UPS site; however, according to the Ontario Engineering Department, Turner will be terminated at the railroad tracks in the future.

d. Francis Street

According to the Ontario Master Plan of Streets, Francis Street will extend from Turner Avenue through the project site easterly beyond Haven Avenue into California Commerce Center. Francis Street is proposed as a two-lane Collector (88' ROW), and will run through Sector 3.

e. Mission Boulevard

Mission Boulevard is currently a four lane divided arterial which defines the southern portion of the planning area. This major circulation feature will ultimately be designed as a six lane arterial with a center median (see Figure 10, Haven Avenue). The City of Ontario is presently engaged in a Mission Boulevard Corridor Study which will determine access criteria along this route, as well as streetscape details.

f. Local Streets

Ultimately, various local internal streets may traverse Sector 3, providing access to individual land uses. Local internal streets will be designed with 48 foot curb to curb section within a 66 foot right-of-way. Local streets which are not presently shown on the circulation map will be constructed as necessary to provide access within industrial areas. The precise center lines of the street will be determined as part of the parcel map, master plan, or site plan approval process.

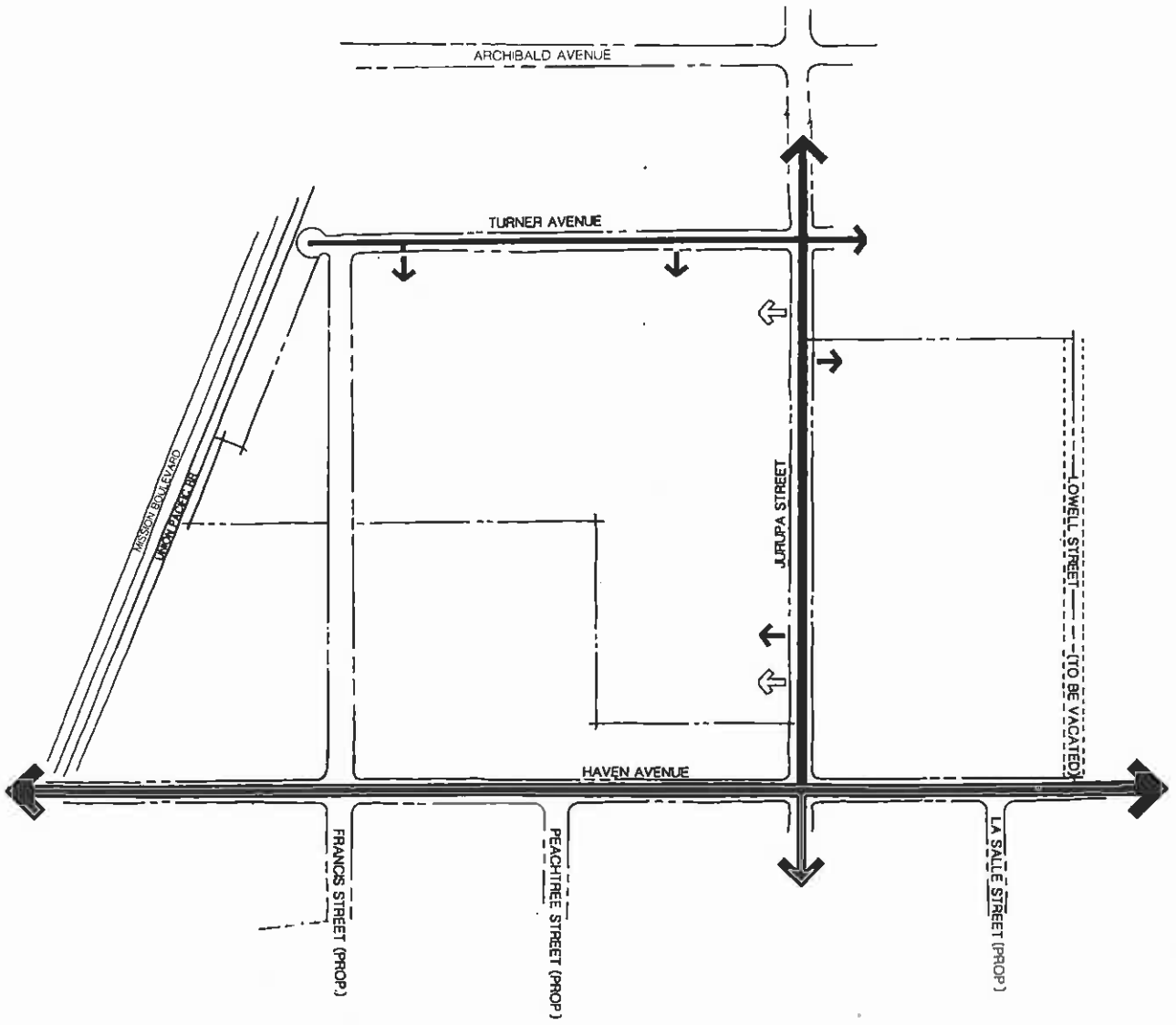


FIGURE 8

CIRCULATION CONCEPT

LEGEND

- HAVEN AVENUE: 120' ROW
- JURUPA STREET: 120' ROW
- TURNER AVENUE: 88' ROW
- FULL ACCESS POINTS
- RIGHT TURN ONLY

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NORTH

8/26/87
10/12/88 REVISED

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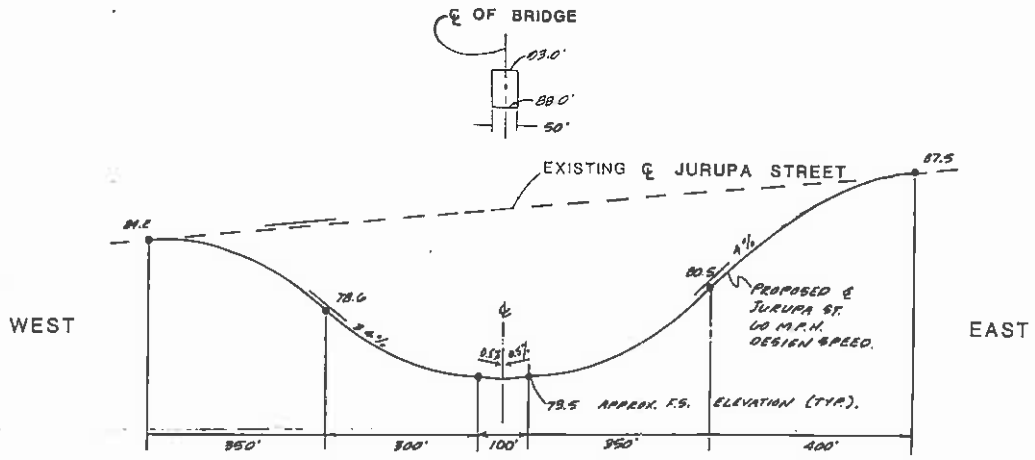
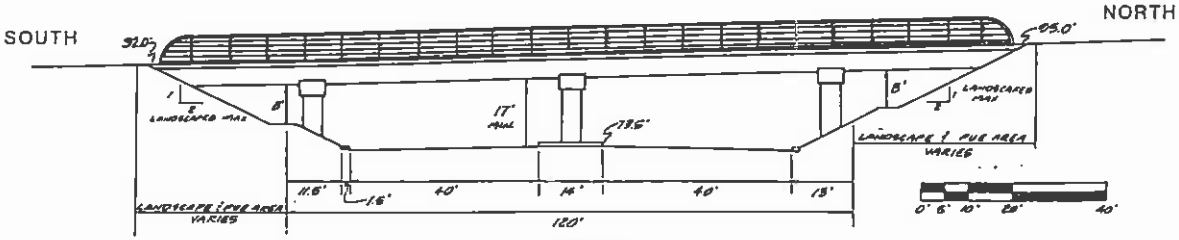
U.P.S. TUG CROSSING BRIDGE



PROFILE
NO SCALE



ELEVATION

SOURCE: L. D KING Engineering

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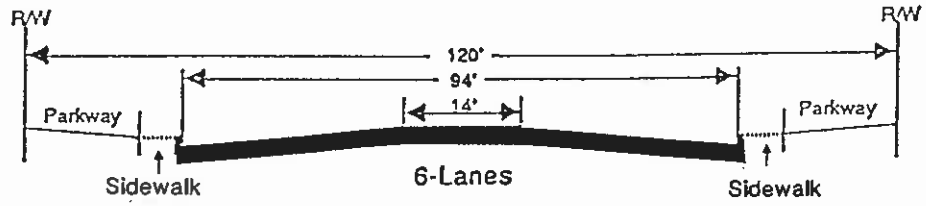
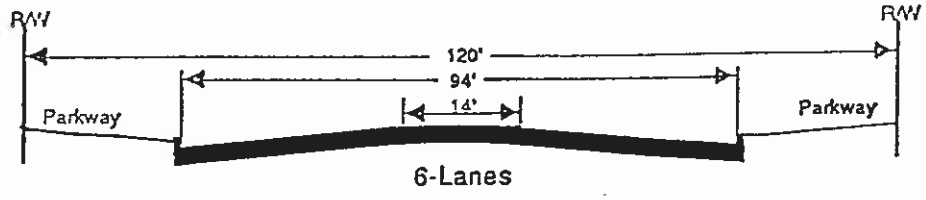
FIGURE # 9

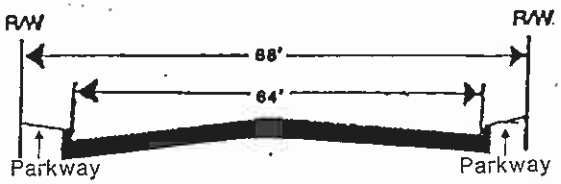
STREET SECTIONS



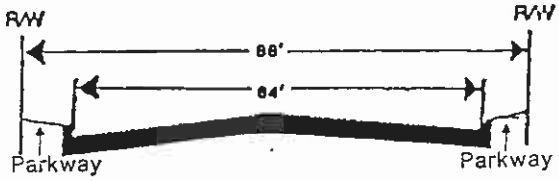
HAVEN AVENUE



JURUPA STREET



TURNER AVENUE



FRANCIS STREET

* The final Haven Avenue street section will be determined as part of the City's engineering program for the Haven Avenue corridor (Assessment Disctrict #103)

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FIGURE #10

2. Project Traffic Generation

Table 2 indicates trip generation estimates for the 159.1 acre UPS Ontario Cargo Hub Specific Plan area. The table compares the anticipated daily and peak hour trip generation for the site based on the previously described land use plan with full development under the existing industrial general plan designation.

a. Cargo Hub Traffic

Data supplied by United Parcel Service was utilized for the projection of employee trips. Trip generation information indicates that 786 inbound and outbound trips are anticipated during a 24-hour day. Thus, a total of 1,572 employee trips per day are anticipated. Based on UPS's projected scheduling of employee shifts, in the AM peak hour, 102 inbound and no outbound employee trips are projected. In the PM peak hour, 77 inbound and 54 outbound employee trips are projected.

A total of 138 package vans will leave the site in the AM peak hour. These vans will return to the site during a three hour PM peak period starting at 4:00 PM. In the PM peak hour, 80 of the 138 vans are expected to return to the site. Over a 24-hour day, a total of 276 (138 inbound and 138 outbound) package van trips are anticipated.

Of the anticipated average 356 customer trips per day, ten percent were projected to occur in the AM peak hour. In the PM peak hour, 25 percent or 89 customer trips are projected.

No peak hour activity is projected for UPS tractor trailer movements. All of the 92 tractor trailer trips associated with the air cargo hub are expected to occur off peak hours. However, as a condition of approval of the project, the City of Ontario reserves the right to require additional traffic impact studies as tractor/trailer use increases.

b. Light Industrial Traffic

The trip generation for industrial use for both the existing and proposed project cases in based on "light industrial" use described in the ITE Trip Generation Manual. These generation rates were also used in other traffic studies for projects in the vicinity of the project site.

UPS TRIP GENERATION

TABLE 2

Hour			A.M. Peak Hour			P.M. Peak	
Total		Daily	In	Out	Total	In	Out
UPS Facility							
Employees	2,290	100	0	100	80	50	130
Package vans	280	0	140	140	80	0	80
Customers	360	40	40	80	90	90	180
Tractor/trailers	90	0	0	0	0	0	0
Total UPS Hub	3,020	140	180	320	250	140	390
UPS Light Industrial							
31 acres	1,620	560	100	660	210	420	630
TOTAL UPS PROJECT	4,640	700	280	980	460	560	1,020
Zoned Land Use							
Light Industrial - 159 acres	8,330	2,890	530	3,420	920	2,050	2,970

Source: LSA

Note: (a) -Numbers represent average one-directional vehicle trips. Values have been rounded to the nearest 10 vehicles.

c. Total Traffic Generation

The City of Ontario's TRACS model is a computerized traffic model used to forecast traffic volumes on assumed land uses in the area. Traffic projections are calculated for the level of development expected to occur by the year 2005. The traffic analysis approach was to run the TRACS model substituting the UPS facility for the land use (planned industrial) previously assumed for the project site. The modeling results indicate lower traffic volumes than the level which would occur if the site were totally occupied by a light industrial land use. Traffic generated by the project will be significantly less than might otherwise occur with the Planned Industrial General Plan category.

Based on the preceding assumptions, the total estimated number of daily and peak hour trips associated with site buildout is 4,640 trips daily with AM and PM peak hour volumes of 980 vehicles and 1,020 vehicles, respectively. Actual number of daily and peak hour trips may vary depending on operational requirements over time. This represents a 44 percent reduction in daily traffic with 71 percent and 65 percent reductions in AM and PM peak hour volumes as compared to previous projections included in the City's traffic model.

d. Intersection Geometrics

The TRACS model provides computer printouts indicating projected peak hour traffic volumes on each link in the affected area roadway network. The model also determined the area's intersection volume/capacity ratios and levels of service. Intersection geometrics are based on the City of Ontario's TRACS model results, after UPS projected traffic was modeled and impacts identified. Intersections are illustrated in Figure 11.

e. Short-Term Traffic Impacts

The traffic impact analysis performed for the UPS Ontario Cargo Hub is a long-term analysis which assumes that Haven Avenue improvements, including its widening and completion through to the Pomona Freeway will be completed and available for project use along with an interchange at the Pomona Freeway. The most recent estimates completed by the Ontario Engineering Department project that Haven Avenue improvements will be completed between 1992 and 1994. Thus, it is expected that Phase I of the specific plan will be completed prior to completion of Haven Avenue improvements. At the request of the Engineering Department, the following analysis of short-term impacts was conducted.

Table 3 identifies existing short-term projected background traffic volumes in the project vicinity *without the proposed project.* Projected traffic volumes are based on five percent increases in freeway traffic and eight percent increases in street traffic.

Table 3

Existing and Projected Background Average Daily Traffic Volumes

	w/oN	w/o project		project to/
Pomona Freeway (SR 60)				
West of Archibald Ave.	96,000	82,000	98,400	106,600
East of Archibald Ave.	96,000	77,000	92,400	100,100
San Bernardino Freeway (I-10)				
West of Haven Ave.	128,000	143,000	171,600	185,900
East of Haven Ave.	128,000	137,000	164,400	178,100
Haven Avenue				
North of Jurupa Street	12,000	12,200	16,105	18,055
North of Airport Drive	12,000	10,500	13,860	15,540
North of I-10	33,000	25,800	34,055	38,185
Jurupa Street				
West of Turner Ave.	12,000	9,800	12,935	14,505
West of Haven Ave.	12,000	11,000	14,520	16,280
Archibald Avenue				
South of SR 60	49,000	15,200	20,065	22,495
North of SR 60	33,000	11,500	15,180	17,020
South of Mission Blvd.	12,000	9,700	12,805	14,355
North of Mission Blvd.	12,000	14,900	19,670	22,050
Turner Avenue				
South of Jurupa Street	12,000	1,200	1,585	1,775
Mission Boulevard				
West of Archibald Ave.	33,000	8,600	11,350	12,730
East of Archibald Ave.	33,000	6,400	8,450	9,470

Based on the above table, it can be concluded that if freeway traffic continues to increase at present rates, the capacities of both freeways will be exceeded by 1992 even if the proposed UPS project is not built. In addition, at present traffic growth rates and without construction of additional roadway improvements, the capacities of Haven Avenue, Jurupa Street, and portions of Archibald Avenue will be exceeded by 1992. Although congestion problems on these surface streets will be relieved by the construction

of Haven Avenue improvements pursuant to Assessment District #103 between 1992 and 1994, until then, short-term traffic congestion, unrelated to the proposed specific plan, can be expected in the project vicinity.

It is anticipated that Phase I of the UPS Ontario Cargo Hub project will be completed and operational by 1994, and will contribute additional traffic to the surrounding road network. Completion of Phase I will create an additional 3,020 daily trips in the project vicinity. Prior to the completion of Haven Avenue improvements, it can be expected that approximately 50 percent of Phase I traffic (1,510) vehicles will travel northerly on Haven Avenue to the San Bernardino Freeway. This represents 9.4 percent of the projected 1994 Haven Avenue traffic north of Jurupa Street and 10.9 percent of the project 1994 Haven Avenue traffic north of Airport Drive. The balance of Phase I traffic will generally travel south along Turner Avenue to Mission Boulevard, and then west to Archibald, turning south to the Pomona Freeway. Adequate capacity will exist along Turner Avenue, Mission Boulevard, and Archibald Avenue to accommodate short term project-related traffic.

Several factors exist which will mitigate short-term traffic impacts in the vicinity. First, UPS will provide improvements along Jurupa Street between Haven and Turner avenues, providing additional through lanes. In addition, UPS will be required by the City to provide a traffic signal at the intersection of Jurupa Street and Archibald Avenue[2]. Archibald Avenue between the Pomona Freeway and Mission Boulevard is presently being improved as part of the California Commerce Center South project, and should be completed to provide six through lanes by 1989. Although Archibald Avenue between Jurupa Street and Mission Boulevard may remain as a two-lane road in the short term, some improvements to Archibald Avenue can be expected as part of the industrial developments presently being constructed and proposed along the west side of Archibald Avenue between Mission and Jurupa. Until it is closed over the railroad tracks when Haven Avenue improvements are completed, Turner Avenue will have excess capacity to relieve Archibald Avenue. It is anticipated that Jurupa Street will be completed through east of Haven Avenue by 1990 as part of the California Commerce Center development, and provide an additional outlet to Milliken Avenue and both freeways.

3. Circulation Criteria

This section provides criteria related to vehicular circulation within the planning area. In general, the criteria is intended to (a) encourage streetscape variety; (b) restrict access to specified locations; and (c) provide streetscape design criteria related to street sections. Specific circulation criteria related to the planning area includes the following:

- Vehicular access to Haven Avenue, Turner Avenue, and Jurupa Street shall be limited to those access points illustrated in Figure 8, or as approved by the City Engineer.

---

2. A reimbursement agreement relative to other benefiting property owners at this intersection will be requested from the City of Ontario.

- o For safe and efficient on-site circulation, reciprocal access between individual uses with Sector 3 shall be encouraged.

- o Curvilinear or loop street patterns shall be encouraged for local internal streets within Sector 3. Streets within Sector 3 shall be designed to facilitate tractor-trailer movements, minimizing start/stop frequencies.

4. Public Transit

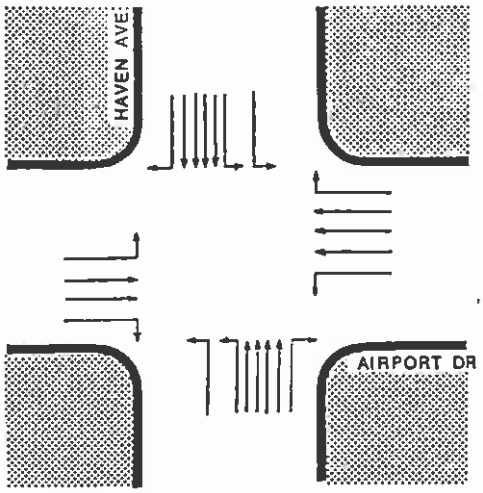
Presently, there is no public transit service to the project site. Because of its optimum location relative to the city-wide transportation network, employment generated by UPS will help support public transportation in the area. Based upon the amount of traffic generated by the project proposal and surrounding area developments, the Haven Avenue Corridor could support a fixed-route bus service with the completion of Haven Avenue between the San Bernardino Freeway and Pomona Freeways by local area development. This corridor is a logical choice for public transit service connecting other major routes such as Mission Boulevard and Archibald Avenue within the eastern portion of Ontario.

Potential bus stop turnout areas along Haven Avenue will ultimately be identified as part of the engineering for the Haven Avenue Corridor being conducted as part of Assessment District #103. It is not anticipated that UPS owns any frontage suitable for a bus turnout. The proposed intersection geometrics at the intersection of Haven Avenue and Jurupa Street (two free right turn lanes from southbound Haven Avenue to westbound Jurupa Street) will likely preclude a bus turnout north of Jurupa Street. The logical location for a southbound bus turnout along Haven Avenue would appear to be at or north of Francis Street. The proposed Haven Avenue grade separation at the Union Pacific rail line would likely preclude bus turnouts due to sight distance problems.

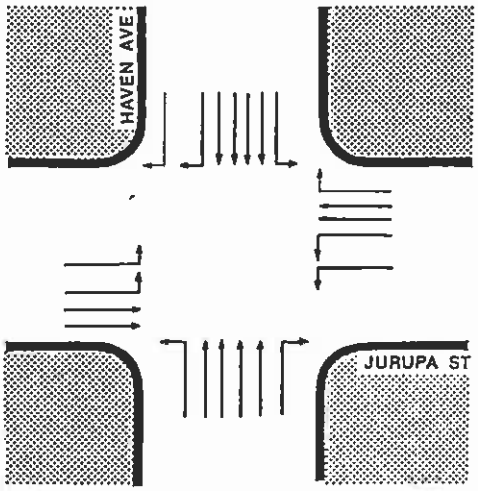
Additionally, areas along Philadelphia Street, south of Mission Boulevard (CCCS) and Jurupa Street, west of Turner Avenue are other potential bus stop turnout locations suitable for the east-west corridor between Haven Avenue and Archibald Avenue. These general locations have ample space and safe site distance needed to establish a bus turnout.

ULTIMATE INTERSECTION LANE GEOMETRICS

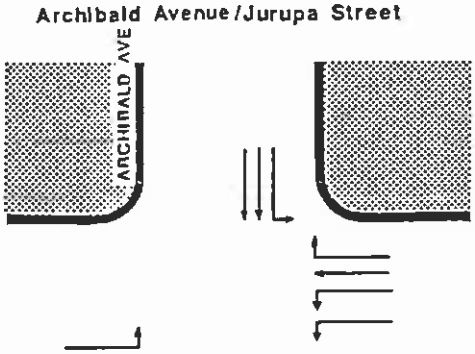
Haven Avenue/Airport Drive



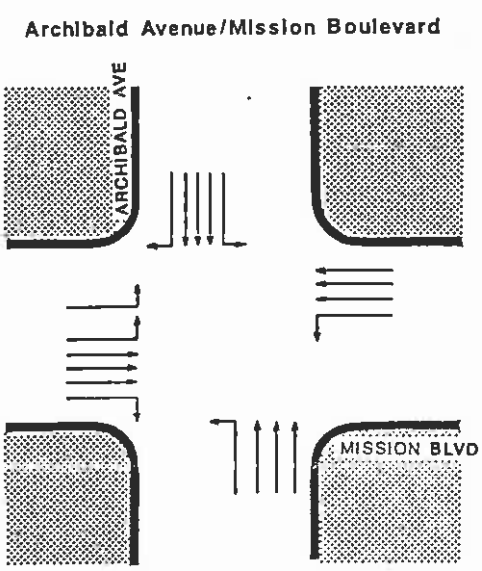
Haven Avenue/Jurupa Street



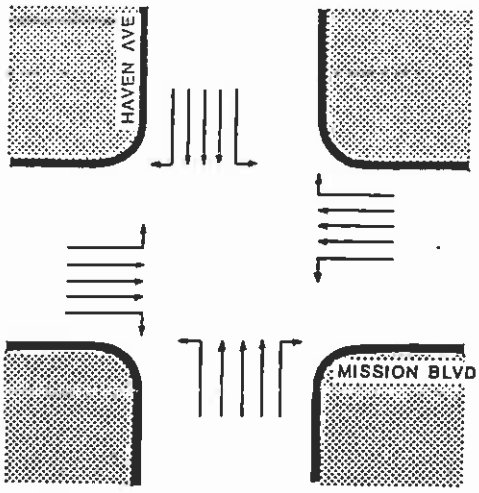
Archibald Avenue/Jurupa Street



Archibald Avenue/Mission Boulevard



Haven Avenue/Mission Boulevard



SOURCE: L S A

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DATE: 9/28/87

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FIGURE # 11

C. INFRASTRUCTURE

1. Water

Water service to the UPS Ontario Cargo Hub Specific Plan area will be obtained from the City of Ontario's Eighth Street System. The primary feature of the onsite water system to be constructed to serve the proposed development will be a loop from Turner Avenue to Jurupa Street south of the main distribution building, and a single lateral from Jurupa Street north to be located about 400 feet at the west end of the aircraft apron. Both of these facilities will be designed to serve domestic and fire protection needs. Domestic and irrigation services will also be taken directly from the mains in Turner and Jurupa Street. Line sizes for these loops will be a minimum of 8 inches.

a. Water Demand

Sectors 1 and 2. The UPS Ontario Cargo Hub is a relatively low water use operation. Water is not consumed for the processing or manufacture of products. Therefore, water demand is identified from only three sources: employees, irrigation, and fire demand. Employee water demands within industrial operations typically average between 8 to 25 gallons per day per person per shift (gpd/cap/shift). The variation depends on the availability of water dispensing restroom facilities, showers, and hot lunch services. Showers and hot lunch services are not planned for the Sectors 1 and 2. Thus, 12 to 15 gallons gpd/cap/shift can be reasonably anticipated. Based upon UPS analysis of their Anaheim ground hub facility which has similar employment shift characteristics to the proposed Ontario operation, a factor of 15 gpd/cap/shift was utilized. Thus, employee water demand is anticipated to be as follows:

1,450 employees x 15 gpd/cap/shift = 21,750 gpd

Irrigation demand is a direct function of the amount of landscaped area and the type of materials which are planted. To meet specific plan standards, it is estimated that approximately 7.5 acres of land will be landscaped. Based upon an estimate of an average irrigation requirement of 1/8 inch of water per day, irrigation water demand is estimated to average 25,500 gpd.

Exclusive of fire demand, UPS anticipates the following water use within Sectors 1 and 2:

average employee demand	= 21,750
irrigation demand	= 25,500
TOTAL	= 47,250

For the 128.1 acres within Sectors 1 and 2, this averages just under 370 gallons per day per acre (gpd/ac). This is well below the typical office/warehouse/industrial water demand of between 1,500 to 4,000 gpd/ac.

Peak hourly water demand is typically four to six times the average daily demand for populations of about 1,000. Since the 1,450 employees represent multiple shifts, it also represents multiple populations. The largest anticipated shift will be about two-thirds (2/3) of the total number of employees. Therefore, peak hourly water demand is estimated as follows:

1,450 employees x 2/3 x 15 gpd/cap/shift x 6 = 87,000 gpd = 60.4 gpm

The irrigation demand may be added to the peak hourly employee use. This assumes that landscape irrigation happens during the peak hourly employee use. If the daily irrigation demand of 25,500 gallons per day is met in one hour, a flow of 425 gallons per minute will be required. Adding the peak employee rate to the irrigation rate yields a required peak flow rate of 485.4 gallons per minute.

Fire demand will be set by the Ontario Fire Department, and will depend on the type of building construction ultimately used. Typically, fire flow requirements will be 3,000 to 5,000 gallons per minute.

Sector 3 Water Demand. As noted in the discussion of Sectors 1 and 2 water demand, typical water demands vary widely, and are typically estimated as being between 1,500 and 4,000 gpd/ac. For purposes of Sector 3 water design, an average daily flow requirement of 3,600 gpd/ac has been utilized. Sector 3 water use is therefore estimated as follows:

3,600 gpd/ac x 31 acres = 111,600 gpd = 77.5 gpm

Utilizing a peaking factor of 6, peak water flows within Sector 3 is estimated at 465 gallons per minute.

Fire demand will be set by the Ontario Fire Department, and will depend on the ultimate building coverage and types of building construction used in Sector 3. Typically, fire flow requirements will be 3,000 to 5,000 gallons per minute.

Total Water Demand. Total water demand for the UPS Ontario Cargo Hub Specific Plan area is estimated as follows:

	Average		Peak
	GPD	GPM	GPM
Sectors 1 & 2	47,250	32.8	485.4
Sector 3	111,600	77.5	465.0
TOTAL	158,850	110.3	950.4

Because projected water use within Sectors 1 and 2 is expected to be significantly lower than other industrial land uses which might typically be developed, water facilities within the project area will be designed based upon an average day water demand of 3,600 gallons per day per acre. Thus, average day water demand *for design purposes* is estimated to be 572,760 gallons per day or 397.75 gallons per minute for the 159.1 acre site. Peak water demand, based upon a peaking factor of six is estimated at 2,386.5 gallons per minute for the 159.1 acre site.

b. Comparison of Technical Master Plan and Final EIR

The Technical Master Plan and Final EIR use slightly different employee water demand factors. The Technical Master Plan calculates employee usage at 15 gallons per day per person per shift (gpd/cap/shift). This was added to the irrigation demand which was estimated to be 1/8 inch of water per day. The Technical Master Plan calculates the two sources as 21,750 gallons per day for employee and 25,500 gallons per day for irrigation, totaling 47,250 gallons per day or 370 gallons per day/per acre for Sectors 1 and 2 (128.1 acres).

In comparison, the EIR for the UPS project estimates overall water demand for Sectors 1 and 2 at 32.6 gallons per day per employee, or 47,450 gallons per day for the two Sectors. A separate irrigation demand was not calculated in the Final EIR. These calculations are consistent with the demand factor developed in the Technical Master Plan, which calculated employee and irrigation demands separately.

Both the EIR and the UPS Technical Master Plan for Water estimate water demand for Sector 3 to be 3,600 gallons per day per acre.

c. Planned Water System Improvements

The master planned 12-inch water line in Turner Avenue has not been constructed yet, and it is anticipated that it will be constructed by this project. This line, a 12-inch water line along the Francis Street alignment from Turner Avenue to Haven Avenue, and possibly some fire hydrants along Jurupa Street, are the only offsite water improvements anticipated to be constructed in connection with this project[3]. The 12-inch line along the Francis Street alignment will be constructed within the Eighth Street water system, connecting to the high pressure side of the proposed pressure reducing stations in Haven and Turner avenues. Other improvements, including the pressure reducing stations proposed by the Water Master Plan Report (January 1981) and the Eastside Water System analysis (October 1984) have either been constructed or are planned for construction by others, primarily California Commerce Center and California Commerce Center South. Improvements will generally consist of constructing new water lines or upgrading existing water lines.

With development of Sector 3, a looped water line for fire flow purposes will be constructed to connect the new 12-inch main in Turner Avenue to the 12- inch main in

---

3. A reimbursement agreement relative to other property owners who will benefit from this offsite water line will be requested from the City of Ontario.

Francis Street. Domestic and irrigation services are expected to be taken directly from the 12-inch main in Francis Street. Line size for the fire flow loop has not been calculated at this time as fire flow requirements can not be set until ultimate building construction plans are proposed. However, the minimum size of the fire loop line will be 8 inches.

An analysis was made for the eastern portion of the Eighth Street System, including the appropriate sections for the Fourth Street and Phillips Street Systems, which are tied together with pressure reducing stations at the Pomona Freeway and Grove and at Archibald. By tying the two systems together, ample water pressure will be available in emergency situations when one system's water pressure falls below normal operating levels. The analysis assumes a worst case of maximum day flow plus 5,000 gallons per minute fire flow at the intersection of Jurupa Street and Turner Avenue. The minimum pressure for this condition is 34 pounds per square inch. A minimum of 20 pounds per square inch is considered necessary when analyzing fire flow requirements.

2. Sewer

Sewer service will be obtained from the City of Ontario and the Chino Basin Municipal Water District (CBMWD). The City of Ontario will be responsible for sewage collection facilities, and CBMWD will be responsible for sewage treatment and disposal under the terms of the regional sewage contract. A sewer main will be constructed in Turner Avenue from Jurupa Street to the Union Pacific Railroad Tracks, and then turn east along Francis Street, where it will connect to the existing Cucamonga Interceptor Sewer Line in Haven Avenue[4].

a. Sewer Demand

Sectors 1 and 2. As a low water use facility, the UPS Ontario Cargo Hub will also be a low sewage producing enterprise. Based upon UPS experience with its Anaheim ground hub facility, which has similar employment characteristics to that proposed for the UPS Ontario Cargo Hub, sewage will be generated at a rate of approximately 26.1 gallons per employee per day (gpd/cap/day). Thus, sewage generation for Sectors 1 and 2 is expected to be as follows:

1,450 employees x 26.1 gallons/cap/day = 37,950 gpd

Sector 3. Sector 3 sewage generation is based upon an 83.33 percent return to the sewage system. This equates to a sewage flow of 3,000 gallons per acre per day. Thus, Sector 3 is estimated to generate 93,000 gallons of sewage daily upon buildout.

Total Generation. Total sewage generation within the specific plan site is estimated to average 130,950 gallons per day. Because the UPS facility is expected to generate significantly less sewage than other industrial uses which typically be developed, the proposed sewage collection system for the UPS Ontario Cargo Hub Specific Plan area will be designed to convey an average of 3,000 gallons per day per acre from the 159.1 acre site.

---

4. A reimbursement agreement relative to other property owners who will benefit from the offsite sewer line along Francis Street will be requested from the City of Ontario.

For the purposes of this analysis, the UPS site's 159.1 acres will be assumed to generate 477,300 gallons of sewage daily.

In addition, sewage facilities constructed by UPS will be required to provide capacity for a service area of approximately 270 acres. Thus, the average design flow for project sewage facilities will be 810,000 gallons per day (270 ac. x 3,000 gpd/ac).

b. Peak Demand

A service area of 270 acres generally has a peaking factor of 4 to 6 times the average. However, since Sectors 1 and 2 represent 58 percent of the anticipated sewer service area, and are expected to contribute only 16 percent of the per acre design flow, a smaller peaking factor was chosen (477,300 gpd avg. flow) x (2.5 peaking factor) = 1,192,500 gallons per day or 828 gpm.

c. Sewage Treatment

Sewage from the UPS site will be treated at Chino Basin Municipal Water District's Regional Plant No. 1. The current capacity of this plant is 29.5 million gallons per day. There is a phased expansion program currently under way, with expansion to 32 million gallons per day capacity planned for 1986-87 followed by expansion to 44 million gallons per day in 1988-89.

Assuming that the City of Ontario's 10 year projections of sewage flow to RP-1 correspond reasonably with the timing of development for this and other projects in the service area, RP-1 should have adequate capacity to fully treat this project's sewage contribution and meet the plant's effluent discharge requirements. All applicable fees will be paid at the appropriate times.

3. Drainage

The project site is included in the study area for the Lower Deer Creek Master Plan of Drainage Phase III Report, dated February 1, 1985. This Report was the basis for the drainage analysis for the UPS Ontario Cargo Hub Specific Plan.

Drainage through the area is primarily from north to south. Lower Deer Creek Channel runs along Turner Avenue, on the west side of the site. Onsite storm drains from this project will be connected directly to the Lower Deer Creek Channel.

Runoff for the site has been taken from the Lower Deer Creek Report. The Lower Deer Creek Report provides runoff values for Q_{10}, Q_{25}, and Q_{100}, based on the 1983 San Bernardino County Hydrology Manual, using the rational method. The total onsite runoff (Q_{10}) is about 260 cubic feet per second (cfs), for commercial/industrial development.

Offsite runoff enters the site from two areas: an area of approximately 10 acres north of the site and an area of approximately 60 acres east of the site. There is a proposed future storm drain about 1,400 feet north of Jurupa Street, along the southern boundary of the airport, which is being taken as the northern boundary of the drainage area. Turner Avenue and Haven Avenue comprise the western and eastern boundaries,

respectively. The southern boundary is the Union Pacific Railroad Tracks. Full industrial development is assumed for all areas.

A north-south 30-inch and 45-inch reinforced concrete pipe (RCP) storm drain is proposed approximately 760 feet east of Turner Avenue to line up with the low point of the proposed tug road grade separation in Jurupa Avenue. This storm drain will collect runoff from north of the aircraft apron and from Jurupa Avenue, and carry it through the site, continuing west near the southerly edge of Sector 2 and intercepting the Lower Deer Creek Channel at Turner Avenue.

As indicated in the Lower Deer Creek Report, the channel in this area will be ultimately constructed as a reinforced concrete box culvert under Turner Avenue. The box is sized in the City's Storm Drain Master Plan as a 6'x11.5' facility. This is expected to be reduced to approximately 6'x10' as runoff from approximately 100 acres (area tributary to Master Plan impact point numbers 3503 and 5504) will be routed to enter the Lower Deer Creek channel southerly near the southerly portions of the specific plan area. This removes a Q_{100} equal to 39 cfs and 109.5 cfs from entering the master planned system at locations west of Seagull Avenue. This is approximately 10 percent of the Master Plan's estimated peak flow of Q_{100} = 1,375 at Turner and the Union Pacific Railroad line (impact point 121.32). Therefore, a reduction in the culvert size to 6'x10' appears justified.

The box culvert in Turner Avenue will be constructed by the project developer, and will be located along the east side of Turner Avenue from Jurupa Street to the Union Pacific Rail line. The north end of the box culvert will connect to the 57-inch RCP at Jurupa, and will discharge at the UP rail tracks. Connection points for future drain lines will be provided at Jurupa, near the south edge of Sector 2, and near the south end of the box culvert.

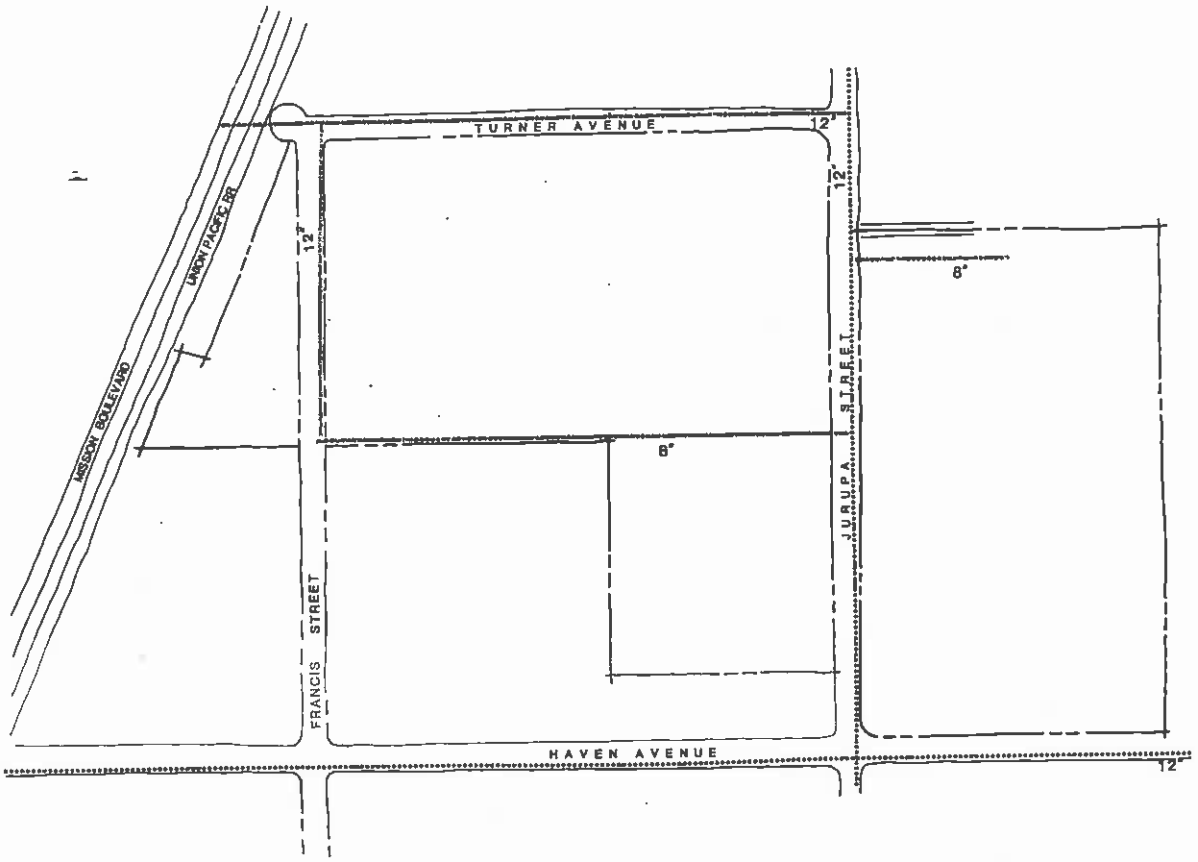
Sheet flow drainage from the airport to the north will be collected at the airport boundary, and carried across the aircraft ramp in Sector 1 in a 30-inch RCP. This line will cross under the low point in Jurupa Street which will be created by the proposed tug bridge grade separation. From Jurupa Street south, the line will increase in size to 45 inches. At the south end of Sector 2, the 45-inch line will turn west, and drain into the Deer Creek channel. Appropriate easements will be granted where this storm drain is proposed to cross UPS property.

No onsite storm drain improvements are proposed for Sector 3. This area slopes at a rate of 0.4 percent to 0.7 percent to the south to the UP rail line and Lower Deer Creek channel. Future development could therefore be surface drained to the channel. Connection to Lower Deer Creek channel will be as approved by the City Engineer. Alternatively, this area could be graded to surface drain toward Francis Street.

The Lower Deer Creek Report anticipates that a future 57-inch RCP will be constructed along the south edge of Sector 3 to convey runoff from the presently undeveloped 60 acre area east of Sectors 2 and 3 (Drainage Report impact point numbers 3902 and 3903). This drain will be constructed by others within the Francis Street right-of-way.

FIGURE 12-A

INFRASTRUCTURE



WATER

EXISTING

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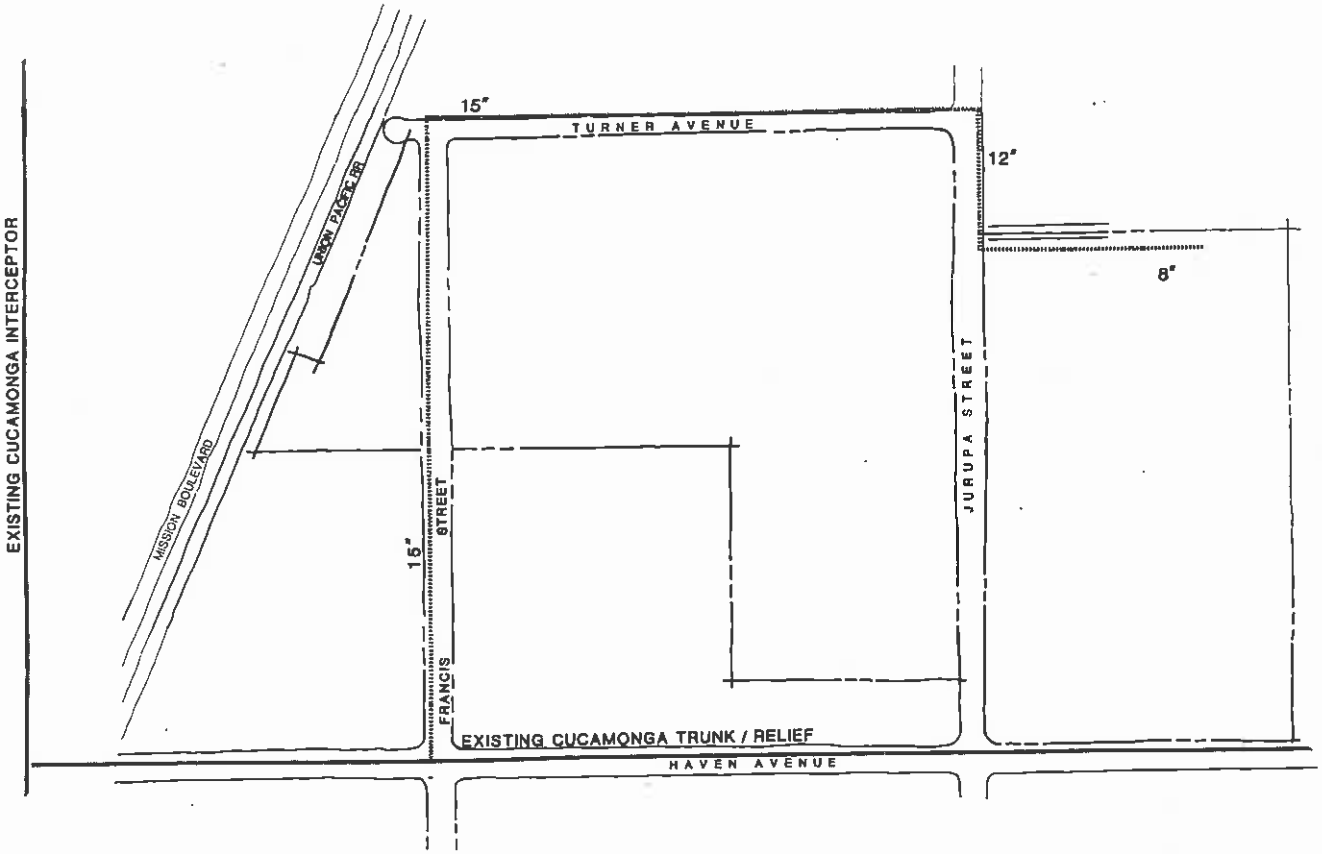
FIGURE 12-B

INFRASTRUCTURE



SEWAGE

- EXISTING
- PROPOSED

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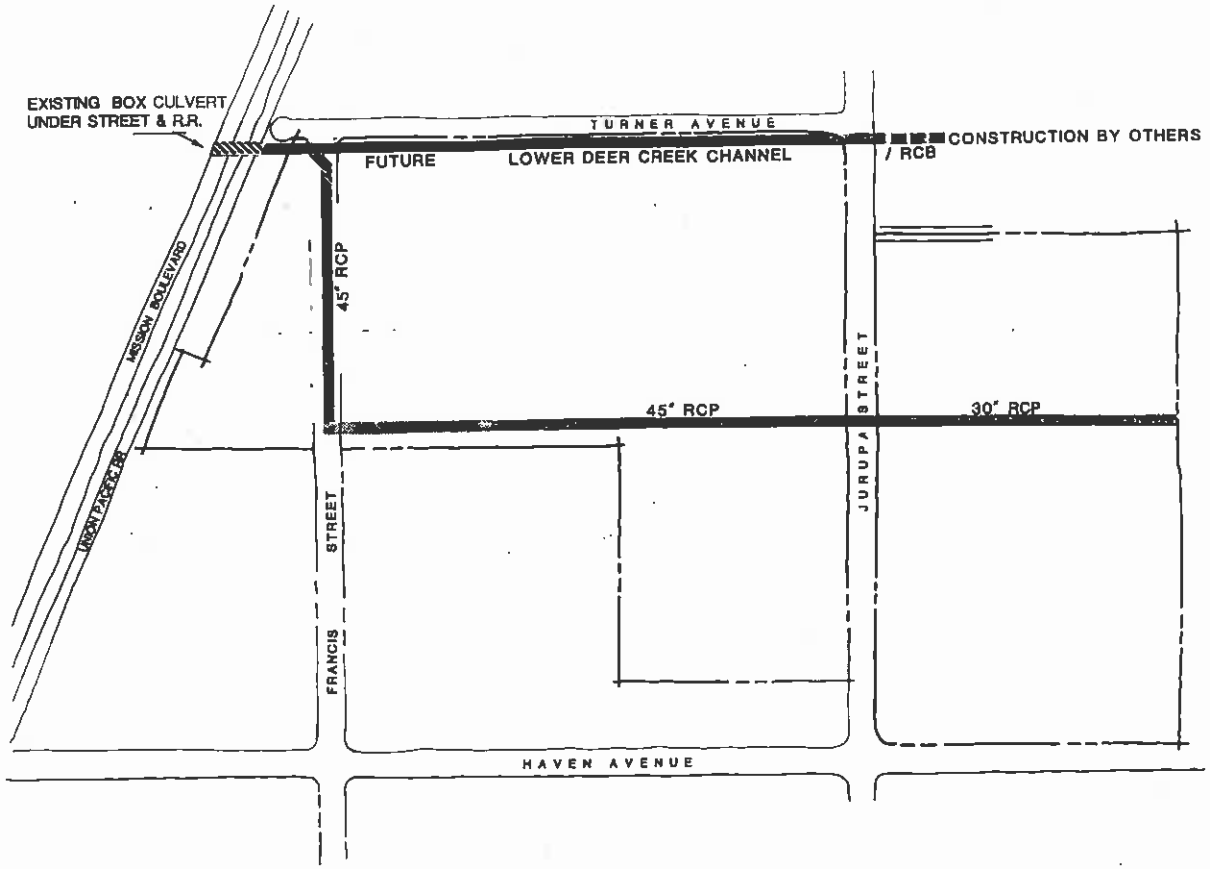
FIGURE 12-C

INFRASTRUCTURE



DRAINAGE

EXISTING

PROPOSED

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D. COMMUNITY FACILITIES

1. Electricity

Electricity in the project area is provided by Southern California Edison (SCE). SCE presently maintains 12 kilovolt (KV) overhead feeder lines east of Haven and south of Mission Boulevard. With the exception of a service line extended to a dwelling unit on Turner Avenue, and other possible incidental service lines, no electrical lines presently serve the site.

Electrical service to the specific plan area will be extended from the existing system. All new electrical lines to serve the project will be placed underground within dedicated public streets or utility easements, as approved by the City Engineer and SCE.

The ultimate configuration of electrical facilities shall be as approved by SCE. The phasing of electrical facilities will be consistent with the phased development of the site such that adequate electrical service is available to the site at all times.

2. Natural Gas

The Southern California Gas Company provides natural gas service to the area. According to Southern California Gas, a two-inch gas distribution line exists within Turner Avenue north of Mission Boulevard, terminating approximately 375 feet north of Jurupa Street. Natural gas service to the project area will be extended from the existing line.

All new natural gas lines to serve the project will be placed underground within dedicated public streets or utility easements, as approved by the City Engineer and the Southern California Gas Company. The ultimate configuration of natural gas facilities shall be as approved by the Southern California Gas Company. The phasing of natural gas facilities will be consistent with the phased development of the site such that adequate natural gas service is available to the site at all times.

3. Solid Waste Disposal

Solid waste collection services will be performed by the City of Ontario. The project site will be developed such that adequate turning radii and access for trash collection vehicles is provided. The Solid Waste Superintendent shall determine the type, size, quantity, and location of all solid waste receptacles. All refuse enclosures shall be constructed to City specifications. Refuse compaction shall be required of all multiple story development. Programs for waste minimization recovery, and recycling will be developed in consultation with the County Solid Waste Management Division.

4. Telephone

Telephone service to the project area is provided by the General Telephone Company (GTE). GTE presently maintains telephone cables located under or above the north/south streets in the project area.

All new telephone lines to serve the project will be placed underground within dedicated public streets or utility easements, as approved by the City Engineer and the GTE. The ultimate configuration of telephone facilities shall be as approved by the GTE. The phasing of telephone facilities will be consistent with the phased development of the site such that adequate telephone service is available to the site at all times.

5. Fire Protection

The City of Ontario will provide fire protection services, and respond to structural fires and paramedic emergency calls from the project site. A mutual aid agreement between fire protection agencies in surrounding areas and the City of Ontario provides additional assistance in the event of a major incident. The project site is within a Mello-Roos assessment district which will finance the construction and maintenance of a new fire station, which is currently being built on a 3.14 acre site located on the south side of Jurupa Street, approximately 4,000 ft. east of Day Creek Channel/Wineville Avenue.

In addition, a highly specialized aircraft fire-fighting unit known as the Crash, Fire, and Rescue unit (C.F.R.), based at Ontario International Airport, provides fire protection for aircraft-related fires. The C.F.R. unit has 10-12 Federal Aviation Administration (FAA) certified firemen and four (4) pieces of fire-fighting apparatus designed specifically for aircraft fires. In the event of an aircraft crash and fire, the response time is less than three (3) minutes for the C.F.R. unit with assisting city fire personnel arriving from Station 6 (Haven Avenue, south of the 60 Freeway) and Station 3 (Francis and Parco) in less than four (4) minutes. To further enhance their capabilities, the C.F.R. unit is acquiring two (2) additional pieces of fire-fighting equipment and anticipate the construction of a new fire station located at the base of the existing control tower on Tower Drive. Fire fighting responsibilities of the C.F.R. unit are presently limited to airport property; extensions to the UPS site will require a mutual aid agreement.

The City of Ontario Fire Department will review Development Plans for the project site to ensure conformance with the latest edition of the Uniform fire and Building Codes. The Fire Department will require fire flow tests, fire hydrant location and spacing, sprinkler systems, and other fire protection hardware, as necessary for the intended use.

6. Police Protection

The City of Ontario Police Department will provide police protection for the project site, including coordinating on-site security required by FAA regulations.

A minimum of two beats will ultimately be required to serve the general project vicinity. The main reason is the adjoining planned development sites to the south and east (California Commerce Center and California Commerce Center South) and surrounding development around the Ontario International Airport. Two beats would provide 24-hour coverage, seven days per week, to an area covering approximately 8 to 10 square miles. Each beat consists of five officers.

Police services required for the specific plan are principally devoted to site security and traffic enforcement. Based upon an average police beat size of 4.2 square miles, it is anticipated that the UPS Cargo Hub Specific Plan will utilize less than five percent of the resources of one police beat.

UPS will provide 24-hour security personnel within Sectors 1 and 2. In addition, all requirements of Part 107 of the Federal Aviation Regulations will be met.

E. IMAGE ENHANCEMENT

Specific landscaping design elements will be used to visually establish character and unify the overall landscaping theme. Primary landscaping elements include streetscape, buffer planting, entries and intersections, and onsite landscaping for projects within the UPS Ontario Cargo Hub Specific Plan. In addition, signage and architectural guidelines are included to promote a well designed built environment. The intent is to establish a high quality environment to complement the project's location adjacent to Ontario International Airport and major employment centers within the City of Ontario.

1. Gateway/Entry Monumentation

Gateways and entries are special landscaping and design areas located at intersections throughout the planning area. They are provided to enhance the urban design quality of the community, announce entrance into the project area, and highlight major intersections. The intent is to create a high quality image which enhances and complements airport related land uses while remaining consistent with existing and proposed landscape statements in the vicinity.

Three Gateway/Entry designs are planned, and are described below. Refer to the Landscape Concept Plan, Figure 13, to determine the exact location of Gateway/Intersection elements.

a. Major Gateway

The Major Gateway for the UPS Ontario Cargo Hub will be located at the intersection of Haven Avenue and Jurupa Street. The major gateway will incorporate a 120-foot landscaped radius. Design features include the use of tall vertical columnar trees (Washingtonia Filifera), low terrace walls incorporating project signage, raised planters, decorative groundcover, and turf. The design of the major gateway will be consistent with the major gateways proposed for California Commerce Center on the east side of Haven Avenue.

b. Minor Gateways

The Minor Gateway will be located at the intersection of Turner Avenue and Jurupa Street, and will exhibit a similar landscape treatment as the major gateway intersection. The minor gateway will incorporate a 90 foot landscaped radius planted with tall broad rounded trees (Tristania Conferta) and small scale accent trees (Lagerstroemia indica). Other landscape elements, include low terrace walls, project signage, raised planters, seasonal groundcover, and turf.

c. Project Entries

Project entries will be located where future Local Interior Streets merge with major arterials. Project entry designs will be similar to gateway areas; however, they will be smaller in size, incorporating a 60-foot landscaped radius and a two foot high wall with signage. Design features include formal plantings of accent trees (Alnus rombifolia; Prunus crasifera) turf, identification monuments, raised planters, and shrub masses.

2. Streetscape Concepts

The overall landscape concept for the planning area (Figure 13) proposes the use of a specific palette of trees located in designated areas designed to enhance the aesthetic quality of the planning area. Generally, an informal planting concept of randomly spaced "drifts" of trees are proposed for most major arterials, dominated by formal intersection statements. However, formal landscape statements may be initiated throughout the planning area, designed as a continuation of previously established landscape palettes (e.g. California Commerce Center). In addition, major arterials will be characterized by rolling/undulating turf berms which are further designed to enhance the landscape image of the planning area and to create topographic variation. These streetscape elements will combine to enhance the overall continuity of the planning area.

The streetscape concept for the planning area promotes an integrated, continuous visual image. The plant palette chosen for streets within the planning area is designed to reinforce and strengthen these circulation features by perpetuating a common landscape theme. In general, tall formal columnar accent trees located at major intersections are designed to announce entrance into the planning area. In addition, a consistent pallette of formal and informal deciduous and evergreen trees are provided along major arterials, designed to promote a continuous streetscape image.

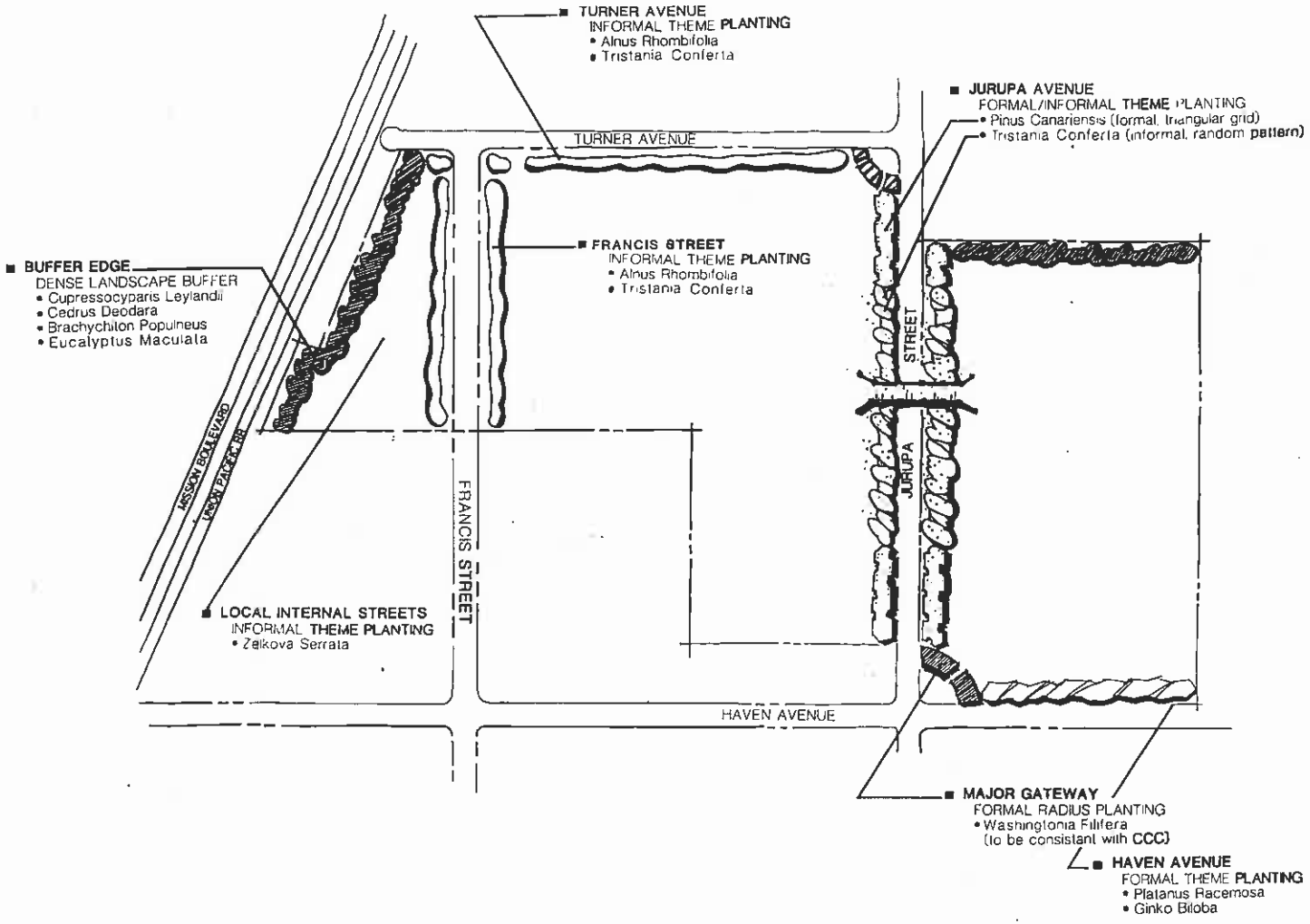

FIGURE 13

LANDSCAPE CONCEPT

LEGEND

- MAJOR GATEWAY
- MINOR GATEWAY
- POTENTIAL PROJECT ENTRIES
- HAVEN AVENUE EDGE
- JURUPA STREET EDGE (FORMAL)
- JURUPA STREET EDGE (INFORMAL)
- TURNER AVENUE EDGE
- BUFFER EDGE

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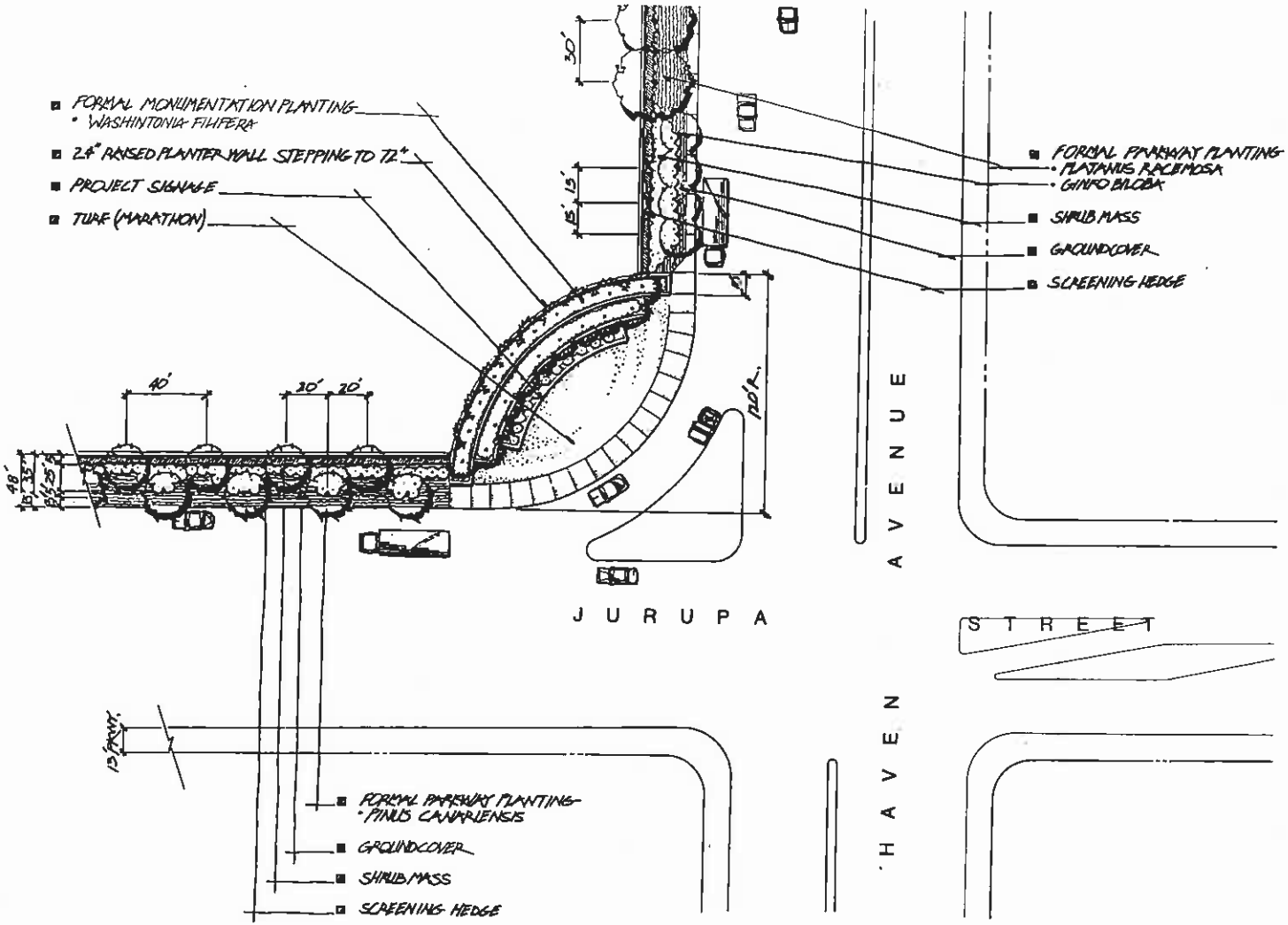

FIGURE 14

CONCEPTUAL INTERSECTION TREATMENT

MAJOR GATEWAY

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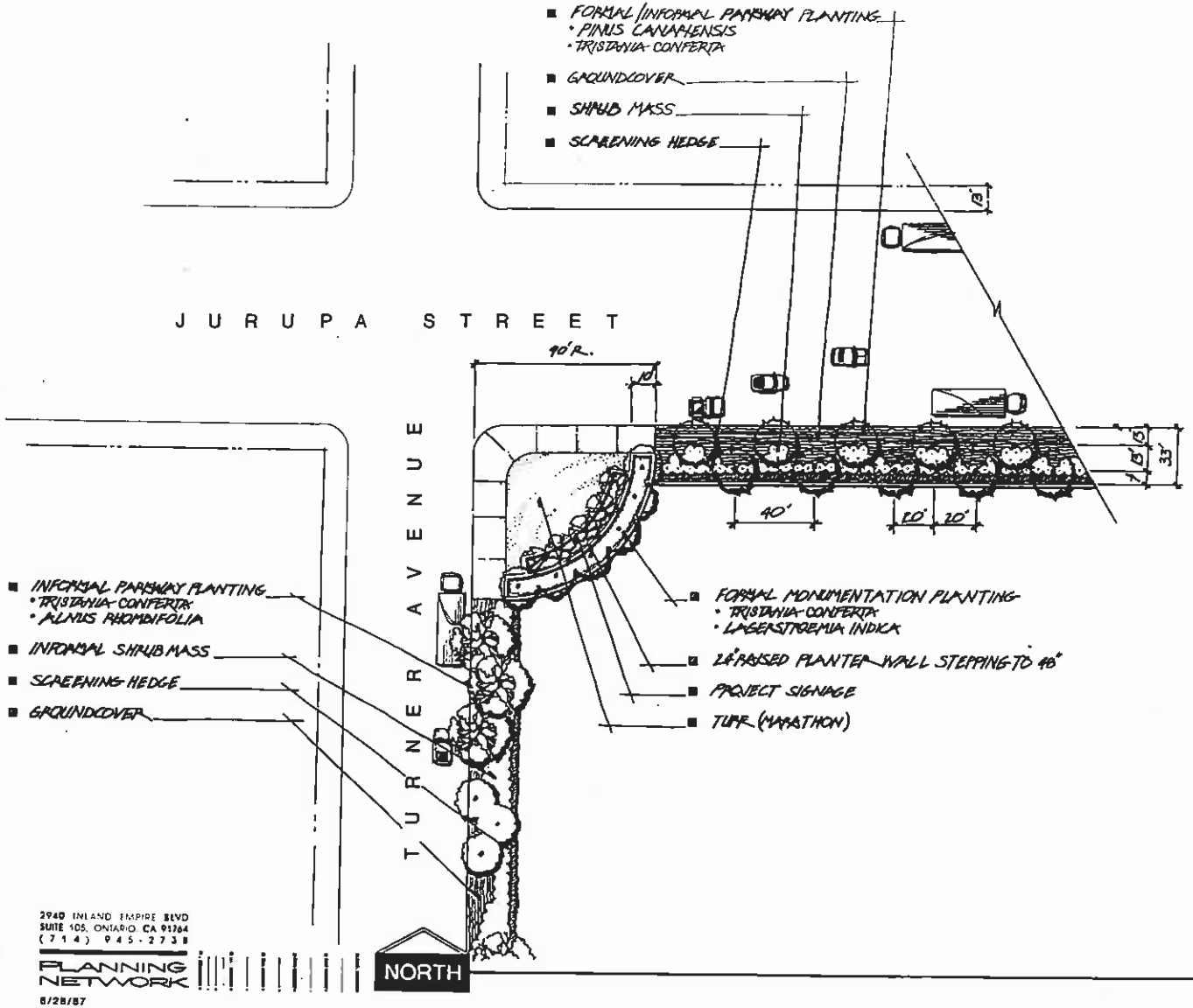
FIGURE 15

CONCEPTUAL INTERSECTION TREATMENT

MINOR GATEWAY



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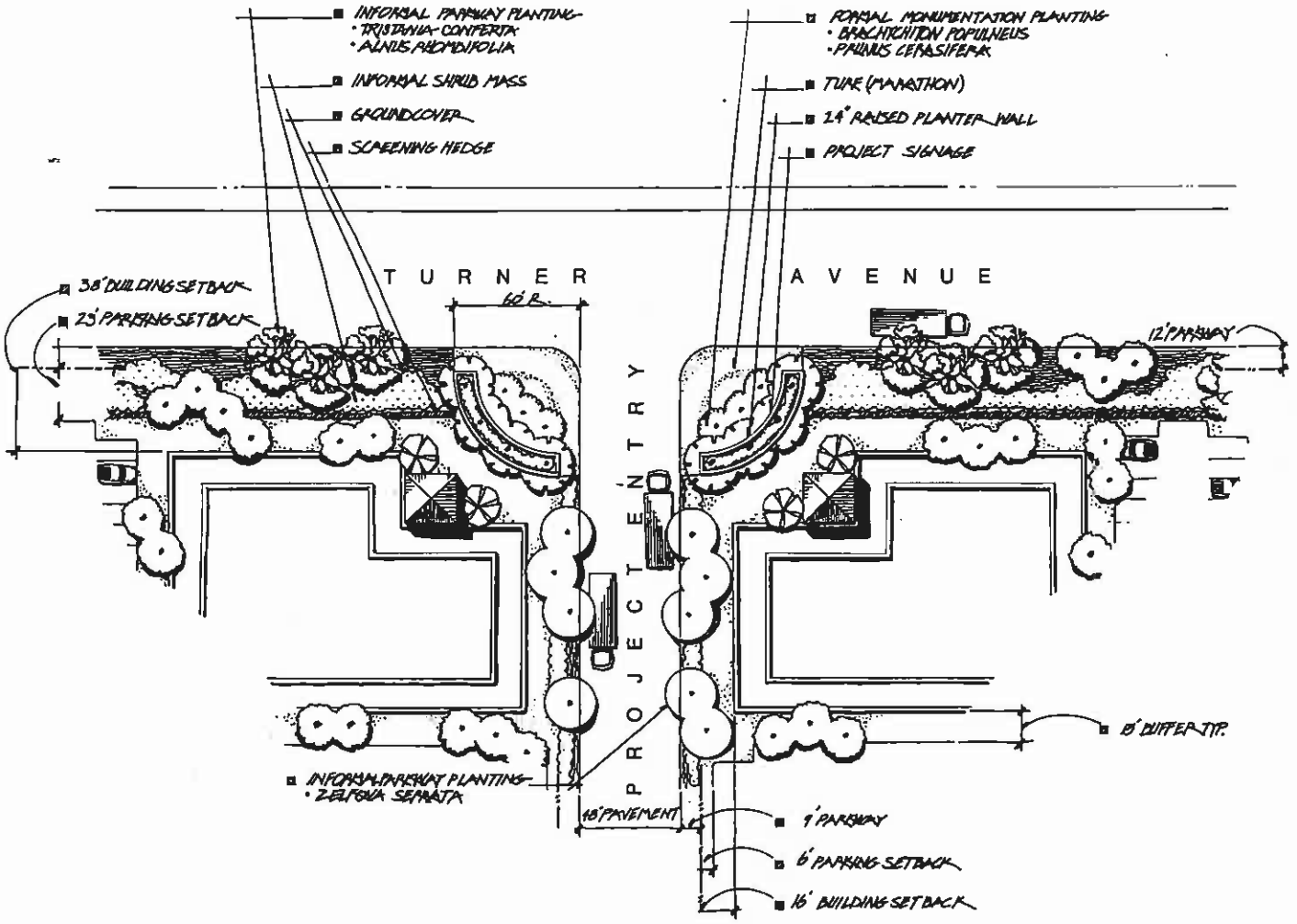

FIGURE 16

CONCEPTUAL INTERSECTION TREATMENT

PROJECT ENTRY

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Specific streetscape characteristics related to the planning area include:

- *Haven Avenue*

  Haven Avenue functions as a major divided arterial which borders the northern portion of the planning area to the east. This arterial will be characterized by formal plantings of Platanus racemosa (California Sycamore) and Ginkgo biloba (Maidenhair Tree) trees (see Figure 18). Plantings will be similar to landscape statements previously established for Haven Avenue as part of the California Commerce Center project. Landscaped berms, formal hedges, and informal drifts of shrubs will be incorporated into the streetscape theme, designed to complement the street scene.

- *Jurupa Street*

  Jurupa Street functions as the primary circulation spine through the center of the planning area. This circulation feature is characterized by formal plantings of Pinus canariensis within a 14 foot median island east and west of the proposed grade separation (see Figure 19). Informal plantings of Tristania Conferta (Brisbane Box) are located on grade separated slopes and shall be planted in such a fashion as to form a "urban forest". Landscaped berms, hedges, groundcover, and informal drifts of shrubs shall be provided along slope areas to "soften" the overall slope height and enhance the streetscape.

- *Turner Avenue*

  Turner Avenue is a two-lane collector which defines the western edge of the planning area. Turner Avenue will be characterized by a landscape palette of informally mixed Tristania Conferta (Brisbane Box) and Alnus Rhombifolia (White Alder) trees (see Figures 21 & 22). Landscaped berms, hedges, and informal drifts of shrubs will be provided, designed to increase variety and visual interest to the streetscape.

- *Francis Street*

  Francis Street is a two-lane collector which will run in an east-west direction through Sector 3. Francis Street will be characterized by a landscape palette of informally mixed Tristania Conferta (Brisbane Box) and Alnus Rhombifolia (White Alder) trees (see Figures 21 & 22). Landscaped berms, hedges, and informal drifts of shrubs will be provided, designed to increase variety and visual interest to the streetscape.

LANDSCAPE SECTION KEY

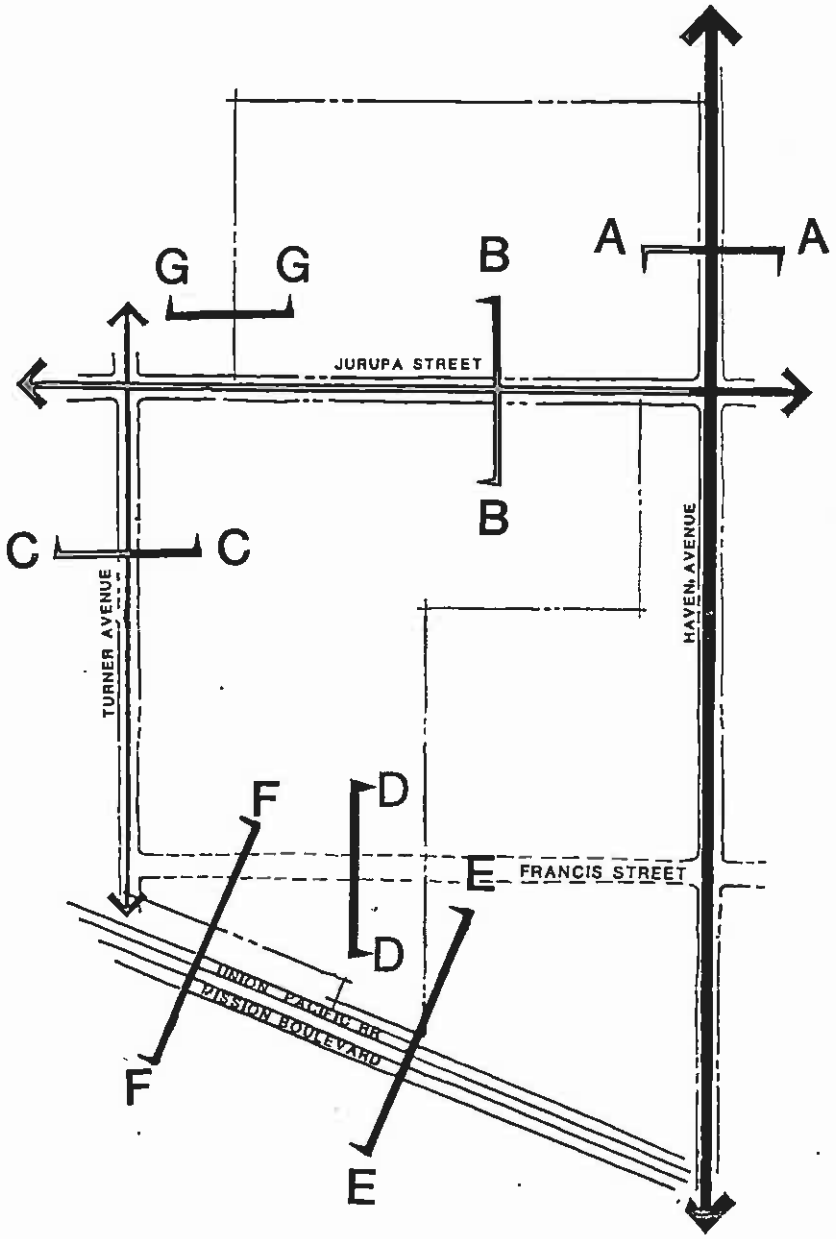

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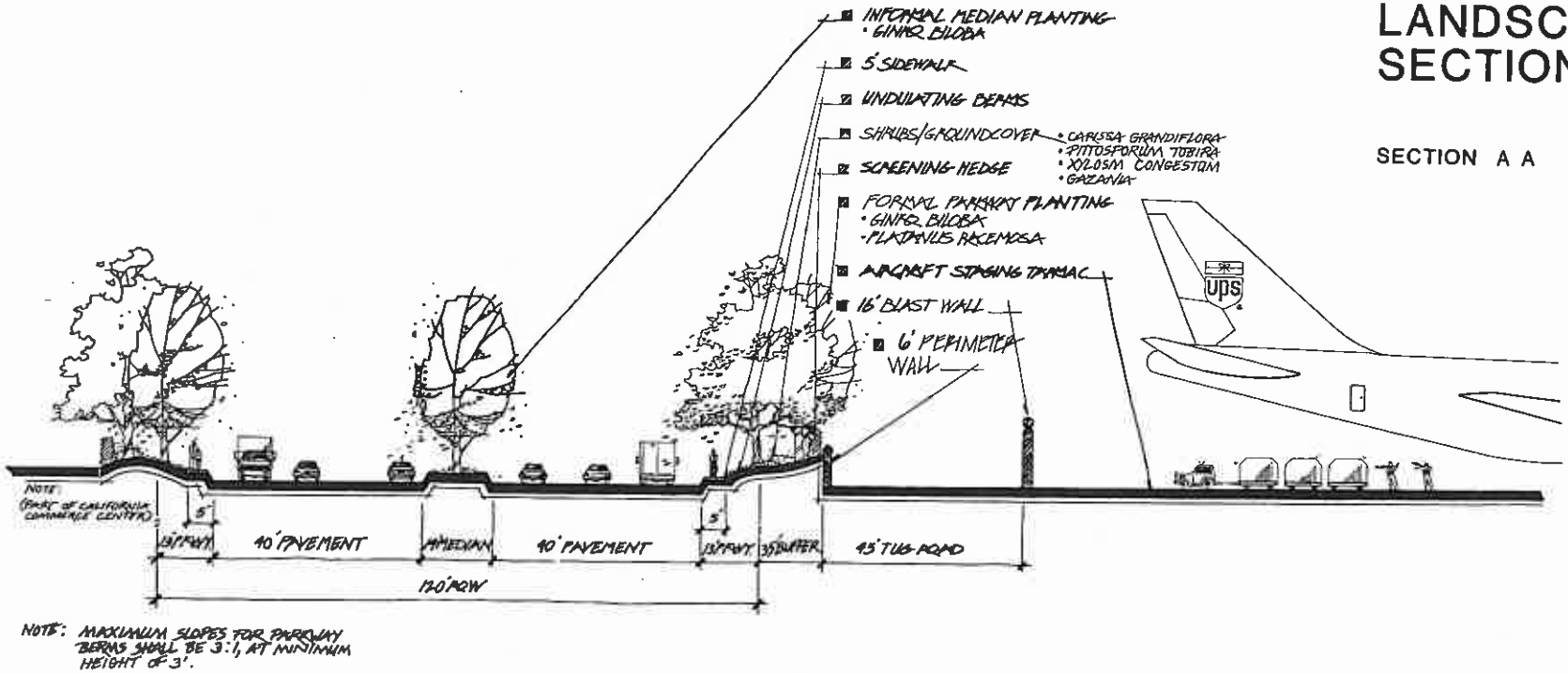
FIGURE #17

FIGURE 18

HAVEN AVENUE LANDSCAPE SECTION

SECTION A A



NOTE: MAXIMUM SLOPES FOR PARKWAY BERMS SHALL BE 3:1, AT MINIMUM HEIGHT OF 3'.

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FIGURE 19

JURUPA STREET LANDSCAPE SECTION

SECTION B B

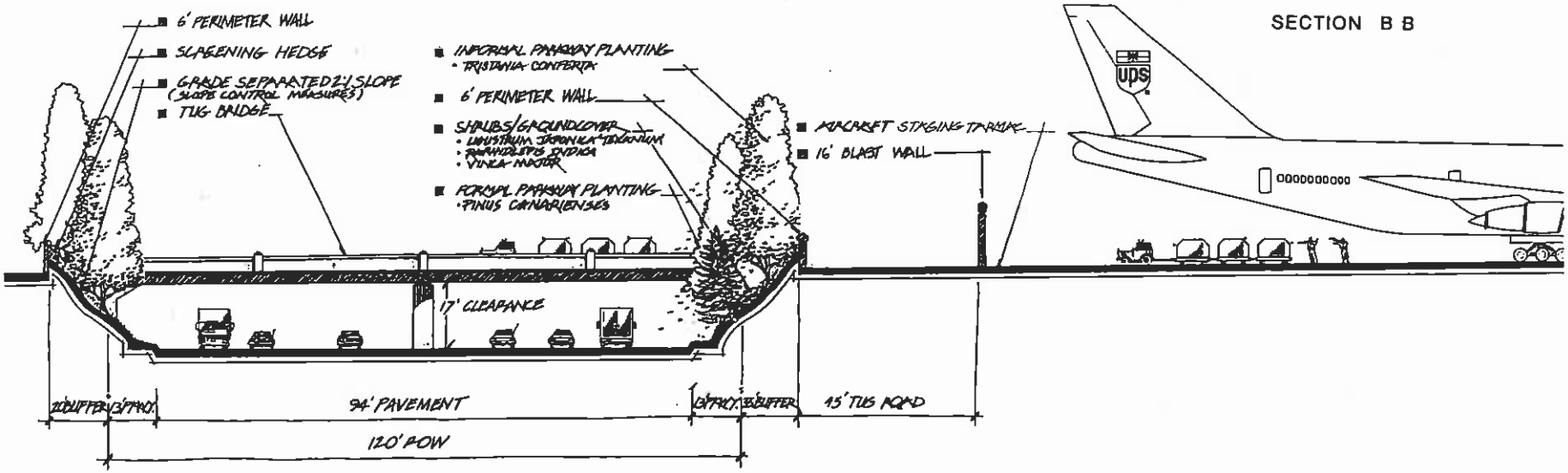

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FIGURE 20

JURUPA STREET LANDSCAPE PLAN VIEW

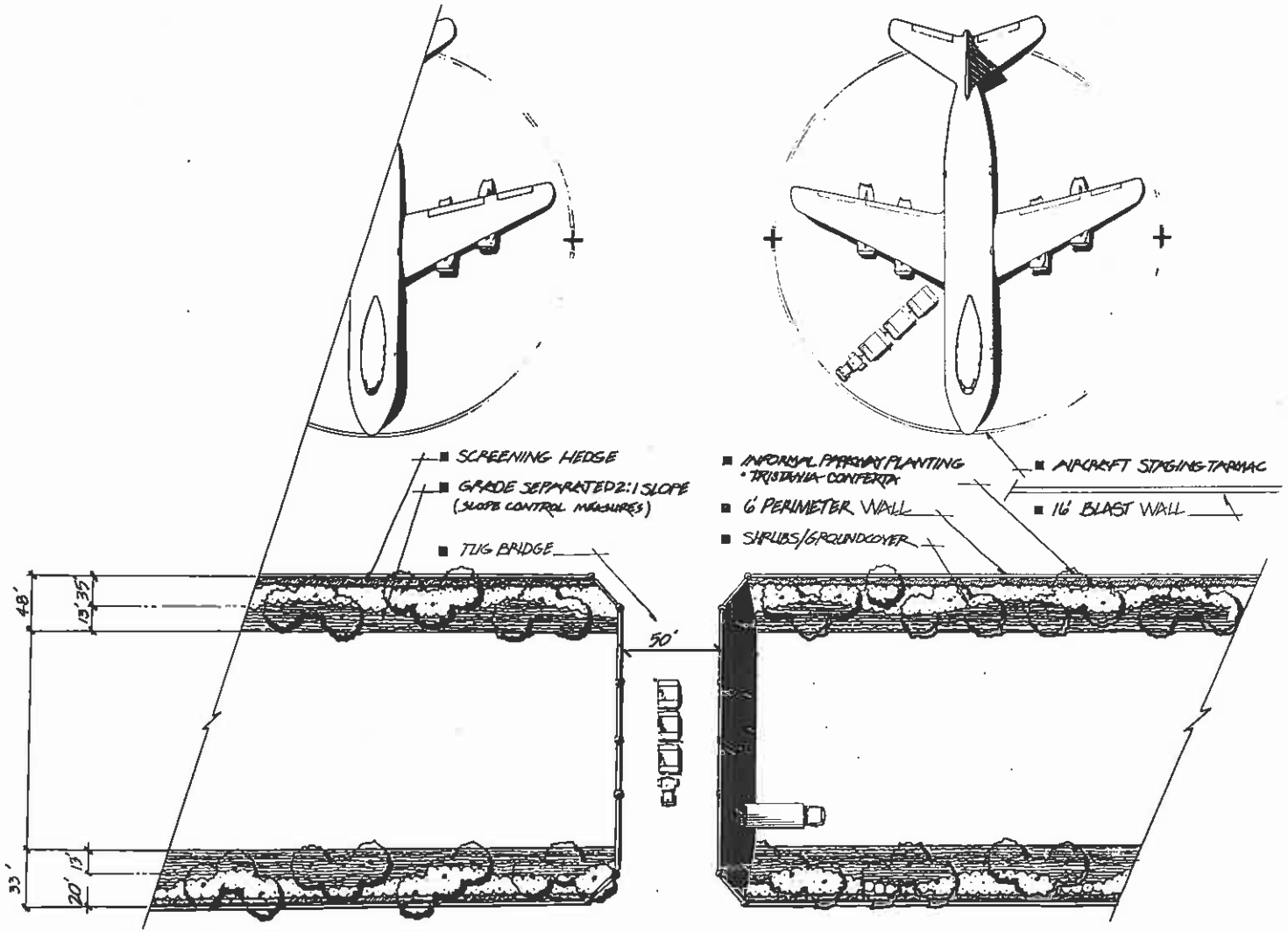

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FIGURE 21

TURNER AVENUE LANDSCAPE SECTION

SECTOR 2

SECTION C C

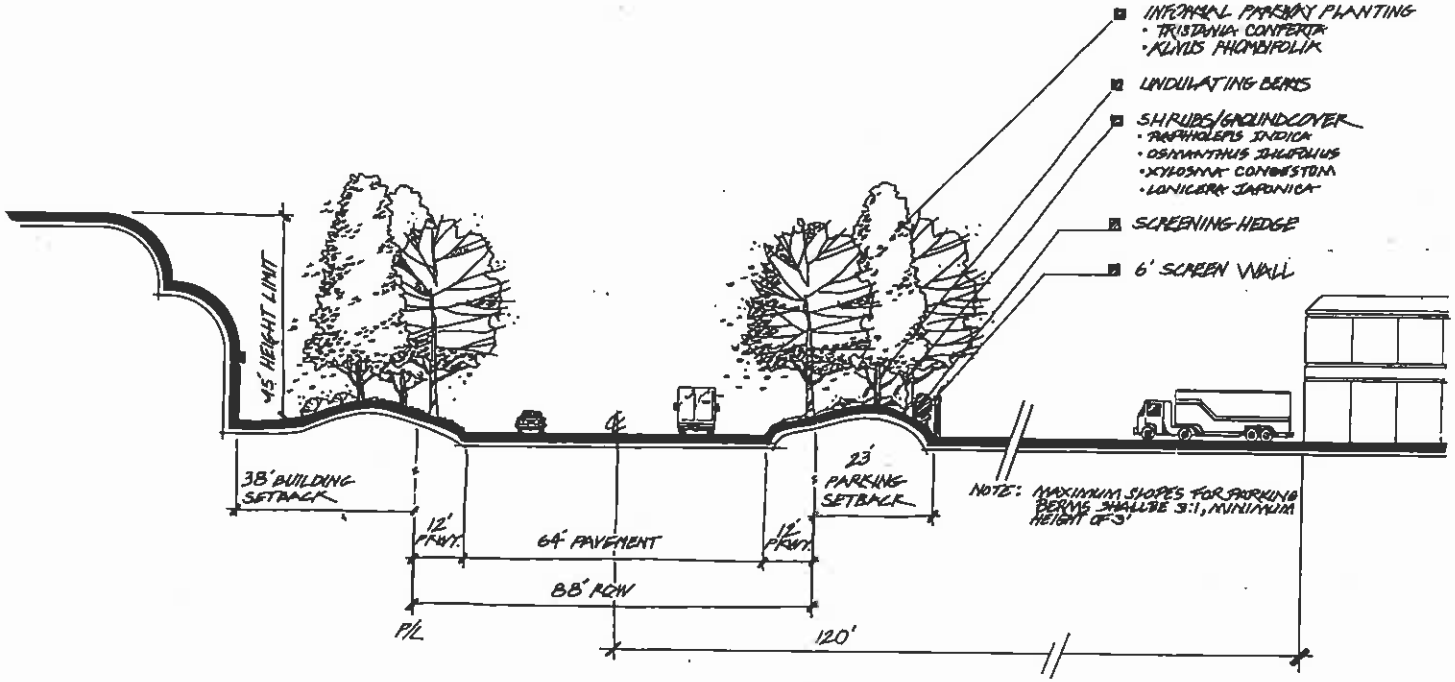

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FIGURE 22

FRANCIS STREET

LANDSCAPE SECTION

SECTOR 3

SECTION D D

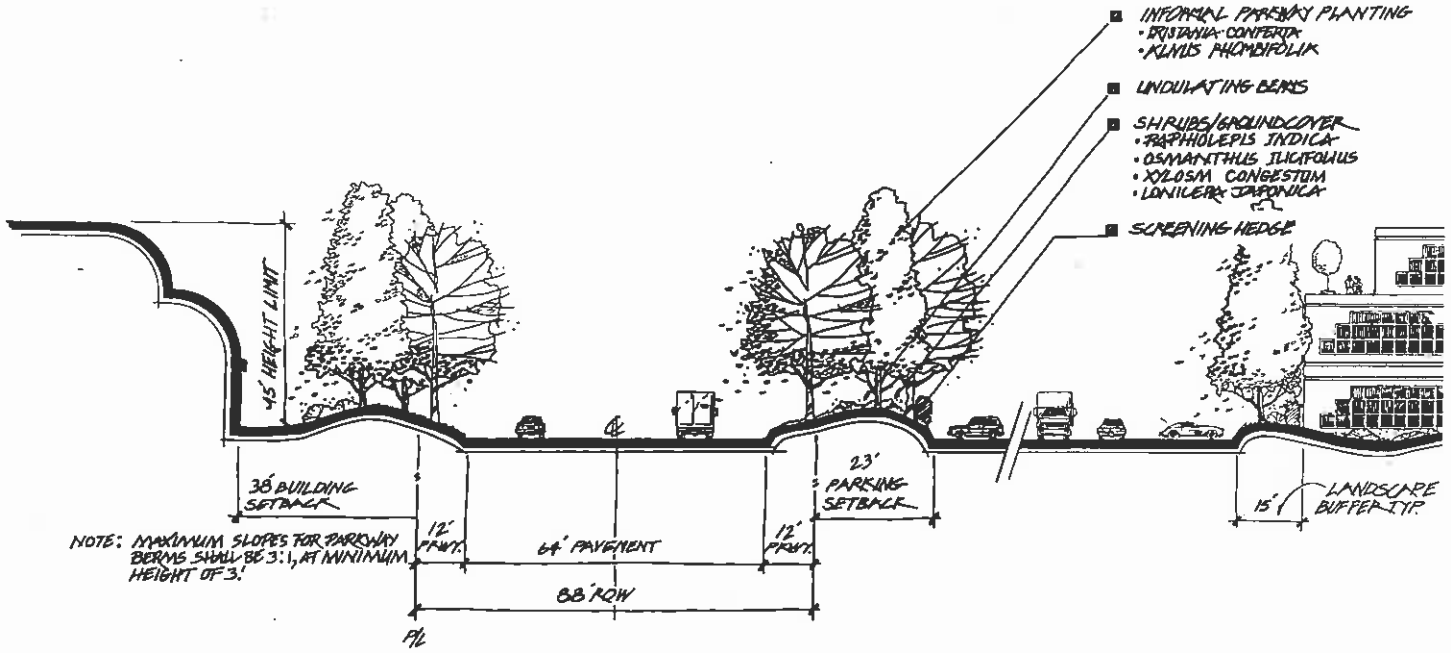

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FIGURE 23

LOCAL INTERNAL STREET LANDSCAPE SECTION

TYPICAL

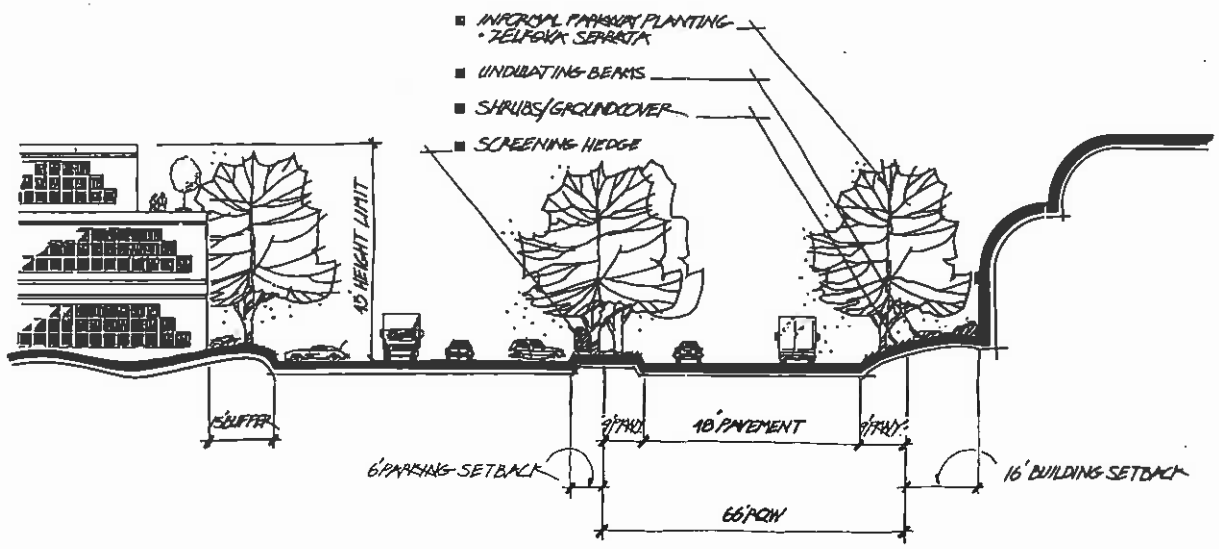

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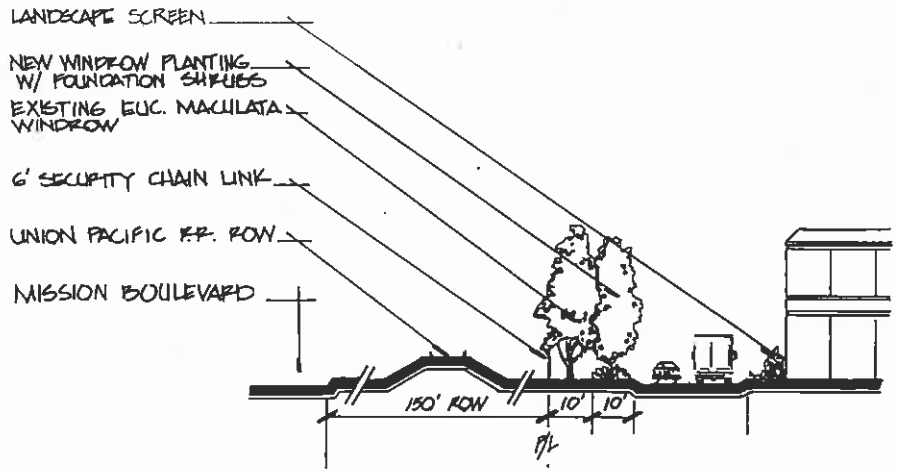
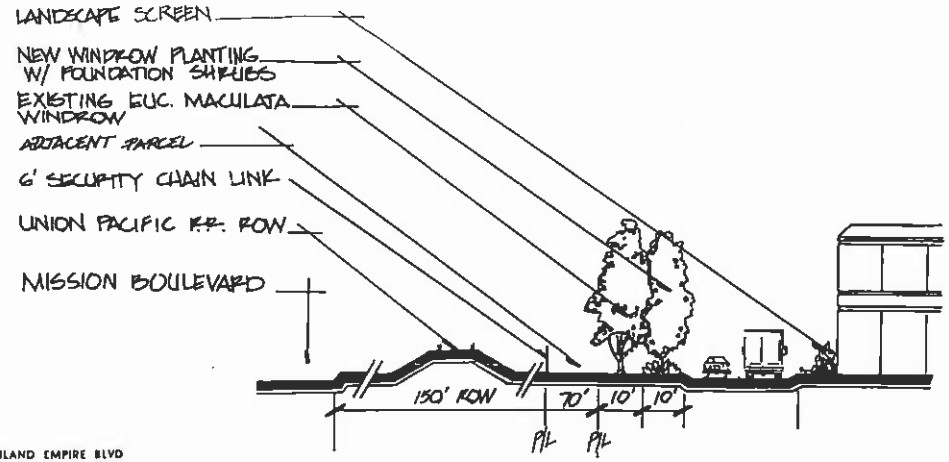
FIGURE 24

MISSION BOULEVARD LANDSCAPE BUFFER SECTIONS

SECTOR 3



SECTION E E



SECTION F F

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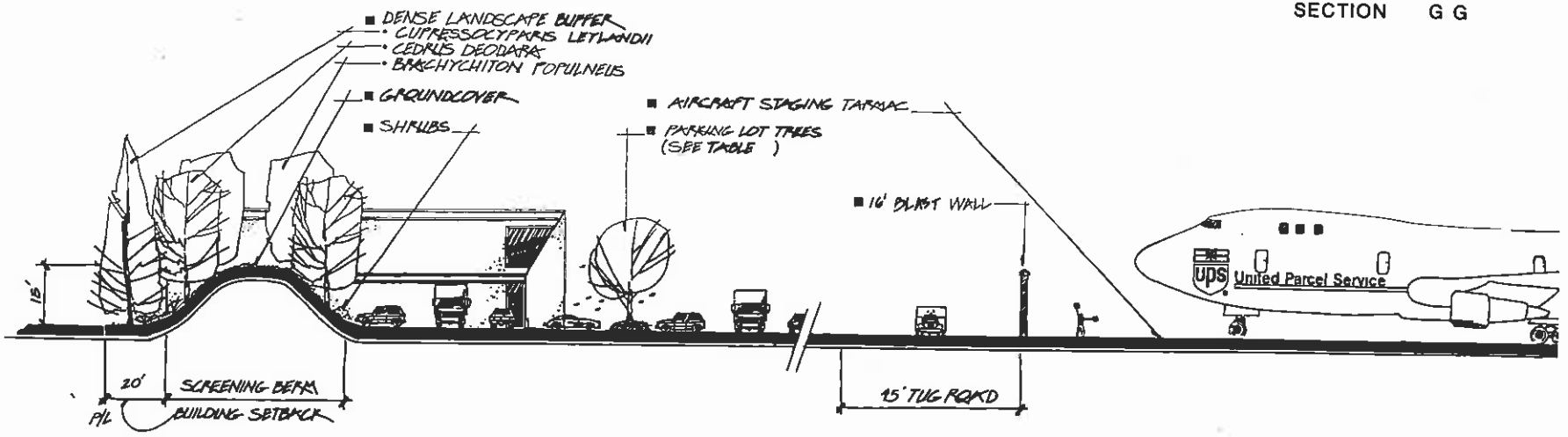
FIGURE 25

BUFFER AREA LANDSCAPE SECTION

SECTOR 1

SECTION G G



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3. Landscape Buffers/Screening

a. Union Pacific Railroad Right-of-Way/Southern Project Boundary

An extensive landscape buffer comprising 15 gallon Eucalyptus malculatta (Red Gum) planted 10 feet on-center in a staggered pattern and massing of 5 gallon shrubs will be utilized along the project site's southern boundary, contiguous to the Union Pacific Railroad right-of-way (see Figure 24). The intent is to augment the existing eucalyptus windrow located within the U.P.R.R. right of way with an additional 5 foot wide on-site landscape buffer providing an effective landscape screen of undesirable views. Perimeter setbacks may vary according to building and parking locations (see Development Standards, Sector 3).

b. West Edge of Sector 1 Aircraft Staging Area

Another landscape buffer will be provided along the project's western edge, north of Jurupa Street. This buffer will consist of a 15 foot high earthen berm in combination with a proposed building wall with no window openings for sound attenuation purposes along the western property. Extensive landscaping will be provided to lessen the slope height and break-up blank building elevation (see Figure 25).

c. Other Screening

In addition, the placement of trees, shrubs, groundcover, and turf adjacent to roadways and buildings within Sector 3 will screen and "soften" buildings and their associated loading and parking areas from views from adjacent public streets. Such landscaping will be designed with consideration given to the UPS buildings and other intended building uses.

4. Onsite Landscaping

The following criteria establishes parameters for on-site landscaping areas within Sector 3. This landscaping will be the responsibility of individual parcel owners, and will be reviewed and approved by the project sponsor and City as part of the development site plan approval process.

The landscaped area within a development site consists of building and parking setbacks, parking areas, buffers, and areas directly adjacent to buildings. These areas will provide a mixture of trees, shrubs, vines, groundcover, and turf. Minimum sizes for trees shall be 15 gallons with 25% of trees planted to be 24" box size or larger; minimum sizes for shrub plant material shall be 5 gallons; however, a variety of 5 gallon shrubs shall also be provided. Smaller container-size plant material must be approved by the project sponsor and the City of Ontario.

5. Plant Palette

The following plant palette offers a variety of plant materials that do well in this climate. Since water requirements of plant materials may vary extensively, plants with similar water requirements should be reviewed closely and utilized where appropriate. Table 4 fully describes the landscaping materials and characteristics per street classification.

RECOMMENDED PLANT PALETTE

TABLE 4

A..... Medium to Large Trees
B.....Small Trees
C..... Specimen/Accent Trees
D..... Columnar Trees
E..... Conifers
F.....Buffer Plants • Trees
G ..... Buffer Plants • Shrubs
H.....Shrubs
I.....Vines
J ..... Groundcover Accents
K..... Groundcovers

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PLANNING NETWORK

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DATE:9/28/87

A. MEDIUM to LARGE TREES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ALNUS RHOMBIFOLIA White Alder		●	50'			F		
BRACHYCHITON POPULNEUS Bottle Tree	●		40'	●	●	M		Wind tolerant
CHORISIA SPECIOSA 'Majestic Beauty' Floss-Silk Tree		●	50'	●		M	Fall Pink	
EUCALYPTUS CAMADULENSIS Red Gum	●		100'	●	●	F		Some litter
EUCALYPTUS CLADOCALYX Sugar Gum	●		85'	●	●	F		Some litter
EUCALYPTUS LEUCOXYLON White Ironbark	●		50'	●		F		Wind tolerant Some Litter
EUCALYPTUS MACULATA Spotted Gum	●		60'			F		Some litter
EUCALYPTUS MICROTHECA Flodded Box	●		35'		●	F		Wind tolerant Some litter
EUCALYPTUS SIDEROXYLON 'Rosea' Red Ironbark	●		50'			M	Fall to Spring Pink	Some litter
EUCALYPTUS VIMINALIS Manna Gum	●		100'			F		Some litter
GINKGO BILOBA 'Autumn Gold' - Male Only Maidenhair Tree		●	50'	●	M	F	Fall Gold	
GINKGO BILOBA 'Saratoga' - Male Only Maidenhair Tree		●	50'	●	M	S	Fall Pink	
GLEDITSIA TRIACANTHOS Honey Locust		●	50'	●	L	F		Wind tolerant Surface roots. Some litter
LIQUIDAMBAR FORMOSANA Chinese Sweet Gum		●	50'		L	M	Spring & Fall Red	Surface roots
LIQUIDAMBAR STYRACIFLUA American Sweet Gum		●	60'			M	Fall Red	Surface roots
LIQUIDAMBAR STYRACIFLUA 'Burgundy' Burgundy Sweet Gum		●	60'		L	M	Fall Winter Purple	Surface roots
LIRIODENDRON TULIPIFERA Tulip Tree		●	50'		L	F	Fall Yellow	Surface roots
MAYTENUS BOARIA Mayten Tree	●		40'		M	M		
MELALEUCA LINARIFOLIA Flaxleaf Paperback	●		35'	●	●	F		
MELALEUCA STYPHELIOIDES	●		40'	●	●	F		
PISTACIA CHINENSIS Chinese Pistache		●	60'	●	M	M	Fall Crimson	Some litter
PLATANUS ACERIFOLIA London Plane Tree		●	80'		L	F		
PLATANUS RACEMOSA Califronia Sycamore		●	80'	●	M	F		Wind tolerant Some litter
POPULUS FREMONTII - Male Only Western Cottonwood		●	50'	●	M	F		
SCHINUS MOLLE California Pepper	●		35'		●	F		Surface roots
TRISTANIA CONFERTA Brisbane Box	●		50'	●	●	F	Summer White	Some litter
ULMUS PARVIFOLIA - Drake or Brea Chinese Elm		●	50'		M	F		
ZELKOVA SERRATA Japanese Zelkova		●	60'	●	L	F	Fall Yellow	

B. SMALL TREES

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ACACIA BAILEYANA Bailey Acacia	•		25'	•	•	F	Spring Yellow	Wind tolerant Surface roots
ACACIA BAILEYANA 'Purpurea' Purple-leaf Acacia	•		25'	•	•	F	Spring Yellow	Wind tolerant Surface roots
ACACIA MELANOXYLON Black Acacia	•		40'	•	•	F	Spring Yellow	Wind smog tolerant Surface roots
ALBIZIA JULIBRISSIN 'Rosea' Silk Tree		•	40'	•	•	F	Summer Pink	
CERATONIA SILIQUA Carob (Male Only)	•		35'	•	•	M		Surface roots
GEIJERA PARVIFLORA Australian Willow	•		25'	•	M	F		
JACARANDA MIMOSIFOLIA Jacaranda		•	30'	•	L	M	Spring, Summer Lavender-blue	
KOELREUTERIA PANICULATA Golden Rain Tree		•	25'	•	•	M	Summer, Fall Yellow	Wind, smog tolerant
LIQUIDAMBAR ORIENTALIS Oriental Sweet Gum		•	25'		M	M	Fall Red	
RHUS LANCEA African Sumac	•		25'	•	•	M		

C. SPECIMEN/ACCENT TREES

BRACHYCHITON ACERIFOLIUS Flame Tree		•	50'	•	M	S	Summer Red	
CHORISIA SPECIOSA 'Majestic Beauty' Floss-Silk Tree		•	50'	•		M	Fall Pink	
CINNAMOMUM CAMPHORA Camphor Tree	•		40'			S	Spring Flowers	Surface roots
FAGUS SYLVATICA 'Atropunicea' Purple Beech		•	60'	•	No	M		
LAGERSTROEMIA INDICA Crape Myrtle		•	20'	•	•	S	Spring, Summer White, Pink	
MAGNOLIA GRANDIFLORA 'Samuel Sommer' Samuel Sommer Magnolia	•		50'	•		M	Summer, Fall White	Surface roots Some litter
MELIA AZEDARACH 'Umbraculifera' Texas Umbrella Tree		•	30'	•		M		
PRUNUS CERASIFERA 'Atropurpurea Purple-leaf Plum		•	30'	•	No	M	Spring White	

D. COLUMNAR TREES

LIQUIDAMBAR STYRACIFLUA 'Festival' Sweetgum		•	50'	•	L	M	Fall Orange	Surface roots
PINUS CANARIENSIS Canary Island Pine	•		70'	•	M	F		Wind tolerant

E. CONIFERS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
PINUS CANARIENSIS Canary Island Pine	•		70'	•	M	F		Wind tolerant
PINUS COULTERI Coulter Pine	•		50'	•	•	M		Wind tolerant
PINUS HALEPENSIS Aleppo Pine	•		40'	•	•	F		Wind tolerant
PINUS PINEA Italian Stone Pine	•		50'	•	•	M		Wind tolerant

F. BUFFER PLANTS • TREES

CERATONIA SILIQUA Male only Carob	•		25'	•	•	M		
CUPRESSOCYPARIS LEYLANDII Leylandi Cypress	•		35'	•	•	M		
EUCALYPTUS SIDEROXYLON 'Rosea' Red Ironbark	•		50'	•		M	Fall to Spring Pink	Some litter
PINUS HALEPENSIS Aleppo Pine	•		40'	•	•	F		Wind tolerant
PINUS PINEA Italian Stone Pine	•		50'	•	•	M		Wind tolerant
TRISTANIA CONFERTA Brisbane Box	•		50'	•	•	F	Summer White	Some litter

G. BUFFER PLANTS • SHRUBS

ACACIA MELANOXYLON Black Acacia	•		40'	•	•	F	Spring Yellow	Wind, smog tolerant Surface roots
DODONAEA VISCOSA 'Purpurea' Hopseed Tree	•		15'	•	•	F		Wind smog tolerant
FEIJOA SELLOWIANA Pineapple Guava	•		12'	•	•	M		
LEPTOSPERMUM LAEVIGATUM Australian Tea Tree	•		15'	•	•	F	Spring White	Wind tolerant
LIGUSTRUM JAPONICUM 'Texanum' Japanese Privet	•		9'	•	No	M	Spring, Summer White	
LIGUSTRUM OVAFOLIUM California	•		15'	•	No	F	Spring, Summer White	
MELALEUCA NESOPHILA Pink Melaeuca	•		20'	•	•	F	Summer Pink-Purple	Wind tolerant
MYRTUS COMMUNIS True Myrtle	•		15'	•	•	S	Summer White	
NERIUM OLEANDER Oleander	•		12'	•	•	F	Spring Fall White, Pink	Wind smog tolerant
OSMANTHUS ILICIFOLIUS Holly-Leaf Osmanthus	•		8'		L	M	Fall White	
VIBURNUM JAPONICUM Japanese Viburnum	•		15'		L	M	Spring White	

H. SHRUBS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ABELIA GRANDIFLORA Glossy Abelia	•		8'	•	L	F	Summer Pink	Good hedge
ARBUTUS UNEDO 'Compacta' Compact Strawberry Tree	•		5'	•	M	M	Fall, Winter Pink	
CALLISTEMON CITRINUS Lemon Bottlebrush	•		15'	•	M	F	Spring to Winter Red	Wind, smog tolerant Good hedge
CARISSA GRANDIFLORA Natal Plum	•		7'	•	M	F	Spring to Winter Red	Wind, smog tolerant Good hedge
CEANOTHUS 'Julia Phelps' Julia Phelps Ceanothus	•		5'	•	•	F	Spring Blue	Wild tolerant
CEANOTHUS RIGIDUS 'Snowball' Snowball Ceanothus	•		6'	•	•	F	Spring White	Wind tolerant
CISTUS LADANIFER Spotted Rock Rose	•		6'	•	•	F	Spring, Summer White	Wind tolerant
CISTUS PURPUREUS Orchid-Spot Rock Rose	•		4'	•	•	F	Spring, Summer Orchid	Wind tolerant
COTINUS COGGYGRIA 'Purpureus' Purple Smoke Tree	•		20'	•	•	M	Fall Yellow-Orange	Good hedge Not too much H_2O
DODONAEA VISCOSA 'Purpurea' Purple Hop Bush	•		15'	•	•	F		Wind, smog tolerant Good hedge
ERYTHRINA BIDWILLII Bidwill's Coral Tree		•	15'	•	L	F		Wind tolerant
FEIJOWA SELLOWIANA Pineapple Guave	•		12'	•	•	M	Spring, Pink	
FREMONTODENDRON CALIFORNICUM Flannel Bush	•		15'	•	•	F	Spring Yellow	Not too much H_2O
GARRYA ELLIPTICA Coast Silktassel	•		10'	•	M	M	Spring to Winter Red	Needs both Male and Female
HETEROMELES ARBUTIFOLIA California Holly	•		20'	•	•	M	Summer-Winter Cream and Red	Smog tolerant
LEPTOSPERMUM LAEVIGATUM Australian Tea Tree	•		15'	•	•	F	Spring White	Wind tolerant Good hedge
LIGUSTRUM JAPONICUM 'Texanum' Japanese Privet	•		9'	•	No	M	Spring, Summer White	Good hedge
LIGUSTRUM OVAFOLIUM California Privet	•		15'	•	No	F	Spring, Summer White	Good hedge
MELALEUCA NESOPHILA Pink Melaleuca	•		20'	•	•	F	Summer Pink, Purple	Wind tolerant Good hedge
MYRSINE AFRICANA African Boxwood	•		8'	•	•	M		Smog tolerant
MYRTUS COMMUNIS True Myrtle	•		6'	•	•	S	Summer White	Good hedge
NERIUM OLEANDER Oleander	•		12'	•	•	F	Spring to Fall White, Pink	Wind, smog tolerant Good hedge
OSMANTHUS ILICIFOLIUS Holly-Leaf Osmanthus	•		8'	•	•	S	Fall White	Good hedge
PITTOSPORUM TOBIRA Mock Orange	•		15'	•	M	M	Spring White	
PITTOSPORUM TOBIRA 'Wheeler' Mock Orange	•		2'	•	M	M	Spring White	

H. SHRUBS (Continued)

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
PLUMBAGO AURICULATA Blue Cape Plumbago		•	6'	•	•	M	Spring to winter Blue	
RAPHIOLEPIS INDICA India Hawthorn	•		5'	•	M	S	Fall to Spring Pink	Smog tolerant
RHUS OVATA Sugar Bush	•		6'	•	M	M	Spring Pink	
TEUCRIUM FRUTICANS Bush Germander	•		6'	•	•	M	Summer Blue	Not too much H_2O
VIBURNUM JAPONICUM Japanese Viburnum	•		15'		L	M	Spring White	Needs some shade
XYLOSMA CONGESTUM Shiny Xylosma	•		9'	•	M	F		
JUNIPERUS CHINENSIS 'Pfitzerana' Pfitzer Juniper	•		15'	•	•	M		

I. VINES

AKEBIA QUINATA Fiveleaf Akebia		•		•	No	F	Spring Purple	Shade tolerant Needs support
CLEMATIS ARMANDII Evergreen Clematis	•			•	No	F	Spring White	Shade tolerant Needs support
CLYTOSTOMA CALLISTEGIOIDES Violet Trumpet Vine	•			•	No	F	Spring to Fall Violet	Shade tolerant Needs support
FICUS PUMILA Creeping Fig	•			•	M	F		Shade tolerant
JASMINUM GRANDIFLORUM Spanish Jasmine		•			L	F	Summer White	Shade tolerant Needs support
PASSIFLORA ALATOCAERULEA Passion Vine	•			•	No	F	Summer White	
PASSIBLORA JAMESONII Red Passion Flower	•			•	No	F	Summer Coral	
ROSA BANKSIAE 'Lutea' Lady Bank's Rose		•		•	M	M	Spring, Summer Yellow	Needs support
SOLANUM JASMINOIDES Potato Vine		•		•	No	F	Spring to Winter White	Shade tolerant Needs support
WISTERIA FLORIBUNDA Japanese Wisteria		•		•	No	F	Spring Purple	Shade tolerant Needs support
WISTERIA SINENSIS Chinese Wistena		•		•	No	F	Spring Purple	Shade tolerant Needs support

J. GROUNDCOVER ACCENTS

AGAPANTHUS AFRICANUS Lily-of-the-Nile	•		18"	•	•	F	Summer Blue	Shade tolerant
ARTEMISIA SCHMIDTIANA 'Silver Mound' Angel's Hair			12".	•	•	M		
HEMEROCALLIS Day Lily			8"	•	No	M	Summer, Fall Yellow, Orange	Needs shade
URIOPE MUSCARI Lily Turf	•		8"		No	M	Summer Lavender	
MORAEA IRIDIODES African Iris	•			•	•	M	Spring to Fall White	

K. GROUNDCOVERS

PLANT NAME	EVERGREEN	DECIDUOUS	HEIGHT	SOUTHWEST EXPOSURE	DROUGHT TOLERANT	GROWTH RATE	SEASONAL COLOR	COMMENTS
ACACIA REDOLENS Acacia	●		3'	●	●	F	Spring Yellow	Wind, smog tolerant
ARCTOTHECA CALENDULA Cape Weed	●		10'	●	●	F	Spring to Winter Yellow	
ARMERIA MARITIMA Sea Pink	●		6'	●	●	M	Spring Pink	
BACCHARIS PILULARIS 'Twin Peaks' Coyote Brush	●		12'	●	●	M		Wind, smog tolerant
CEANOTHUS GRISEUS HORIZONTALIS 'Santa Ana'	●		2'	●	●	F	Spring Blue	Wind tolerant
COTONEASTER DAMMERI 'Lowfast' Bearberry Cotoneaster	●		6'	●	●	F	Spring White	
GAZANIA RIGENS LEUCOLAENA Gazania	●		10'	●	M	F	Spring to Winter Yellow to Red	
HYPERICUM CALYCINUM St. Johnswort	●		1'	●	M	M	Spring Yellow	
JUNIPERUS CHINENSIS 'Procumbens Nana' Japanese Garden Juniper	●		1'	●	●	M		
JUNIPERUS HORIZONTALIS 'Blue Rug' Blue Rug Juniper	●		4'	●	●	M		
JUNIPERUS SABINA 'Buffalo' Sabina Juniper	●		12'			M		
LANTANA MONTEVIDENSIS Lantana	●		2'	●	M	F	Spring to Winter Lilac	Smog tolerant
LONICERA JAPONICA 'Halliana' Japanese Honeysuckle	●		18'	●	M	F	Spring, Summer White to Yellow	
MYOPORUM PARVIFOLIUM Myoporum	●		3'	●	M	F	Summer White	
O'CONNER'S LEGUME	●		6'	●	M	F		Wind, smog tolerant
ROSEMARINUS OFFICINALIS Rosemary	●		4'	●	●	F	Winter, Spring Orchid	
THYMUS HERBA-BARONA Caraway-Scented Thyme	●		6'	●	M	F	Summer, Fall Rose-Pink	
BERMUDA Santa Ana Tiffgreen								Warm season
TALL FESCUE Rebel, Houndog, Olympic								Cool season
ACHILLEA MILLEFOLIUM Yarrow								
HYERIOWM CALYCINUM Aarons Beard	●		12"	●	M	F	Summer Yellow	

6. Landscape Design Criteria

The following landscape design criteria is provided to assure the aesthetic quality of the planning area by providing specific landscape standards.

- Onsite landscaping plans shall exhibit a "dynamic" concept with landscaping materials displaying color variation during the year, especially within Sector 3.

- Bermed landscaping shall be incorporated whenever possible within landscape setback areas, adjacent to buildings within Sector 3, and within parking/loading areas.

- Berms shall be provided in parkways contiguous to streets and arterials, and have an average height of four feet. Maximum slope shall not exceed 2:1.

- The design of berms shall be undulating to provide variety and visual interest to the streetscape.

- All required trees shall be a minimum of 15 gallon in size. A combination of multi-trunk specimen size trees and 15 gallon trees shall be required at Gateway, and Project entrance locations.

- Within parking lots, trees shall be planted at a rate of one tree per five parking stalls provided in planters with deep root planter guards.

- Within Sector 3, trees shall be planted in areas of public view adjacent to structures at the rate of one tree per 30 linear feet of building dimension.

- All landscaped areas shall be served by an automated irrigation system.

- The use or combination of screen walls, berming and landscaping shall be used to screen parking and loading areas, and refuse collection areas from the public view.

- For all slopes greater than five feet in vertical height, informal clusters of trees and shrub massing should be utilized to "soften" overall slope gradient. For every 250 square feet of slope area the following ratios are required: one 15 gallon tree, one 5 gallon shrub, and groundcover.

- In order to achieve a uniform landscape theme, the areas within the street medians, parkways, and streetscape setbacks shall have an established landscape materials palette consistent with surrounding palettes such as those established for California Commerce Center and California Commerce Center South.

7. Architectural Design Concepts

The purpose of the following architectural design criteria is to ensure that the built environment within the planning area is exhibits the quality appearance desired by UPS and the City of Ontario. The following architectural criteria is intended to promote a well designed environment which will serve to direct development in a cohesive and comprehensive manner, yet allow sufficient design flexibility.

The standards and guidelines shall apply on an area-wide basis, and where noted within individual land use categories.

a. Architectural Style

- Although no particular "style" is required for the planning area, the use of contemporary, clean, architectural expressions are encouraged.

- Inappropriate architectural styles which exhibit "historical reference" (e.g. Tudor, Victorian) should not be permitted. Structures should project a "timeless" image indicative of contemporary architectural expressions.

b. Basic Form

- Provide a variety of building forms designed to enhance the visual interest of the environment.

- Blank building elevations plotted parallel to major streets shall be discouraged. Building facades with staggered front setbacks shall be provided within Sectors 1 and 3. The staggering of building planes along exterior wall elevations should be employed to create pockets of light and shadow, and provide relief from monotonous, uninterrupted expanses of wall.

- Entries to industrial buildings within Sectors 1 and 3 shall portray a quality, "office-like" appearance. Office/administration portions of structures within Sector 3 should be projected or recessed in order to provide variety and visual interest to the streetscape.

- Entries to ancillary office/administration portions of Airport Related or Distribution land uses shall be projected or recessed wherever possible to provide variety and visual interest.

- Entries into Light Industrial buildings should be well defined through the use of projections, recesses, entry space frames, pergolas, colonnades, raised planters, seating elements, surface texture/enhanced paving elements, low-level lighting boulards, or other elements designed to "announce" entrance into these structures. Blank "un-articulated" building entries should not be permitted.

- Variety in the surface of exterior walls should be provided with pilasters, deep reveals at construction joints, and staggering of wall components.

- Building placement within Sector 3 should be designed in such a way as to create opportunities for plazas or other landscaped open spaces. The use of architectural elements which define and organize space at the ground level such as arcades, colonnades, and covered walkways shall be encouraged.

- Window and door elements are key components of any building's form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety, and should be employed to that end. Recessed openings should be employed to help provide depth and contrast elevation planes.

- Ground mounted equipment incidental to development shall be appropriately screened with solid walls and/or landscaping. Equipment location shall be away from the building (such as electrical transformers), and screening must be similar to adjacent architecture and materials.

- Roof-mounted equipment shall be screened from public view. All roof screens must be solid and continuous. Equipment must be covered by continuous grills or louvers. Roof screens will be sheathed in a matching or complimentary material to the exterior building material and may include metal panels, aluminum, copper, or ceramic tile. Picket fence screening is not permitted.

- Pitch of roof screening must be consistent within each building. Mechanical plants and distribution networks are to be minimized and contained within efficient roof-top penthouses.

- No structure shall be erected or any object placed, or allowed to grow, which would protrude into the imaginary surfaces as established by Federal Aviation regulations, Part 77.

c. Materials/Color

- The use of prefabricated, all metal sheeting of buildings is prohibited. However, this is not to preclude the use of metal <u>details</u> within the context of the overall theme of the structure.

- Material texture and color, expansion joints, and patterns of materials shall be part of the overall architectural concept.
- Color shall not be used as an attention seeking architectural element. Subtle accent colors may be used to identify special areas or entries.

- The sensitive use of various siding materials, whether metal, masonry, concrete texturing, cement or plaster can produce effects of texture and relief that provide character, and should be used to that end. The direction and interval of linear elements, such as joints and ribs in architectural wall panels should be employed to establish a sense of rhythm without becoming overly repetitive.

- o Inappropriate building materials such as wood, clapboard, shingles, asphalt shingles, or large expanses of mirrored or dark tinted glass should not be permitted.

- o Appropriate building materials include:

  - Transparent glass; lightly tinted glass
  - Lightly reflective solar glass (30% reflective factor)
  - Poured-in-place or precast natural concrete (sandblasted or textured)
  - Concrete with exposed aggregate
  - Ribbed Concrete
  - Smooth finish concrete with expansion joints, riglets, reveals, etc.

d. Lighting

Lighting shall be used for the purpose of providing illumination for the security and safety of on-site areas such as parking lots, loading, shipping and receiving, pathways and working areas, in accordance with the following standards:

- o The design of light fixtures and their structural support shall be architecturally compatible with the surrounding buildings.

- o Walkways lighting fixtures shall have an overall height not exceeding 12 feet.

- o Security lighting fixtures are not to project above the fascia or roof line of the building.

- o All lighting is to be shielded to confine beam spread within the site boundaries.

8. Signage and Graphics

A master program for Signage and Graphics has been developed UPS Ontario Cargo Hub Specific Plan. The purpose and intent is to provide project identity, cohesiveness, and a high quality visual environment by establishing overall general criteria for graphics and signage. The City of Ontario will interpret these criteria for general conformance in order to allow for creativity in architectural design.

a. **Definition Of Sign Types And Related Terms**

(1) Entry Statements/Master Identification

Signs, graphics and landscape treatments at perimeter access points to the project defining the entries to the development.

(2) Freestanding Identification

Signs along streets and roadways which identify facilities, businesses, tenants and addresses.

(3) Building Identification

Signs mounted on the face(s) of buildings and which identify the building or the major building tenant.

(4) Complex Identification

Signs which are freestanding and identify a multi-building development.

(5) Tenant Identification

Signs mounted on the face(s) of buildings or which are freestanding and identify a single tenant within the building.

(6) Building Street Address

Signs mounted on buildings designating the street address number.

(7) Directional and Regulatory Signs

Signs within the development and within individual projects which control and direct the circulation of vehicles and pedestrians.

(8) Temporary Signs

Any sign, barrier, pennant, valance or advertising display used for marketing purposes for a short period of time.

(9) Sign Area

The area of a sign having an integral part of a building, wall, awning, canopy, marquee, or other part of a structure as its background shall be the area enclosed within the shortest line drawn to include all letters, designs, tubing, direct illumination

sources, or other components of the sign, including all intervening spaces. The area of all other signs shall be the largest cross-sectional area measured to a line encompassing all portions of the sign, including the background and tubing, but excluding the supporting posts or poles without attached lighting. In determining the area of a sign having more than one face, only the area of one face shall be counted.

(10) Halo Lit Letters

Opaque, fabricated metal letterform with internal luminous tubing, mounted a few inches off face of building. Illumination falls only on building surface immediately adjacent to letter, creating halo effect.

(11) Interior Illuminated Letters

Fabricated letterform with internal luminous tubing and translucent acrylic face.

(12) Post and Panel Sign

Fabricated letterform with internal luminous tubing and translucent acrylic face.

(13) Flush Left Layout

Typography begins at left margin, and any additional lines of typography are also flush with first line at left margin.

(14) Centered Layout

Each line of typography is centered horizontally within the sign panel.

(15) Integral Graphic Bond

Constant horizontal band or fascia area of an architectural complex, where graphics must be placed.

b. General Requirements

(1) All owner/tenant identification signs shall conform to the guidelines of Table 5.

(2) A sign program shall be submitted in conjunction with the submittal of a site plan and/or architectural plans.

(3) All signing shall be of materials compatible with exterior building colors, materials and finishes, and be of a high quality of fabrication.

(4) No signing shall be permitted which does not directly relate to the primary service or function of the given owner/tenant activity.

(5) All owner(s)/tenant(s) shall be responsible for the proper maintenance of all their signs.

Upon notice by the City of Ontario, an owner/tenant will be required to restore or repair any signing which is not property maintained.

(6) Signs are to be free of all labels and fabricator's advertising, except for those required by code.

(7) All electrical service to any sign shall be fully concealed, and shall be on the owner/tenant's meter.

(8) All signs shall conform to appropriate building and electrical codes, and bear the U.L. label if illuminated. The owner/tenant and contractor shall be responsible for obtaining any and all permits required.

(9) Owner/tenant shall be responsible for the design, fabrication and installation of individual owner/tenant signs.

(10) Each individual owner/tenant shall submit three (3) sets of professionally executed sign drawings for approval by the City of Ontario. These drawings shall be of a scale of 1" = 1' or larger, showing sign locations, size, layout, design, colors, letter styles and materials.

(11) All permits and fee requirements for signs shall be obtained from the City of Ontario and paid for by the owner/tenant prior to installation.

(12) No sign shall have visible moving parts or simulate movement by means of fluttering, rotating or reflecting devices.

(13) No sign shall have flashing, blinking or moving lights, or any other illuminating device which has changing light intensity, brightness, or color, except for parts designed to give public service information such as time, date, temperature, or similar information.

(14) All building-mounted signs shall be constructed so as not to have exposed wiring, raceways, ballasts, conduit, and transformers.

(15) Freestanding monolith signs shall be incorporated into landscaping berms to minimize visual mass.

(16) Metal signs include aluminum or brass signs.

(17) All freestanding signs shall be integrated with landscaping and grading.

c. **Single Building Occupant Identification:**

(1) Street Identification

Within each property there are a number of requirements for signs. The primary need is owner/tenant or facility identification.

(a) The freestanding monolith shall be placed adjacent to the main entry to the property.

(b) The sign shall be positioned perpendicular or parallel to the street and set back behind the property line.

(c) The double-faced sign shall be integrated with the landscape.

(d) Design for the signs shall consist of a standard base and a customized cap to accommodate the message content. The caps may be constructed of a variety of materials to be consistent with the architecture. These materials may include concrete, stucco, brushed or polished metal, anodized aluminum, ceramic tile, granite, wood or fiberglass.

(e) Graphics on the sign shall consist of the tenant name and/or logo, address and street name.

(f) Typography may vary according to the user's identity.

(2) Wall-Mounted Sign

(a) The business name and/or logo may be mounted on the face of the building in an architecturally appropriate position, and below the roof line or parapet.

(b) These graphics shall be aluminum or metal plate elements individually mounted.

(c) Individual letters or logos may be interiorly illuminated; metal "can" signs shall not be allowed. All conduits, raceways and wiring shall be subsurface; no clips or support brackets will be visible from the frontal elevation.

(d) Scale and proportion of graphics shall be in consonance with the architecture.

d. Multiple Tenant Industrial, or Multiple Building Complex Signage

For each multiple tenant building or multiple building complex, a customized signage program shall be implemented to identify the individual businesses at their respective entries.

The criteria for these systems will be based on the architectural style and detailing of the building, and will include form, size, and finish of the elements and their relationship to entries, fenestration, structural members and materials. Sign programs shall be reviewed and approved by the City of Ontario, prior to installation.

e. Directional and Regulatory Signs

Directional signs provide functional directions, such as "shipping and receiving". Regulatory signs control vehicular movement, such as "handicapped parking only". These signs shall be post and panel and flag type signs constructed of aluminum or fiberglass. Size, design, layout and color shall conform to project standard (to be submitted with overall sign design). Copy will be as succinct as needed to convey the message. Signs shall be located as utility and safety dictate, with placement approved by the City of Ontario. There shall be no more than two signs per driveway.

f. Traffic Control Signage

All street signage shall conform to City of Ontario standards.

g. Temporary Signs

(1) Free-standing Signs

The developer of each facility may display one temporary free-standing sign whose purpose is to disseminate information pertinent to a site and its stage of development. The sign is to be submitted for approval to the City of Ontario prior to its installation on the site. No temporary promotional signs will be allowed on the premises of the adjoining public street rights-of-way.

A sign may be constructed on a site any time after the site has been purchased. Information can be added or the sign can be exchanged for another to indicate the advent of construction, or the recruit employees, or to identify the leasing agent. However, each revision or sign replacement must conform to the guideline's criteria. A sign that is to be replaced with another must be removed before the other sign can be installed. Temporary signs must be removed from the site when the initial leasing program is ninety-five percent complete.

- o Form

  Free-standing monolith with panels which meet the grade.

- o Scale

  Rectangular ratio of height to width shall be 2:1. The total area not to exceed ninety-eight square feet.

- o Materials

  Designed to last the length of its intended use without significant fading, peeling, blistering, warping, cracking, rotting or delamination. UPS reserves the right without liability to cause removal of any sign deemed to be in violation of the provision by virtue of deterioration or damage.

- o Duration

  Temporary signs shall remain in place for no more than twelve (12) months. This period may be extended upon approval by the City of Ontario.

- o Security Deposit

  A security deposit fee of five hundred ($500) dollars shall be posted with the City of Ontario to guarantee removal of the temporary sign(s). Failure to remove sign(s) after specified duration will result in forfeiture of security deposit.

(2) Wall Signs

Banners, pennants, flags and any other advertising devices, except floodlights, may be placed on an occupant's property for the purpose of announcing the opening of a new business, subject to the following requirements:

- o The total area of all such signs or advertising devices shall not exceed the area of permanent signs for the use permitted by these sign criteria.

- o No such device shall be located in a manner not permitted for permanent signs.

- No such device shall pose a hazard to the safe movement of traffic and shall not block the visibility of permanent signs on adjacent properties.

- The temporary signs may remain in place for a period not to exceed thirty (30) days after the date of installation of the sign; or until a permanent sign is installed, whichever occurs first.

- Prior to installation of the temporary sign, the proponent shall obtain approval from the City of Ontario.

TABLE 5

SIGNAGE and GRAPHICS CRITERIA

LAND USE	SIGN TYPE	NUMBER OF SIGNS	PLACEMENT AND LOCATION	SIGN AREA	LETTER SIZE
Warehousing, Manufacturing, Research and Development (Single Building)	- Freestanding	1 per parcel per street frontage	Perpendicular to street, 20' from driveway, 15' from property line	60 sq. ft. Max.	NA
	Tenant Identification - Wall	1 per occupant	At primary entrance	40 sq. ft. plus 2 sq. ft. for each 5' of bldg. setback beyond required setback; maximum 100 sq. ft. of sign area	26" Max. Height
Industrial/ Business Park; Multi-Tenant Complex *Note: A sign program is required.	Complex Identification - Freestanding	1 per complex per street frontage	Perpendicular to street, min. 20' from driveway, min. 15' from curb	60 sq. ft. Max.	NA
	Occupant Identification: - Wall	1 per occupant	At primary entrance	40 sq. ft. Max.	20" Max. Height
Warehousing, Manufacturing, Research and Development (Single Building)	54" Height. Height to length ratio not to exceed 1:3	Must relate to architectural style of project	May be 2 sided name of owner/tenant or building & street address, flush left or centered layout	Must relate to architectural style	Ground lit
	NA	Individual letters; metal, fiberglass or acrylic	Owner/tenant or business name and/or logo	Must relate to architectural style	Halo lit letters or interiorly illuminated
Industrial/ Business Park; Multi-Tenant Complex *Note: A sign program is required.	54" Height. Height to length ratio not to exceed 1:3	Must relate to architectural style	May be 2 sided name of owner/tenant or building & street address, centered layout	Must relate to architectural style	Ground lit
	NA	Individual letters; metal fiberglass and acrylic	Tenant or business name and/or logo	Must relate to architectural style	Ambient

Note:

NUMBER OF STORIES	SIGN AREA	MAXIMUM HEIGHT OF SIGN OR LETTERS
3	200 Sq. Ft.	20"

TABLE 5 (cont'd)

SIGNAGE and GRAPHICS CRITERIA

LAND USE	SIGN HEIGHT	FORM AND MATERIALS	MESSAGE AND LAYOUT	COLOR	ILLUMINATION
Warehousing, Manufacturing, Research and Development (Single Building)	54" Height. Height to length ratio not to exceed 1:3	Must relate to architectural style of project	May be 2 sided name of owner/tenant or building & street address, flush left or centered layout	Must relate to architectural style	Ground lit
	NA	Individual letters; metal, fiberglass or acrylic	Owner/tenant or business name and/or logo	Must relate to architectural style	Halo lit letters or interiorly illuminated
Industrial/ Business Park; Multi-Tenant Complex *Note: A sign program is required.	54" Height. Height to length ratio not to exceed 1:3	Must relate to architectural style	May be 2 sided name of owner/tenant or building & street address, centered layout	Must relate to architectural style	Ground lit
	NA	Individual letters; metal fiberglass and acrylic	Tenant or business name and/or logo	Must relate to architectural style	Ambient
Commercial and Office Buildings Including Restaurants, Retail, and Hotels *Note: A sign program is required for a multi-building complex.	54" Height. Height to length ratio not to exceed 1:3	Freestanding monolith; material must relate to architectural style	May be two (2) sided; name of project and street address, centered layout	Must relate to architectural style	Ground lit
	Refer to table 56A	Individual letters; metal, fiberglass and acrylic	Building name	Must relate to architectural style	Halo lit or interior illuminated
	NA	Individual letter; metal, fiberglass, acrylic	Tenant or business name and/or logo	Must relate to architectural style	Halo lit or interior illuminated
Service Station	54" Height. Height to length ratio not to exceed 1:3	base: brick, concrete, tile, metal, or stone. Cap: translucent face, vacuum form plastic, acrylic or fiberglass	Company logo only; 2 sided	Company logo colors	Interior illuminated

E. PUBLIC HEALTH AND SAFETY

The purpose of the Public Health and Safety Plan is to establish baseline performance criteria which will support the coexistence of Airport Related, Distribution, and Light Industrial land uses with existing and future development in the project vicinity. Additionally, this section provides guidelines for reducing potential hazards from external hazards such as, methane gas migration from the Milliken Landfill. Finally, mitigation measures from the EIR prepared for the UPS Ontario Cargo Hub have been incorporated into project design, and are included in Ap[pendices of this document. The intent of the Public Health and Safety section is to promote a healthy, safe, and pleasant working environment.

1. Performance Standards

The performance standards defined below are dependent upon the intensity of uses, and include specific criteria designed to mitigate potential nuisances.

The performance standards established for each planning area are designed to provide operational standards related to uses which may produce limited nuisances related to noise, vibration, particulate matter/air quality, odors, humidity, heat, glare, etc. The standards are provided to protect uses on adjoining sites from impacts which may adversely affect their functional and economic viability.

a. Noise

Aircraft operations at ONT as part of UPS air cargo operations shall be operated in a manner as to minimize noise impacts, consistent with FAA operating requirements and safe flight procedures. UPS shall comply with all applicable provisions of the ONT Part 150 Study, and shall insure that all of its aircraft used at the Ontario hub comply fully with all noise control requirements of the FAA under 14 CFR, Parts 36 and 91. In addition, a noise easement shall be granted to the Ontario International Airport and recorded. A copy shall be forwarded to the City of Ontario and Ontario International Airport.

b. Vibration

All ground uses shall be operated so as not to generate vibration discernible without instruments by average persons beyond the parcel upon which the source is located. Intermittent vibration caused by vehicles and temporary construction is exempted from this standard.

c. Particular Matter/Air Contaminants

In addition to compliance with the AQMD standards, all ground uses shall be operated so as not to emit particulate matter or air contaminants which are readily detectable without instruments by the average person beyond any lot line of the lot containing such uses.

d. Odor

All ground uses shall be operated so as not to emit matter causing unpleasant odors which are perceptible to the average person beyond any lot line of the lot containing such uses.

e. Humidity, Heat, and Glare

All uses shall be operated so as not to produce humidity, heat, glare, which is perceptible without instruments by the average person beyond the lot line of any lot containing such uses.

f. Lights

All lights and glare associated with Light Industrial, Airport Related, Wholesale, Storage, and Distribution uses shall be shielded or directed so as not to interfere with airport operations or illuminate adjacent businesses or cause glare for passing motorists.

g. Maintenance of Open Spaces

All open space areas shall be landscaped, surfaced, or treated and maintained permanently in a dust free condition, as required by the County of San Bernardino Dust Control Ordinance #2069.

h. Mechanical and Electrical Equipment

All equipment, including air conditioners, antennas, pumps, transformers, heating and ventilation equipment shall be located and operated in a manner that does not disturb adjacent uses and activities.

i. Electrical and Radio Interference

No operation or activity shall transmit, generate, or otherwise cause any electrical, radio, magnetic or electromagnetic, radiation disturbance that affects the operation of the Ontario International Airport or of any use, equipment, or process presently employed by any use beyond the boundary of the site.

j. Fire and Explosive Hazard

All operations or activities shall conform with the minimum requirements of the Uniform Fire Code, as adopted by the City of Ontario. There shall be no storage of hazardous, or volatile substances that would endanger aircraft operations or public safety in the event of an aircraft accident.

k. Liquid and Solid Waste

There shall be no discharges at any point into any public or private sewage disposal system or stream, or into the ground, of any liquid or solid materials except in conformance with the regulations of the Chino Basin Municipal Water District and the City of Ontario.

l. Outdoor Storage, Trash Areas, and Service Areas

All areas for storage of maintenance equipment, vehicles, finished products, palettes, cargo containers, etc. shall be enclosed or effectively screened from public view by use of landscaping, berming, and decorative walls.

m. Fissionable and Radioactive Materials

No operation or activities shall be permitted which result at any time in the release or emission of any fissionable or radioactive materials into the atmosphere, the ground, or sewage system.

n. Methane Gas Migration

As part of site development, testing at monitoring wells installed as part of the County of San Bernardino gas migration control system be conducted on a quarterly basis as expansion of waste disposal proceeds westerly in the adjacent landfill site.

2. Fuel Spills

United Parcel Service will have a mobile unit equipped to handle fuel spills onsite within the aircraft staging area at all times. Personnel trained to work the spill unit and contain potential spills will be present at all times that aircraft are present within the staging area or fuel is being loaded. Additionally, the County of San Bernardino maintains a hazardous materials containment unit, which would respond to emergencies. Finally, UPS operations will comply with FAR Part 139 requirements in relation to containment of spills.

3. Emergency Vehicle Access

These design standards are provided to ensure that emergency vehicles such as fire and police have adequate provisions for access and on-site circulation:

- Install clear directional signage throughout the property.
- Adequate ingress/egress at the project driveways will be provided to ensure proper design geometrics, and safe sight-distance.
- Internal circulation system will allow for multiple routes to on-site destinations and avoid dead-end streets.

- Adequate turning radii for fire fighting vehicles will be provided, and subject to review by the City's Fire Department.

- Utilize proper traffic control devices (signs, signals, and pavement markings) at all site access driveways.

- Turning lanes at major truck entrances will be provided as necessary.

- The street system should allow emergency vehicle access around buildings to the extent possible.

F. PHASING

1. Land Use

The UPS Ontario Cargo Hub Specific Plan will be developed in two phases. The first phase will consist of the development of the air cargo hub itself within Sectors 1 and 2. All facilities proposed within these sectors will be constructed so as to be operational at the same time, except that the proposed 591,000 square foot package processing structure may initially be constructed at a smaller, approximately 350,000 square foot size. Initial construction is expected to take approximately 12 to 14 months. The package processing facility is expected to be expanded to its ultimate size within five to ten years.

The uses within the Sector 3 Light Industrial area will be developed in the second phase. This phase will likely commence within three to five years following initial specific plan approval. Completion of development within Sector 3 is anticipated within three years of its initial development.

2. Infrastructure

The majority of the backbone infrastructure improvements will be constructed during the development of Sectors 1 and 2, which comprise the first phase of project development (see Figure 26). All water, sewer, drainage, and street improvements within a phase boundary will be constructed or improved prior to construction of structures to insure that the projected demands of the development are met. The phasing of utilities will generally correspond to street improvements.

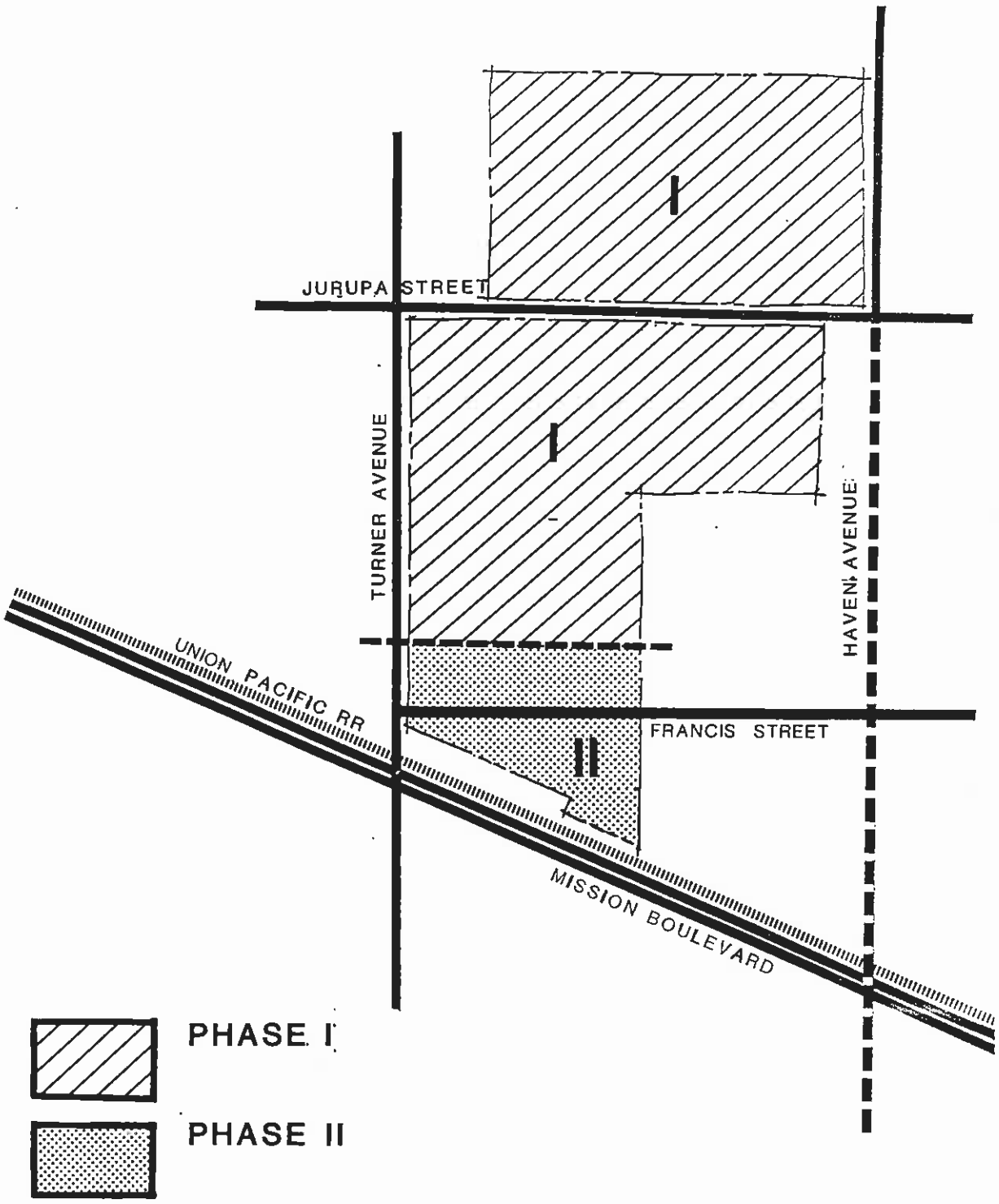
The planned infrastructure will consist of full street improvements to both sides of Jurupa Street adjacent to the project site west of Haven, and beyond the centerline will occur with Phase 1. In conjunction with street improvements, the tug bridge linking Sectors 1 and 2 will be constructed over Jurupa Street as part of first phase development. To maintain efficient traffic flows, east and west bound traffic on Jurupa will be temporarily rerouted across UPS property until all major street and bridge improvements are completed. Francis Street within the specific plan area will be constructed in Phase 2, concurrent with development of Sector 3.

Major offsite water improvements consist of 12 inch water lines in Turner Avenue and Francis Street and several anticipated fire hydrants along Jurupa Street. The Turner Avenue line will be constructed to the southerly portion of Sector 2 in the first phase, along the future Francis Street alignment to Haven Avenue to complete the loop. With future development in Phase 2 (Sector 3), a looped water line will be constructed connected to the new 12 inch main in Turner Avenue and to the looped 8 inch line in Sector 2. The line size for the loop will be a minimum 8 inches.

A 15-inch sewer main is planned for Turner Avenue from Jurupa Street to Francis Street, and along the Francis Street alignment, connecting to the existing Cucamonga Interceptor Line in Haven Avenue. This will be constructed in the first phase of development.

Drainage improvements include 30 inch and 45 inch reinforced concrete pipe storm drains which will traverse the project site collecting surface runoff from north of the aircraft apron and conveying flows across the project site intercepting the Lower Deer Creek Channel at Turner. These lines will be constructed in the first phase of development. Lower Deer Creek Channel is planned as a RCB culvert and sized as 6 feet by 11.5 feet, although it may be downsized to 6 feet by 10 feet. UPS will construct this channel along the eastside of Turner from Jurupa to the Union Pacific Railroad tracks.

PHASING



2940 INLAND EMPIRE BLVD
SUITE 105, ONTARIO, CA 91764
(7 1 4) 9 4 5 - 2 7 3 8

United Parcel Service
CARGO HUB ■ ONTARIO CA

PLANNING NETWORK

Figure # 26

G. MAINTENANCE

Maintenance responsibilities within UPS Cargo Hub Specific Plan will be divided between the City of Ontario, individual property owners, and various service agencies. The maintenance responsibilities of these organizations are outlined in Table 6. Because, the UPS Ontario Cargo Hub is primarily intended to be a single user facility, a property owners' association similar to those formed for California Commerce Center and California Commerce Center South is not proposed. Pursuant to requirements of the City of Ontario, prior to any subdivision of the specific plan area or conveyance of property into multiple ownerships, Conditions, Covenants and Restrictions (CC&R's) will be prepared to ensure continued maintenance of project facilities. In addition, a property owners' association will be formed to maintain the facilities outlined in Table 6. Until such time as a property owners' association is formed, its maintenance responsibilities will be undertaken by the single property owner.

1. Streets and Streetscapess

The collector and arterial streets adjacent to the project site are dedicated to the City of Ontario, and will be maintained by the City in accordance with established policies. Local streets which might be created within Sector 3 will also be dedicated; however, service drives within the project may be privately maintained, either by a property owners' association or by individual property owners. The specific method of maintenance will be defined prior to the issuance of building permits, and shall be regulated by CC&Rs. All private maintenance shall be in accordance with the City standards in effect at the time of acceptance of improvements. UPS will enter into an agreement with the City for maintenance of the tug bridge over Jurupa Street. Maintenance costs will be borne by UPS.

Individual property owners will be responsible for maintaining parkway landscaping, buffer plantings, and project entry monumentation. Upon creation of multiple ownerships within the project site, this responsibility will by undertaken by a property owners' association. The City will be responsible for maintaining median plantings within Haven Avenue; UPS will be responsible for maintaining the median within Jurupa Street adjacent to SEctors 1 and 2. CC&R's shall be recorded to guarantee such maintenance. A maintenance district will be set up to maintain street lighting within UPS Ontario Cargo Hub Specific Plan.

2. Drainage Facilities

The maintenance and liability for drainage improvements will be accepted by the City of Ontario or another agency for maintenance. The City shall retain, at its sole discretion, the option to accept or not accept for maintenance any improvements initially constructed as interim facilities, but which are to be incorporated into the future permanent drainage system prior to the time such facility is upgraded to permanent status.

Permanent drainage improvements within the UPS Ontario Cargo Hub Specific Plan will be constructed to the standards of the City of Ontario or San Bernardino County Flood Control District, and will be dedicated to either the City or District for maintenance, as appropriate.

Where it is necessary to construct drainage improvements outside of public rights-of-way, drainage easements will be dedicated to the City of Ontario or Flood Control District, as appropriate. Upon dedication, the City or District will assume responsibility for maintenance of the underground facilities only; maintenance responsibility for surface improvements within drainage easements will not be transferred.

Drainage facilities on private property in the absence of an easement will be considered to be private drains. Maintenance of such private drains will be the responsibility of the landowner or the association charged with the general maintenance of the landscaping and other common improvements of the area in question.

3. Water and Sewer

The City of Ontario will assume responsibility for the maintenance and monitoring of water and sewer facilities constructed within public rights-of-way within UPS Ontario Cargo Hub Specific Plan. The Chino Basin Municipal Water District will retain maintenance responsibility for regional sewer lines adjacent to and crossing the project site.

Water or sewer improvements constructed outside of public rights-of-way, easements will be dedicated to the City of Ontario or Chino Basin Municipal Water District, as appropriate. Upon dedication, the City or District will assume responsibility for maintenance of the underground facilities only; maintenance responsibility for surface improvements within drainage easements, other than those facilities for the easement was specifically granted, will not be transferred.

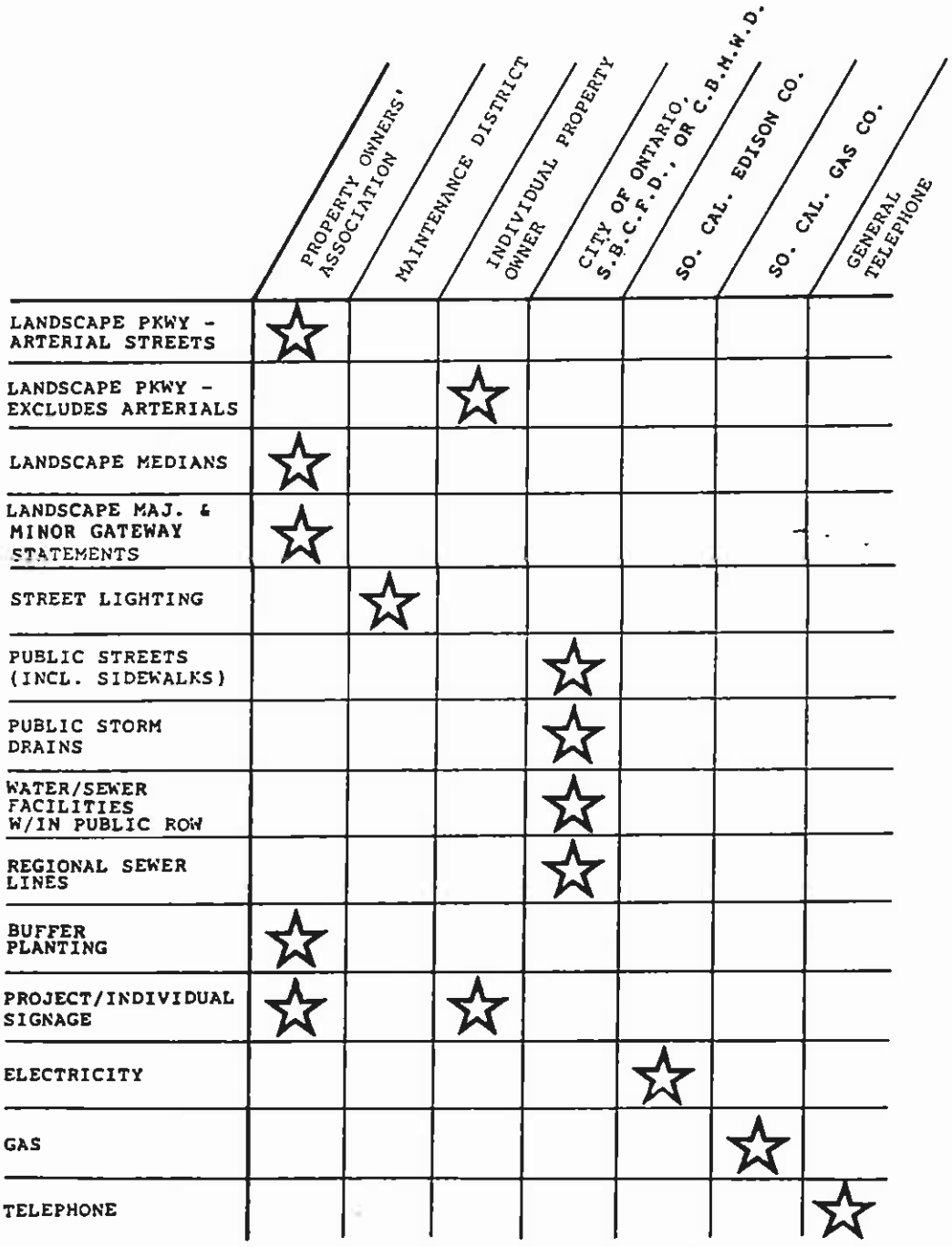
Water and sewer facilities located on private property in the absence of an easement will be considered to be private facilities. Maintenance of such private facilities will be the responsibility of the landowner or the association charged with the general maintenance of the landscaping and the common improvements of the area in question.

4. Other Facilities

The Southern California Gas Company will maintain natural gas lines within the project site. Southern California Edison will maintain onsite electrical facilities. General Telephone will maintain telephone facilities.

SUMMARY OF MAINTENANCE RESPONSIBILITIES

TABLE 6



NOTE: The Haven Avenue median will be maintained by the City of Ontario.

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PLANNING NETWORK