Meredith International Centre

Ontario, Ca

Specific Plan
May 1981

Prepared for
The MeredithCompany

File 2265 - SP

Date of last Edit: 11-14-06

Updated with "no" amendments August, 2008

ONTARIO CENTRE PLANNING GROUP
The Blurock Partnership L D King Inc.

ADOPTION

MEREDITH SPECIFIC PLAN
FILE NUMBER: 2265 - SP
City Council Resolution Number: 9447 *Adopted August 4, 1981*

AMENDMENTS

File No. 98-006-SPA
City Council Resolution Number: Res.#99-114 *Adopted July 20, 1999*
An amendment approving fast food restaurants with drive-thru facilities within the urban commercial designation.

Project Description

Planning Overview

Meredith International Centre is intended to become a high-intensity, multi-use complex that maximizes the economic potential of its location. The principal landowner and master developer is the Meredith Company of Newport Beach, California.

Project Objectives

The plan defines a project which will become an urban development of unique quality. The primary project objectives are summarized below.

1. To become a regional focal point for western Riverside/San Bernardino Counties and for the eastern portion of the Los Angeles metropolitan area.

2. To serve as a primary service center for the growing Ontario International Airport.

3. To relate to and economically stimulate the existing developed portions of Ontario and the developing industrial areas of Ontario and Rancho Cucamonga.

4. To be a high employment center for the surrounding region.

5. To create a strong urban form which becomes an interesting place for people to experience through the spaces created, and the amenities provided. The project will become an urban element which gives meaningful form to the surrounding areas by being a high intensity center and a visual gateway.

6. To establish a comprehensive planning process for the Centre which will insure state-of-the-art thinking in all aspects of planning including urban design, energy, transportation and environmental concerns.

Location

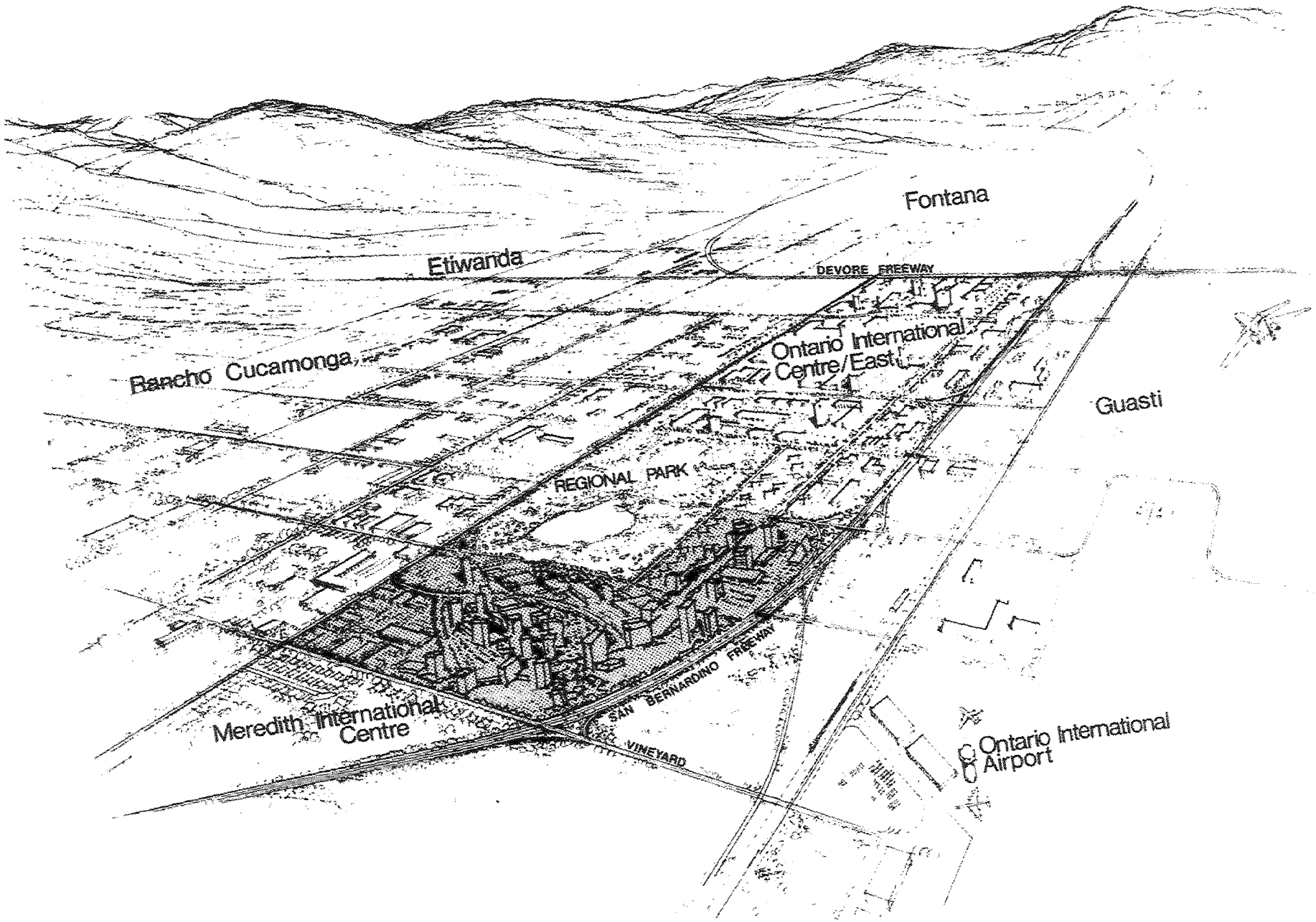
The site for Meredith International Centre is in the eastern portion of the city of Ontario, immediately north of the Ontario International Airport. The site has excellent access and exposure to the San Bernardino Freeway which is the southern boundary to the project. Access is gained via Vineyard Avenue and Archibald Avenue, the western and eastern boundaries of the project, both of which have freeway interchanges. The northern edge of the property is 4th Street, a major east-west arterial. A key amenity to the project is the Cucamonga/Guasti Regional Park which occupies the northeast corner of the site.

Surrounding Urban Pattern

Meredith International Centre lies at the edge of one of the largest undeveloped areas in Southern California. To the north and northeast of the proposed project is largely open agricultural land, planned for conversion to industrial and more urban uses. The Ontario International Raceway, approximately one mile east of the development site, has recently been acquired by the Chevron Land Development Company which plans to redevelop it into a commercial/mixed-use complex through a specific plan procedure similar to the Meredith project. The Chevron/Raceway property was included in the original Ontario International Centre General Plan Amendment. The project is on the eastern edge of the urbanized portion of the City of Ontario.

Economic Outlook

Several factors favor the development of Meredith International Centre as a major commercial complex of regional significance. The adjacent Ontario International Airport has plans to expand to 12 million annual passengers, becoming a major arrival/departure point for domestic and international air travel. The San Bernardino and Devore freeways give the site excellent regional transportation access and visibility. The location of the Meredith Centre on the eastern edge of the urbanized Los Angeles Basin puts it on one of the few remaining growth frontiers in the region. Where factors such as these have existed in the past, dynamic economic growth has occurred. The project, therefore, represents a unique opportunity for the creation of a major development center which can significantly strengthen Ontario's image and role in the region.

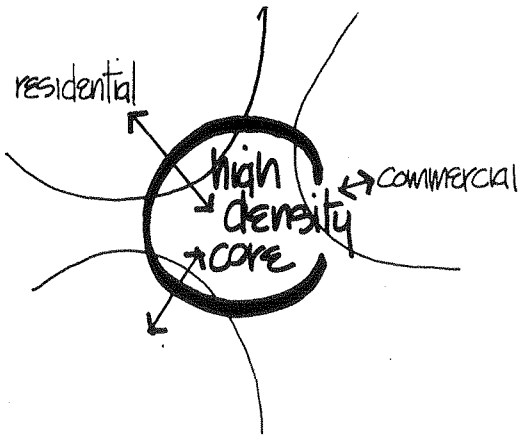

Fontana
Etiwanda
DEVORE FREEWAY
Rancho Cucamonga
Ontario International Centre/East
Guasti
REGIONAL PARK
SAN BERNARDINO FREEWAY
Meredith International Centre
VINEYARD
Ontario International Airport

Land Use

The land uses proposed for Meredith International Centre are primarily office, hotel and retail/commercial with some residential uses. It is intended to create through this mix a community which will offer unique combinations of uses and urban opportunities.

Land Use Concept

The project is divided into four land-use categories: Urban Commercial Core, Urban Commercial, Garden Commercial and Urban Residential. Each category has characteristics of use, intensity and urban design which together create a development with a distinctive urban character.



Urban Commercial Core

The nucleus of Meredith International Centre is a high-density core, centrally located in the project. Visually, the core will be characterized by high-rise structures clustered in a dense urban millieu and connected at the ground plane by low-rise buildings creating active urban edges. All core buildings will be connected by a series of pleasant pedestrian spaces of an urban character which will encourage users to walk through the core area. A variety of uses will be encouraged. The upper stories would be primarily office space with the possibility of hotels and limited residential. On the ground floor, retail uses would be encouraged to strengthen the pedestrian environment. The urban commercial core will have the highest density in the project.

Urban Commercial

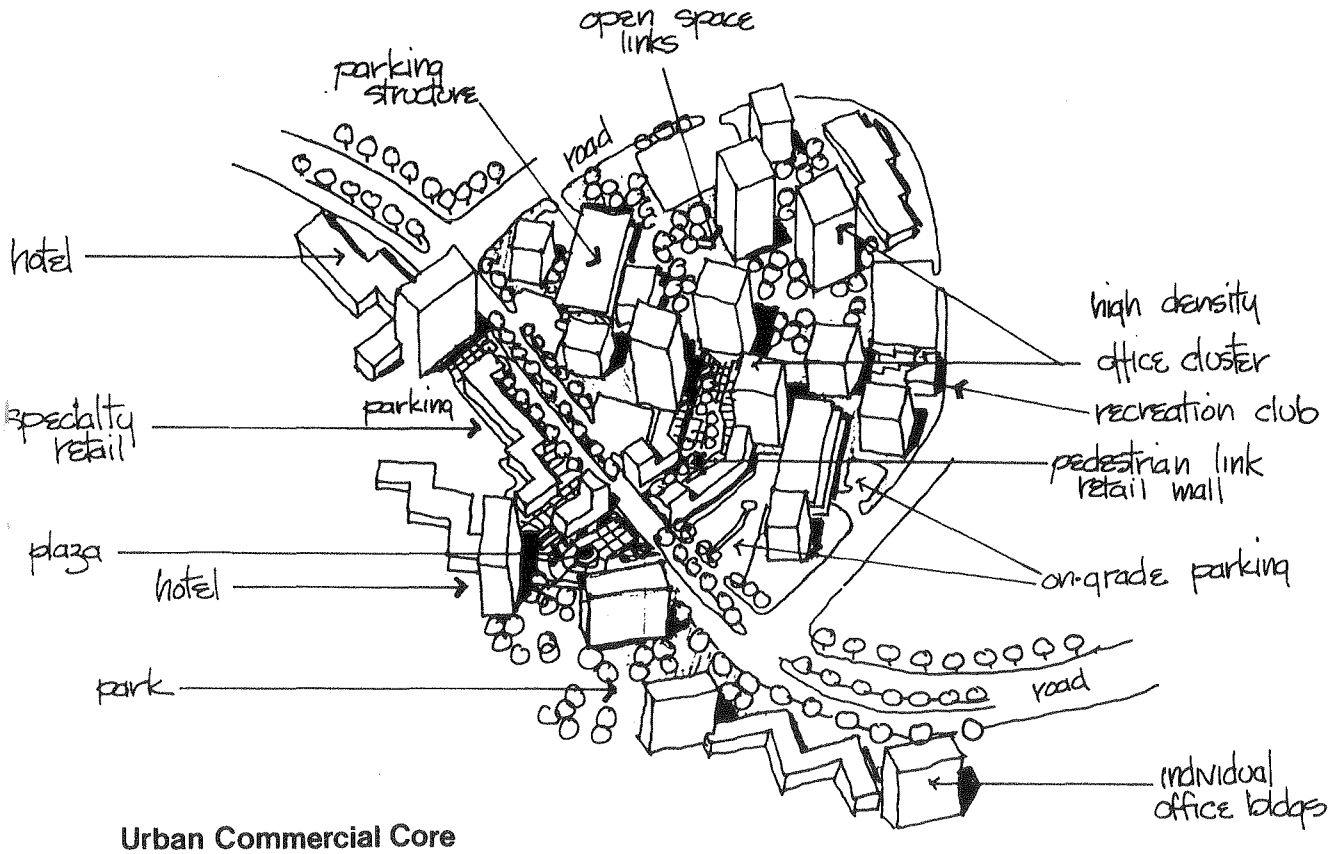
A strip of high-density development will occur on the freeway frontage over the length of the project. This Urban Commercial zone will contain high and mid-rise structures, separated sufficiently to allow views from the San Bernardino freeway to the rest of the project and the mountains beyond. Low-rise buildings will occur more frequently, filling in the space on the ground plane. A mix of uses are allowed in the urban commercial zone including offices, hotels, retail, entertainment, recreation and other compatible uses. Residential uses will be allowed on upper stories. The urban commercial district including the core, will be the high-density "anchor" of the project around which other support uses will be generated.

Garden Commercial

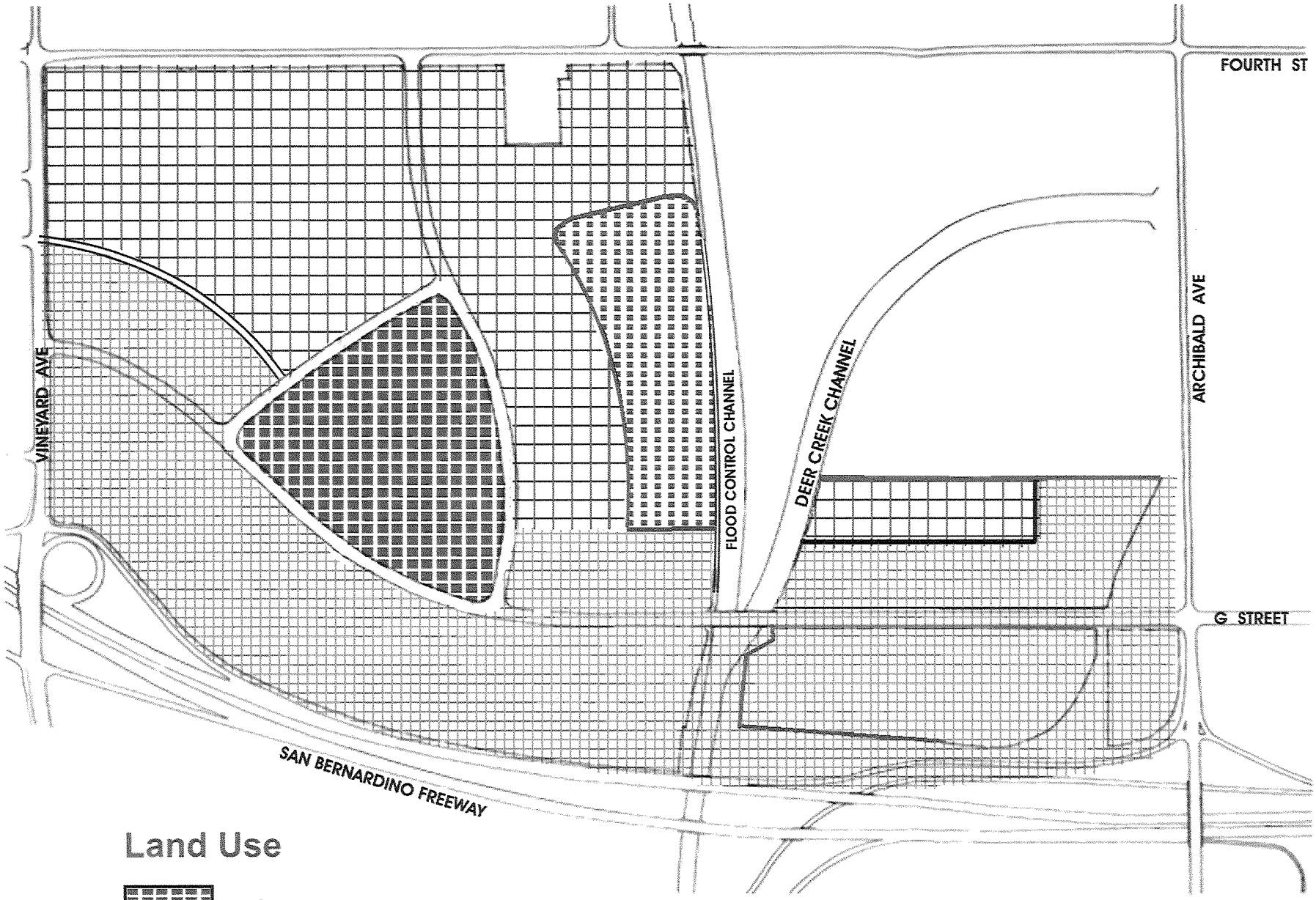
Surrounding the urban commercial district and the core will be a less intense Garden Commercial zone. The Garden Commercial District is intended to be a linking/buffering land-use developed in a park-like atmosphere. The buildings will be primarily low-rise with a limited number of medium-rise office buildings. The primary land use will be administrative and professional offices with some service retail supporting the office uses.

Urban Residential

Adjacent to the Cucamonga Guasti Regional Park is a Urban Residential zone which will be high-density residential development offering opportunities for housing in close proximity to employment centers and the urban activity of the urban commercial areas. The structures will include primarily low-rise buildings with occasional mid-rise or high-rise housing towers. Residential development will be integrally planned with a system of open space and recreational facilities.



Urban Commercial Core



Land Use

- urban core
- urban commercial
- garden commercial
- urban resdential

Urban Design Character

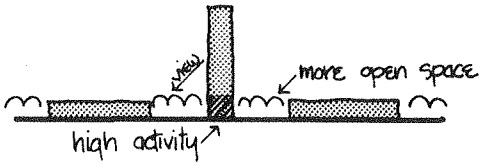
The visual structure of the land-use configuration will create a strong urban design statement which will give a distinctive image and visibility to the Meredith International Centre from the San Bernardino Freeway and surrounding areas as well as giving the interior of the project a unique visual organization with interesting urban variety and a pleasing environment. A key distinction of the land-use design is the creation of a hierarchy of land-use intensities which are the basis of the urban design of Meredith International Centre.

Core

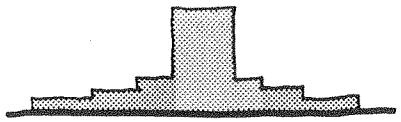
The Urban Commercial Core, centrally located in Meredith International Centre, is the heart of the project in every sense. The high density of this urban nucleus makes it the economic and urban activity center as well as the most dominant visual element of urban design. From a distance and the freeway, this cluster of taller structures will be a visually dominant element. At a small scale, it will be urban in image, characterized by a compact arrangement of buildings and active pedestrian spaces.

Urban Commercial

The Urban Commercial district along the freeway frontage will be a high-density urban strip running the length of the project. The design character will be urban yet more linear than the core. Tall buildings will be separated to allow views through to the mountains and lower density development beyond. On the ground plane, the building pattern will be less concentrated than the core and oriented toward G Street to create an urban streetscape.



varied density = great variety

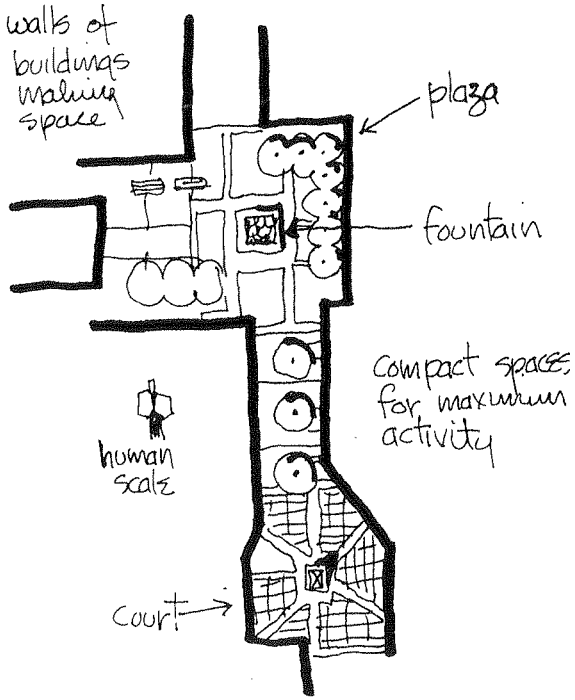


varied density = high imageability

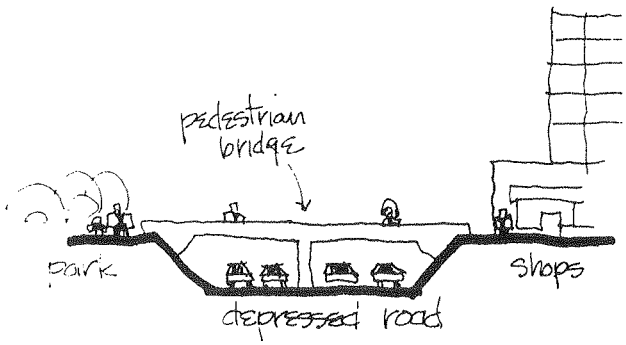
Low Density Areas

The Garden Commercial and Urban Residential Districts which surround the high-density zones will have a lower visual profile. These lower-density areas will be composed of primarily low-rise structures with a few mid-rise buildings. Garden Commercial Areas will have buildings arranged informally and set in a park-like atmosphere with generous landscaped areas integrated into building complexes. Urban Residential will have a more compact massing of buildings in order to achieve the desired density. Since all residential districts are located away from the arterial streets, they will be separated from the activity of the higher density zones and have a less dominant visual presence within the project. Residential development will be integrally designed with systems of open space and recreation.

Pedestrian Network



Core Pedestrian Network



Pedestrian Crossing

The intensity of development of the Core and the Urban Commercial District will create an exciting pedestrian-oriented environment. The pedestrian potential of Meredith International Centre is further enhanced by the fact that eighty percent of the entire development is within an easy five minute walk of the core area, creating the multiple potentials for land use connections and urban synergy.

Urban Commercial Core

The density and compactness of the core area creates a unique opportunity for an active, exciting pedestrian environment with a special urban ambiance. A continuous network of pedestrian spaces will be created here which connect the various uses of the core together with a variety of people-places of unique design. It is intended that these spaces be compact in size, punctuated occasionally by larger plazas and focal elements for orientation and focus. The edges of this internal pedestrian network should have a maximum of commercial frontage to maximize urban activity.

Sidewalks

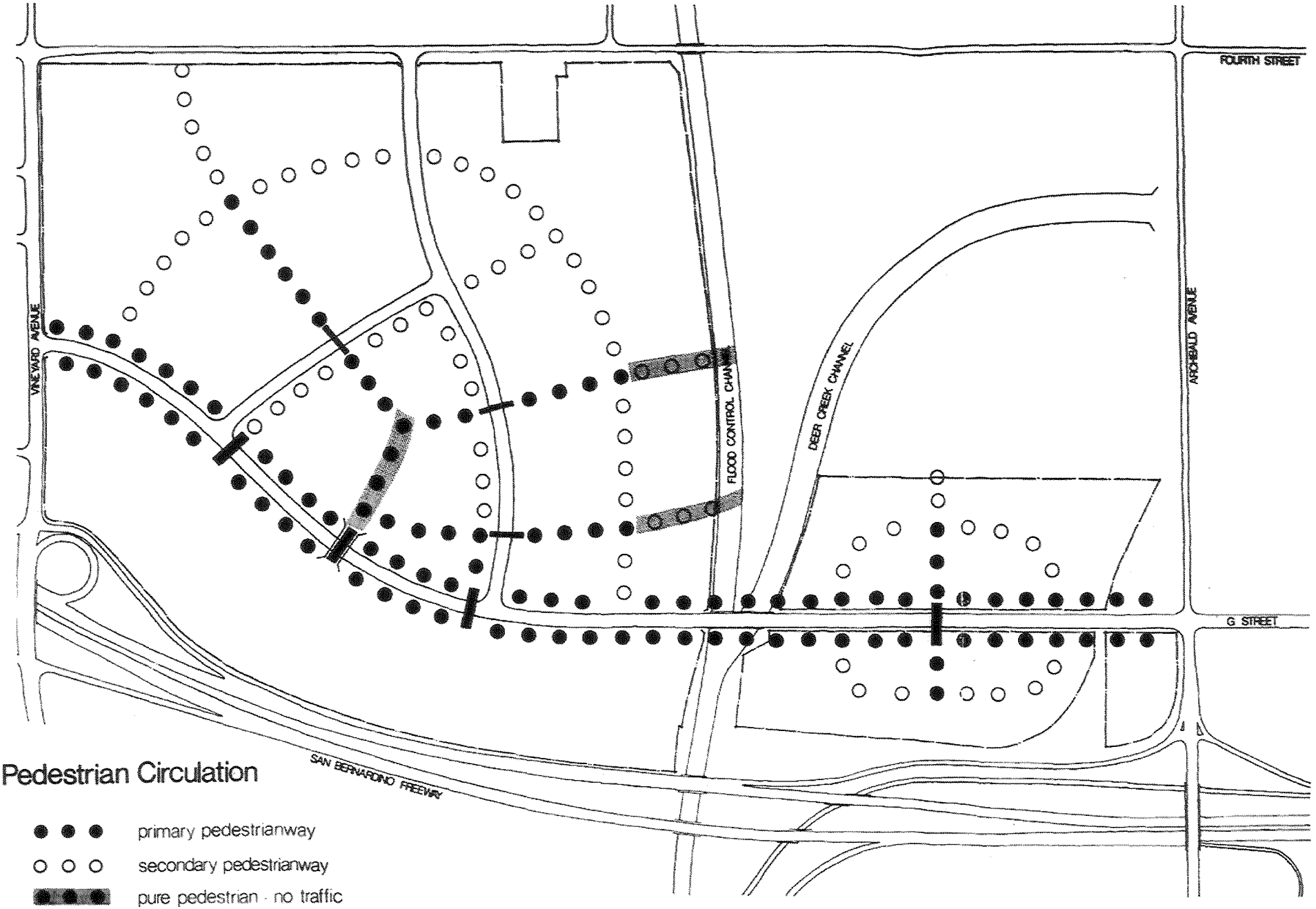
The sidewalks along the arterials and service roads will be the primary connectors from outlying uses to the pedestrian network of the core in addition to providing a pleasant pedestrian experience in themselves. Service roads will be located for maximum convenience to pedestrian as well as optimum auto access. All streets have sidewalks on both sides.

Primary/Secondary Pedestrianways

Primary pedestrianways are designed to provide major direct pedestrian connections through the project area. These pedestrian arteries will have a high level of pedestrian amenities and special design consideration should be given to maximizing pedestrian activity and interest. Secondary pedestrianways will be designed for a pleasant pedestrian environment with fewer pedestrian amenities. Primary and secondary pedestrianways are delineated on the attached map.

Pedestrian Crossing

Most pedestrian crossings are planned to occur on-grade at intersections with standard crosswalks and safety signals. Pedestrian crossings not at intersections will be grade separated from vehicular travelways. Specific Requirements are subject to the approval of the City in conformance with all applicable standards and policies at the time of site plan review or other request for approval. Where grade separations are used, they should feed directly from established sidewalks and pedestrianways. Along the primary arterials, pedestrians may safely cross at non-signalized intersections.



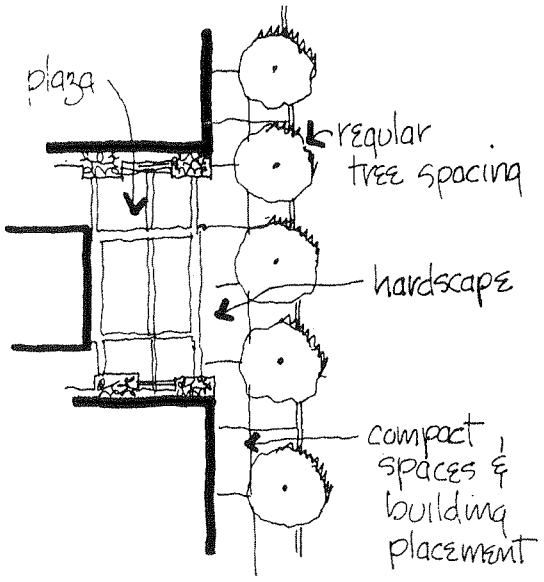
Pedestrian Circulation

- primary pedestrianway
- secondary pedestrianway
- pure pedestrian - no traffic
- signalized crossing
- non-signalized crossing
- grade separated crossing

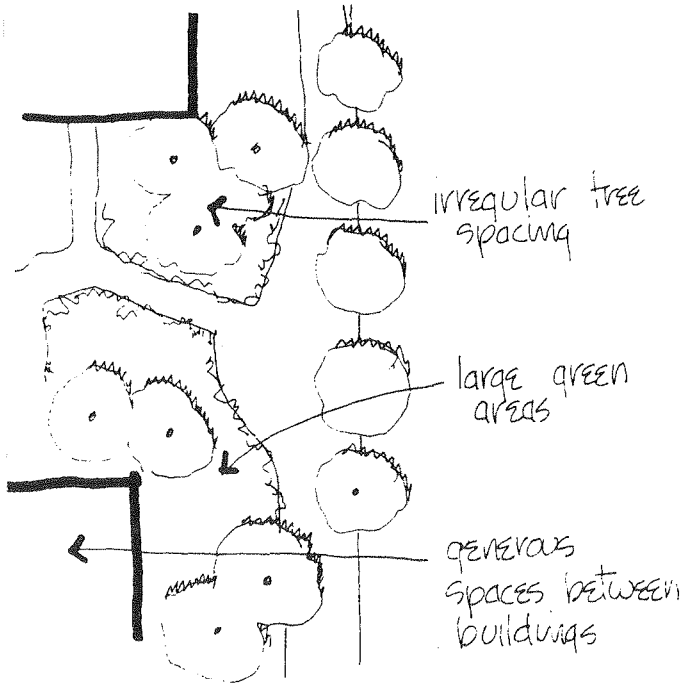
0 100 200 400 north

Landscape Character

The landscape design within the Meredith International Centre will be a primary determinant of the visual character of the project. Several landscape elements are identified in the Specific Plan which are intended to provide continuity between individual project components, visually emphasize the urban design structure and act as major linkages and buffers.



Formal Landscape



Informal Landscape

Streetscape

The landscape along the arterials and service streets will establish landscape themes running throughout the project. The design of the major arterials is structured by two conditions, an "Urban" edge and a "Garden" edge, which will articulate the land-use groups fronting these major roads and will determine the visual character of the streetscape.

Urban Edges

An "urban edge" condition will occur adjacent to the core and urban commercial areas. This edge will have a formal, man-made urban quality which will stimulate pedestrian activity. Low-rise buildings should be sited close to the sidewalk to promote a feeling of activity. Spaces between buildings and parking lot frontage should be minimized. High and mid-rise structures should be separated and set back to create a rhythm of urban plazas along the edge. The hardscape (sidewalks, plazas) will be a dominant theme accented by regular formal tree placement, formally planted shrubs or clipped hedges and grass or formal low groundcover. The urban environment should be enhanced with benches and other pedestrian street furniture.

Garden Edges

Adjacent to the Garden Commercial District, a "garden edge" will occur which will have the more park-like visual aspect of this land-use zone. Buildings will be set back from the sidewalk, separated or organized in clusters and sited more informally. Set-back areas will consist of gentle grass berms with informally planted trees. Street trees on the sidewalk should be formally planted for continuity with the urban edges which almost always occur on the other side of the street. Informal tree planting for the most part will be taller than these street trees and set behind them. Parking will be screened from view on arterial roads. A twenty foot minimum garden edge will be built as a buffer around the Italo M. Bernt School.

Service Roads

The smaller service roads will have a less elaborate streetscape of regularly planted street trees in the sidewalk supplemented with an effective combination of landscaping consistent with the land-use zone in which they occur. Traffic diverters, designed to slow traffic, will be designed as accent elements in this streetscape.

Project Gateway

At the intersection of the internal arterials and the boundaries of the project, a special entry/gateway will announce entry to Meredith International Centre. These gateways will express the design character of the project through a formal pattern of trees, vegetation and entry signs.

Core Entry Plazas

At the three corners of the core, a special plaza treatment will mark the core boundaries to motorists on the arterials. These plazas will be primarily hardscape with tall buildings behind and a formal arrangement of trees and landscape elements.

Core Pedestrian Network

Within the core area a series of active pedestrian spaces will connect the uses in this central element of Meredith International Centre. This network will be urban in character with a hardscape composition of compact malls and plazas. Special attention will be given to creating a wide variety of urban people places with a high level of pedestrian amenities.

View Corridor/Park

A view corridor in the Urban Commercial District, opposite the core will allow view of the core from the freeway and create a significant open space in this high-density zone. The design of this element will be green and parklike in contrast to the more urban character of the Core and the Urban Commercial sector. A pedestrian crossing should be integrated into the core pedestrian network.

Freeway Edges

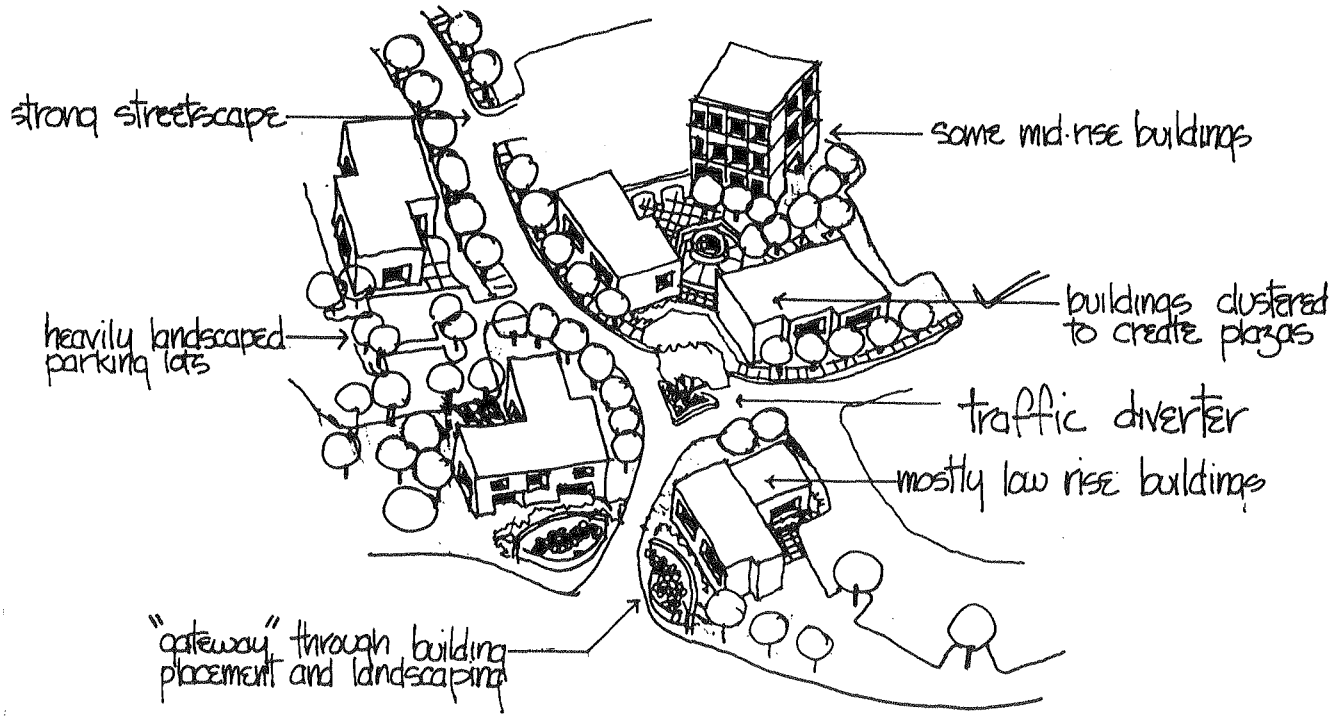
Along the freeway frontage, a linear landscape treatment will provide a buffer to the freeway and a boundary definition to the project. This strip will have a park-like landscape character with numerous informally planted trees. The strip will have a minimum average depth of twenty (20) feet to be calculated and determined within each planning area.

Residential Recreation

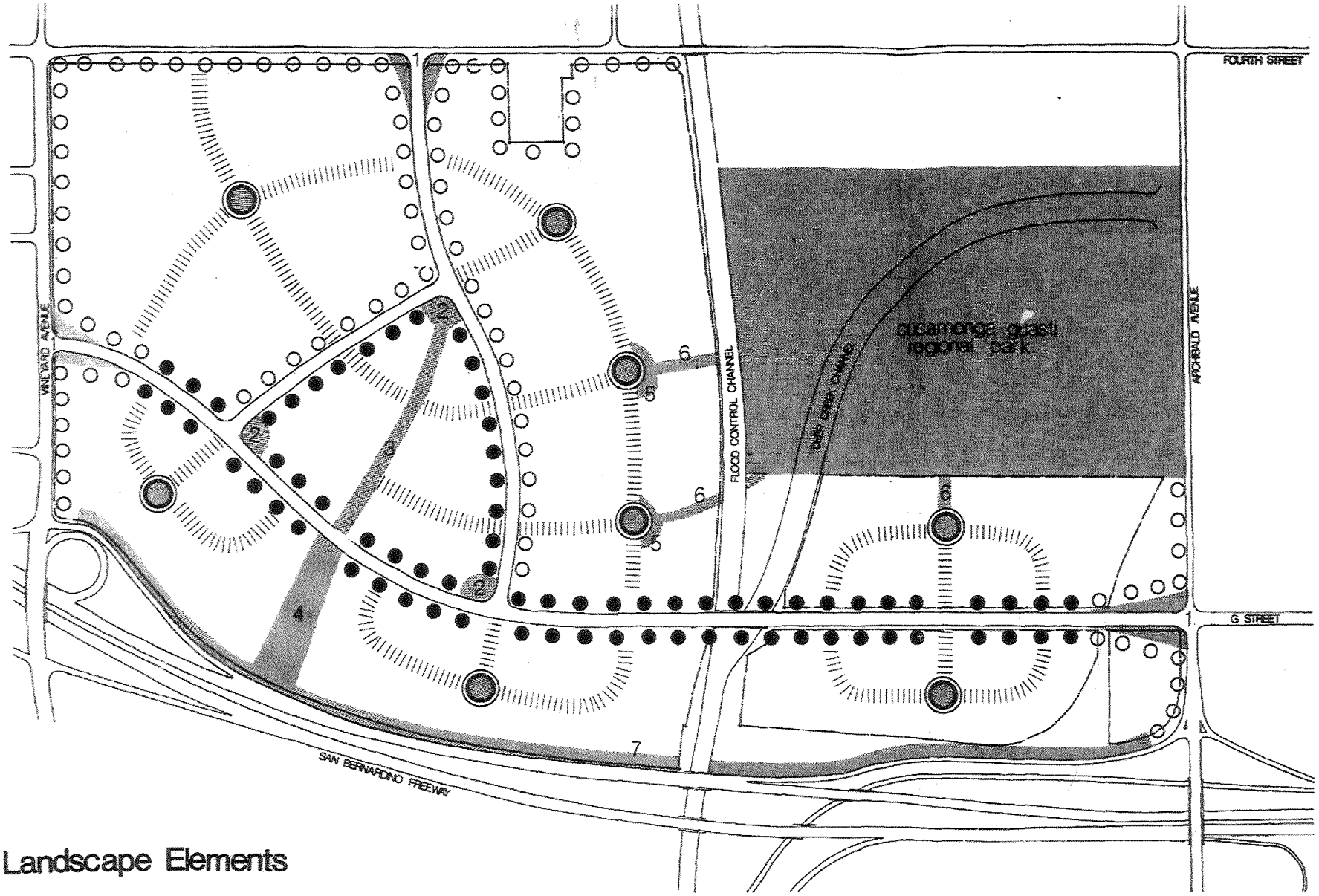
Recreation facilities, integrated into Urban Residential Districts will be design focal elements and nucleii of the residential communities as well as important open spaces.

Greenbelts to Park

The residential areas will be connected to the Cucamonga Guasti Regional Park through open spaces integrated to the design of the residential communities. Pedestrian bridges over the Cucamonga Creek Channel can provide direct pedestrian access to this important recreational amenity.



Garden Commercial

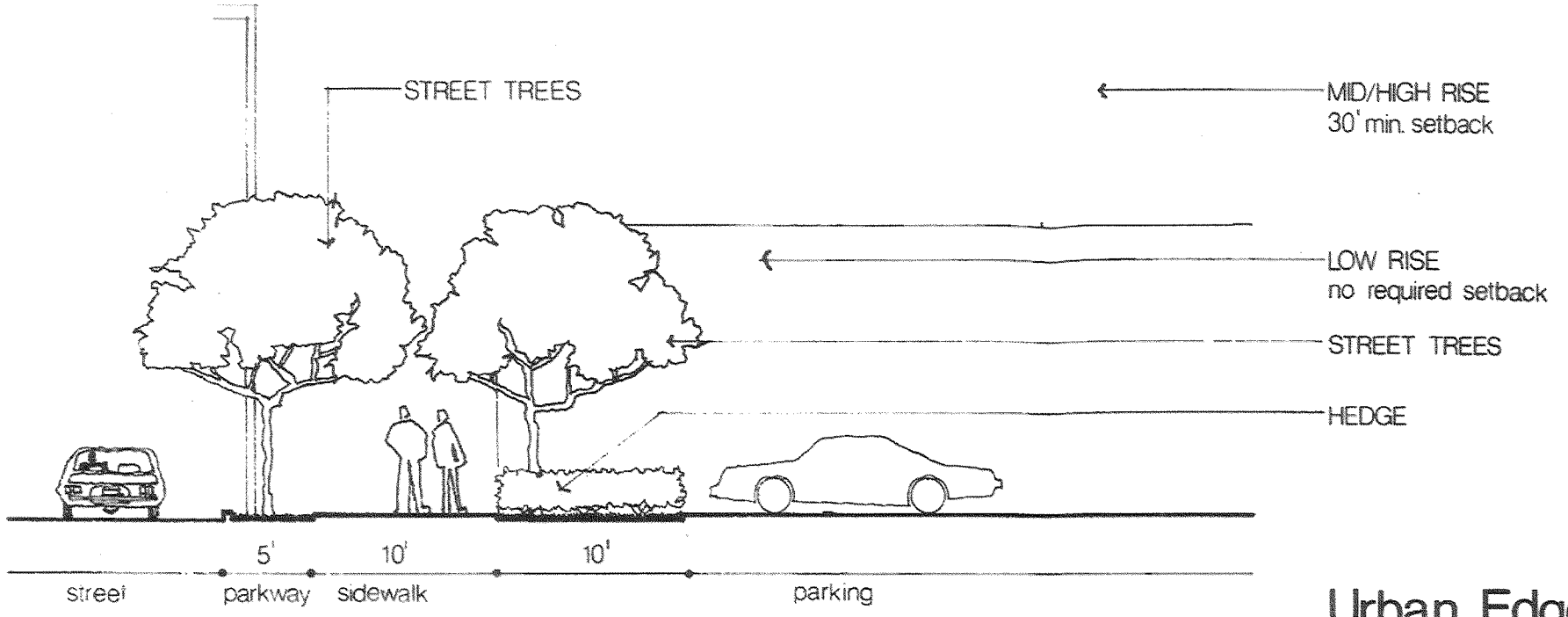


Landscape Elements

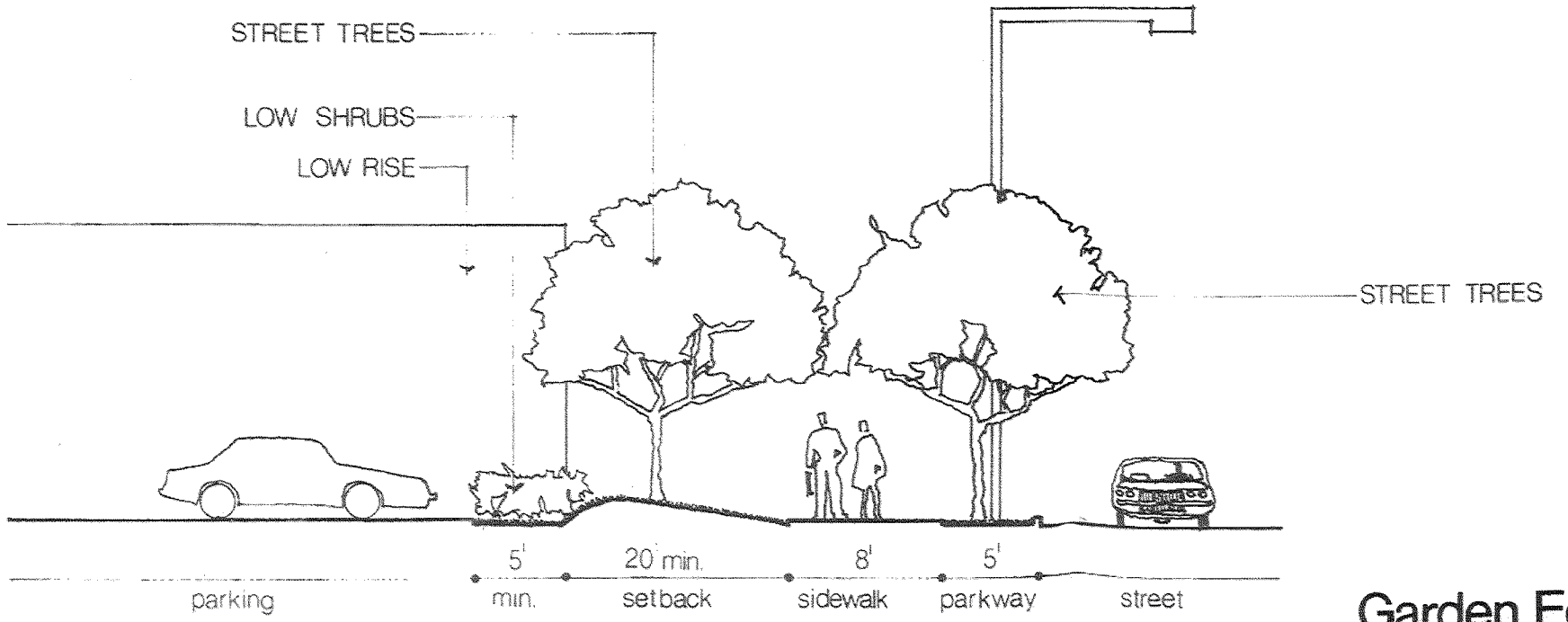
- garden edge
- urban edge
- open space element
- traffic diverter
- service road streetscape

1. project gateways
2. core · entry plaza
3. core · pedestrian network
4. view corridor · park
5. residential recreation
6. greenbelt to park
7. freeway edge

0 100 200 400 north



Urban Edge



Garden Edge

Streetscape

Signing

Appropriately controlled and effective signing and graphics are very important in any commercial environment. This will be particularly true for the mixed-use environment of Meredith International Centre. The purpose of this signing program will be to ensure continuity and acceptable visual standards for all graphic/signage elements in the Centre. Private signing guidelines will be adopted as part of this document to establish individual identification of tenant facilities and directional signage for vehicular and pedestrian circulation for individual projects. The objective is a consistent graphic design style which will enhance the Meredith International Centre environment through uniform standards for sign sizes, locations, and quality of construction. Public signs and signs uniform through the project such as street name signs, entry signs, directional signs and the like will be described in a Signing Program Manual to be submitted later. All signs will be consistent with City of Ontario standards and regulations.

Conceptual guidelines for private signing program are included in this document in the C.P.D. regulations. A detailed signing program manual, specifying exact design and installation parameters for public signs will be submitted for adoption at the Planning Area Review phase. All signs will be consistent with City of Ontario standards and the Uniform Manual on Traffic Control Devices for Streets and Highways, U.S. Department of Transportation, Federal Highway Administration and the Traffic Manual issued by the Department of Transportation of the State of California.

Infrastructure

Traffic and Circulation

An analysis of the traffic impacts associated with the Meredith International Centre was prepared as a supplement to the traffic study prepared for the overall Ontario International Centre. The original traffic study is contained in the Technical Appendices of Environmental Impact Report 80-3. The supplemental traffic impact report for the Meredith project has been submitted with this document.

In the traffic study, prepared for E.I.R. 80-3, the Meredith properties were located in traffic zones 1, 4, and 5, and a portion of traffic zone 2. The average daily traffic generation which reflects the development of the Meredith properties was 103,000 average daily trips for Alternate A, 85,900 average daily trips for Alternate B, and 95,500 trips for Alternate C as outlined in E.I.R. 80-3.

Based in part on the alternative land-use concept plans previously evaluated, a single land-use plan for the Meredith properties was identified. As the single land-use plan reflects more specific information on land uses, such as office square footage and the number of proposed hotel rooms, traffic generation rates were also modified to reflect this greater level of definition and are shown in Table A.

Table A

Land Use Category (trips per)	AM Peak Hr. In	AM Peak Hr. Out	PM Peak Hr. In	PM Peak Hr. Out	Daily
Retail 1000 S.F.	.6	.3	1.4	1.8	40.0
Office 1000 S.F.	1.7	.6	.6	1.7	15.0
Hotel (Room)	.4	.2	.4	.5	8.0
Residential (DU)	.2	.5	.5	.2	8.0

Table B identifies the proposed land-use plan and the estimated trips to be generated by the proposed land-use plan. As shown in Table B, the proposed land-use plan for the Meredith properties is estimated to generate 74,750 trips daily, which is significantly less than any of

the alternates identified in the General Plan Amendment. A more detailed comparison of the trips generated by the Meredith Properties for the proposed land-use plan and the previously studied alternate land is provided in Table C, which reveals a similar general reduction in the number of trips generated in peak hours and an improved balance of inbound and outbound trips in the peak hours.

Table B

Land Use Category	Quantity	AM		PM		Daily
		In	Out	In	Out	
Retail	400,000 SF	240	120	560	720	16,000
Office	2,850,000 SF	4845	1710	1710	4845	42,750
Hotel	1,200 Rooms	480	240	480	600	9,600
Residential	800 DU	160	400	400	160	6,400
Total		5725	2470	3150	6325	74,750

Table C

Land Use Plan	AM		PM		Daily
	In	Out	In	Out	
Proposed Land Use Plan	5725	2470	3150	6325	74,750
Alternate A	8280	2530	2820	8850	103,000
Alternate B	6180	2600	2810	6660	85,900
Alternate C	4720	1210	3090	6810	95,500

The proposed land-use plan for the Meredith properties, in addition to the identified Alternative A land uses for other properties in Ontario International Centre, were next combined with existing traffic volumes to evaluate the future needs of the circulation system. Alternative A land-use plan was previously identified as the worst case traffic impacts condition for the three alternative land-use plans evaluated. For the analysis described in this report, the traffic distribution and assignment for all zones was identical to that identified in the previous traffic study. The recommended future intersection geometrics and Intersection Capacity Utilization values are shown in Table D. For future traffic conditions all intersections in the vicinity of the site are projected to operate at a level of service D or better. Meredith International Centre will be subject to the results of the Ontario International Airport Ground Access Study as adopted by the City of Ontario.

For the Meredith properties, the most constricted intersections are along G Street and reflect the inability of G Street to service vehicle turning movements in the peak hours. The proposed relocation of G Street at Vineyard will assist in insuring that G Street will be capable of achieving its full capacity potential as an at-grade intersection; however, the ability to generate additional roadway capacity for this project is restricted once G Street is realigned. The proposed land-use plan will generate peak-hour traffic volume turning movements which are capable of being serviced by a relocated G Street. Table D shows the number of intersection approach lanes which will be constructed for development proposed under this specific plan.

Table D

Intersection	Approach Lanes				ICU	
	NTRL	STRL	ETRL	WTRL	AM	PM
Vineyard @ 4th Street	311	311	311	311	61	64
Vineyard @ G Street	310	302	000	012	63	88
Vineyard @ W.B. 1-10 Ramps	310	310	000	011	63	47
Vineyard @ E.B. 1-10 Ramps	310	301	201	000	83	80
Hellman @ 4th Street	211	211	311	311	45	52
Archibald @ 4th Street	311	311	311	311	59	60
Archibald @ G Street	312	311	211	212	64	81
Archibald @ W.B. 1-10 Ramps	301	310	000	021	58	66
Archibald @ E.B. 1-10 Ramps	310	302	000	021	44	69

NTRL - 311 = 3 thru lane, 1 right-turn lane
1 left-turn lane

ICU = intersection capacity utilization
= volume/capacity

Efficient access to and within the site is essential to maintain traffic flow on adjacent arterials. A more detailed discussion of the guidelines for efficient site access is included in the traffic report of this document.

Vehicular Circulation

Meredith International Centre enjoys excellent accessibility due to its proximity to the San Bernardino Freeway and the City of Ontario's arterial system. This accessibility will be extended into the Centre through a network of streets serving the individual elements within the project. Major access to the site will be from Vineyard Avenue, Archibald Avenue, and Fourth Street as well as the San Bernardino Freeway. The internal

road system is composed of G Street which will serve as the major east/west route, two primary arterials, and a series of service roads. All streets are intended to be two-way public routes. A discussion of projected traffic volumes and street capacities is included in the infrastructure section of this document.

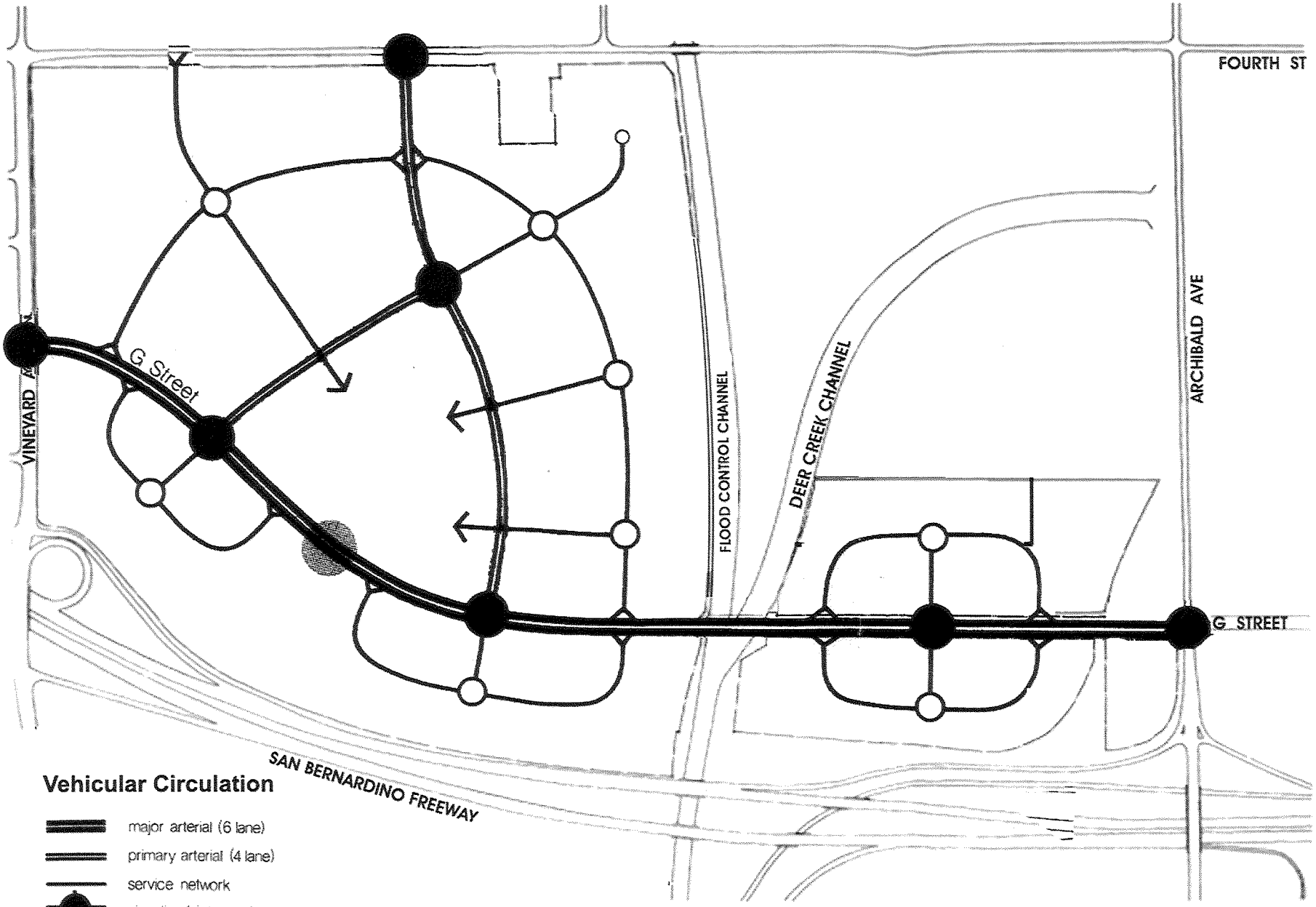
Major Arterials

G Street: G Street is an existing east/west arterial dividing the site. G Street is fully constructed as a four-lane undivided collector street with curbs and gutters. To accommodate projected traffic, G Street will be upgraded to a six-lane divided Major Arterial. At its western outlet at Vineyard Avenue, G Street will be realigned to the north to provide improved freeway access and stacking length. As it runs east of Vineyard Avenue, G Street will be gradually transitioned to its existing alignment, exiting the project area at its existing intersection with Archibald Avenue.

Vineyard Avenue: Vineyard Avenue is a north/south arterial extending from Rancho Cucamonga to the north to provide direct access to the existing Ontario International Airport terminal to the south. Vineyard is a four-lane undivided roadway with curbs, gutters and on-street parking. It is shown on the City's Master Plan of Streets and Highways as a Collector Arterial. There is an existing interchange with the San Bernardino Freeway. Vineyard will be upgraded to a six-lane divided major arterial.

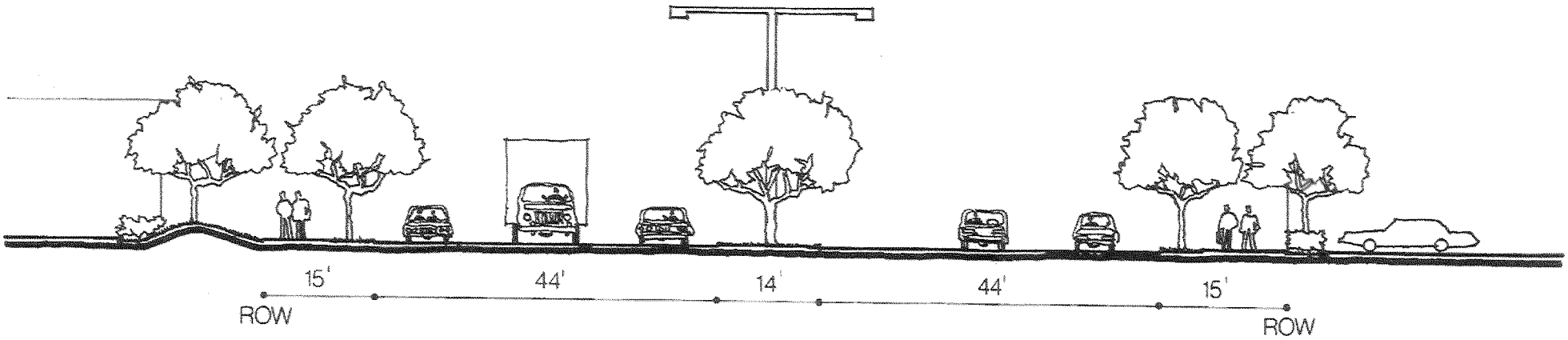
Archibald Avenue: Archibald is an existing north/south arterial through the City of Ontario. It is a four-lane undivided roadway with curb and gutter, and an interchange with the San Bernardino Freeway. It is designated as a standard arterial on the City's master plan. Future development of the Meredith International Centre and surrounding areas will require Archibald to be improved to a six-lane divided arterial.

Fourth Street: Fourth Street is an east/west arterial currently fully constructed as a standard arterial with four-lanes, a striped divider, and curbs and gutters. Development within and surrounding the project area will require improvement of Fourth Street to a six-lane divided arterial.



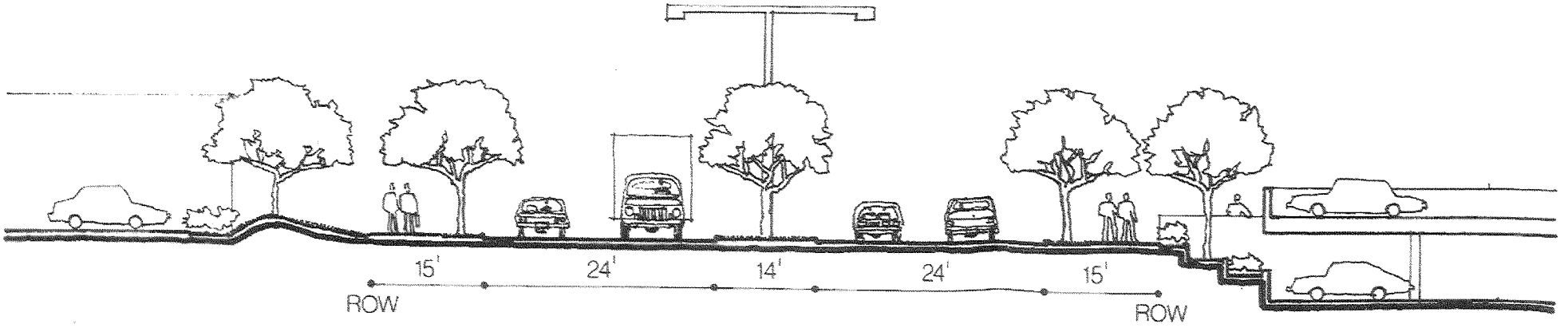
Vehicular Circulation

- major arterial (6 lane)
- primary arterial (4 lane)
- service network
- signalized intersection
- right turn only
- grade separated pedestrian crossing
- traffic diverter
- 4 way stop



Major Arterial (G Street)

ROW-132'

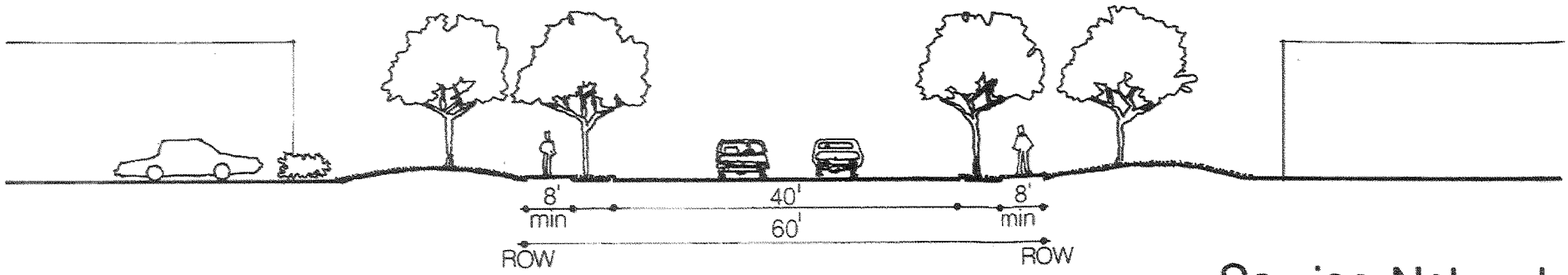


Primary Arterials

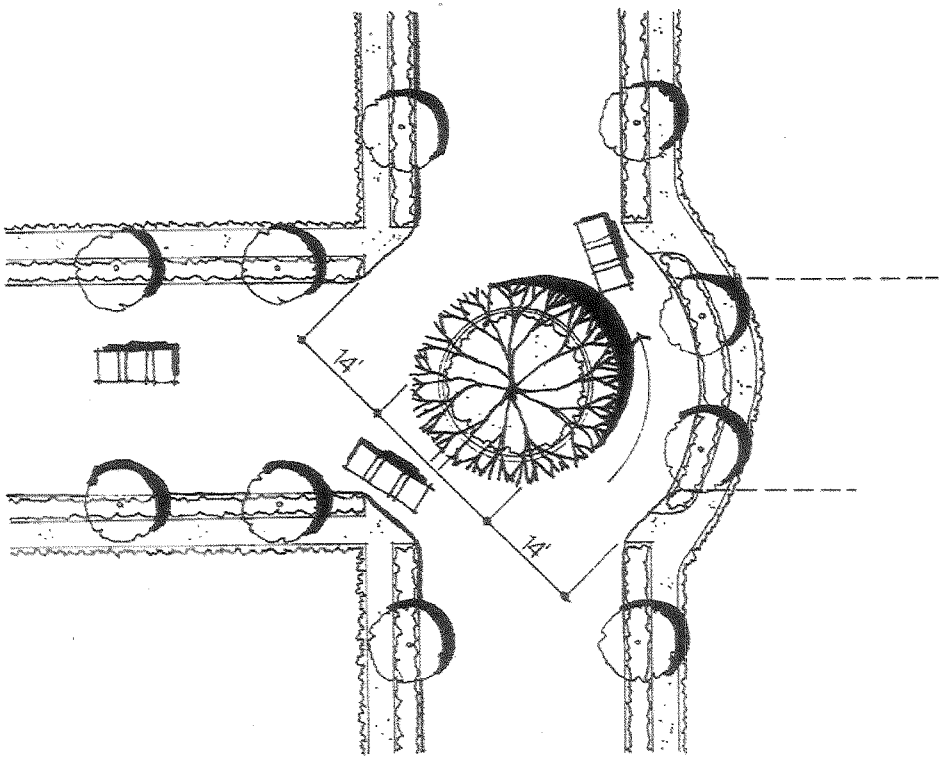
ROW-92'

Road Standards

Refer to Streetscape Illustration



Service Network



Typical Traffic Diverter

Primary Arterials

A pair of primary arterials is planned to carry traffic north from G Street to Fourth Street. These four-lane divided roads, along with G Street, will ring the core, facilitating vehicular access to the project nucleus.

Service Network

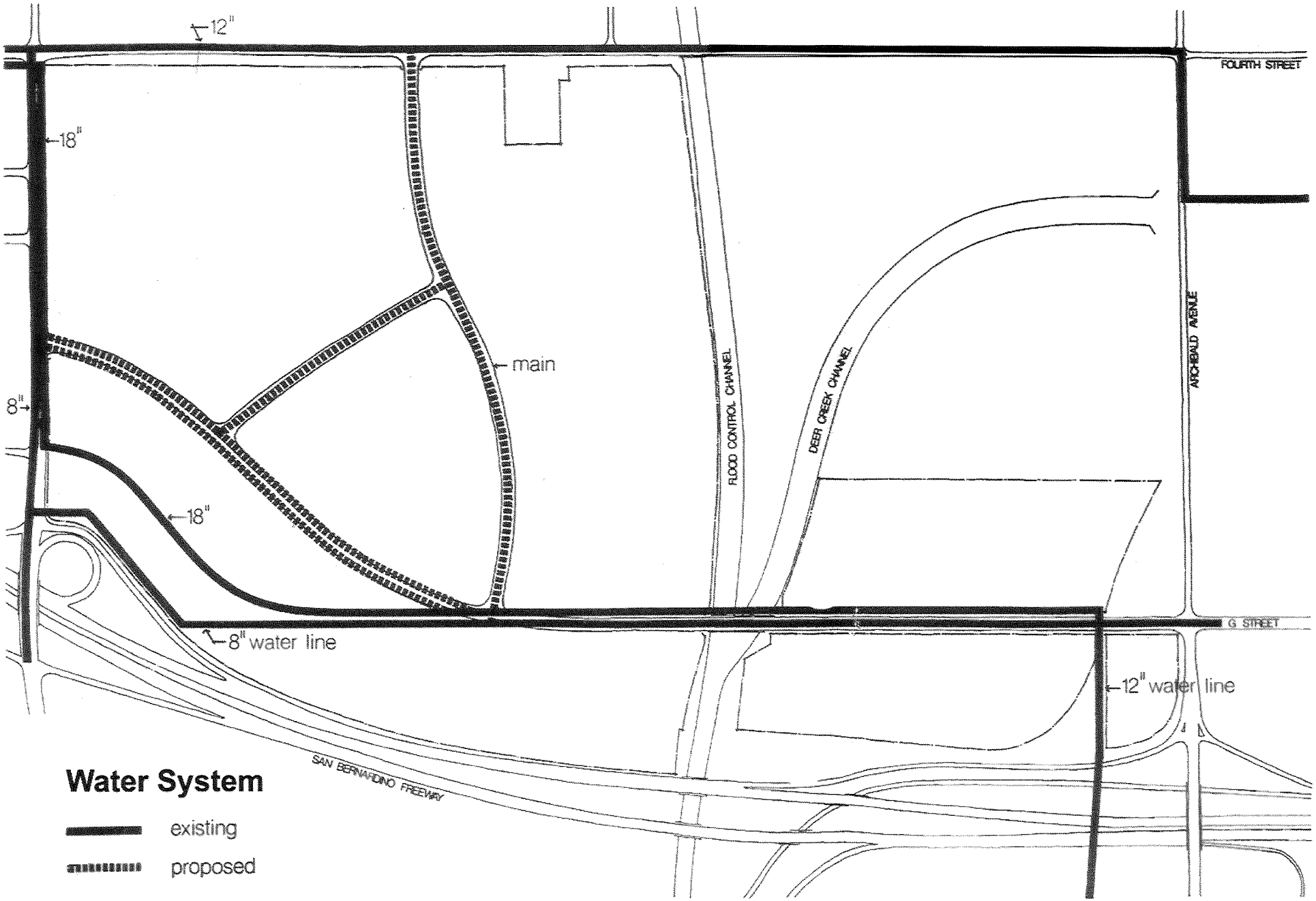
A network of two-lane service roads will connect the project's arterial system to individual destinations. To discourage through-traffic on these service roads and reduce traffic speeds, a series of "traffic diverters" is planned along service roads of significant length. These diverters will consist of medians, traffic circles, or similar devices which either force or encourage a change in traffic direction. The design of traffic diverters shall be subject to the approval of the Development Advisory Board, upon recommendation of all city departments.

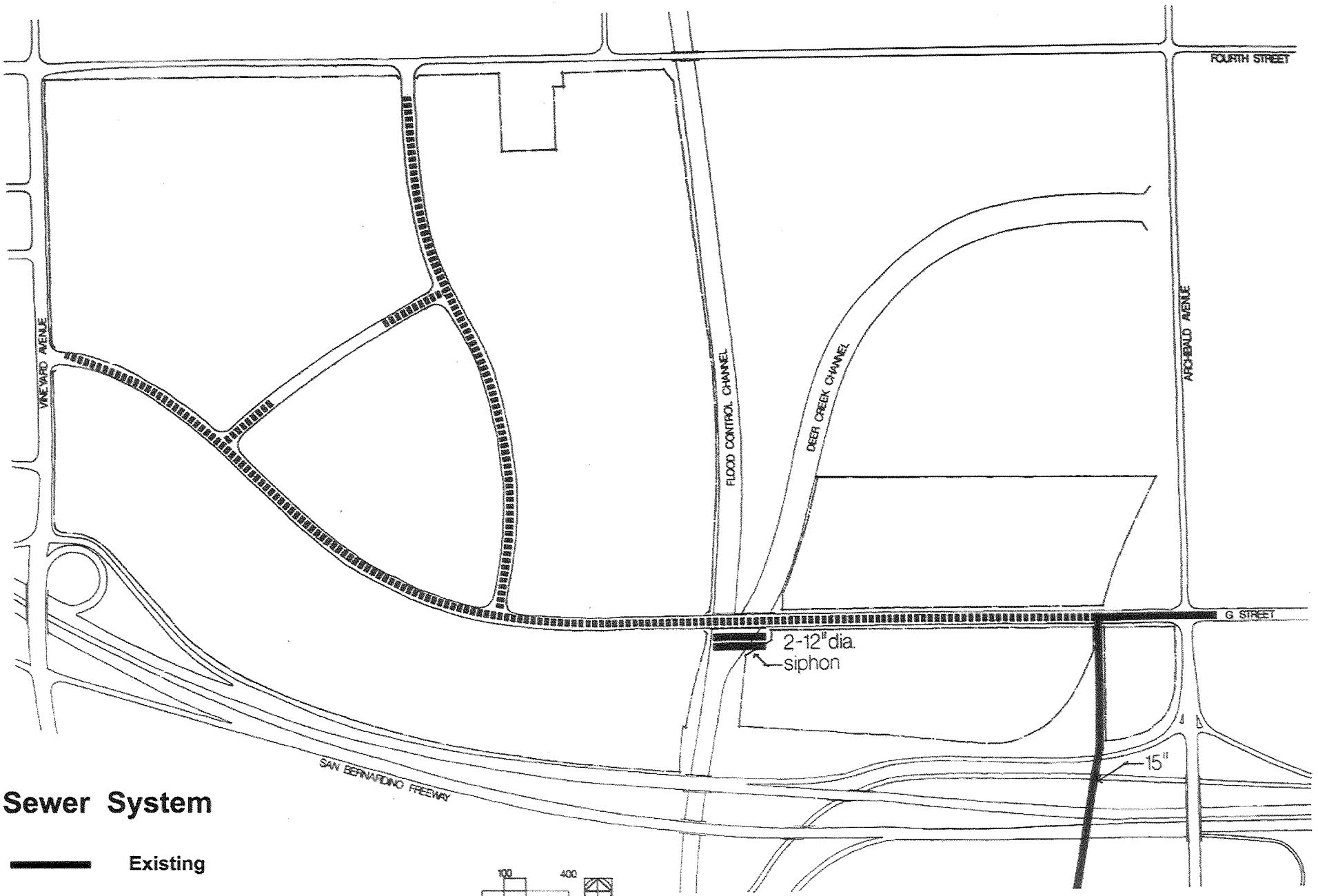
Water Supply

Water service to the site will be supplied by the City of Ontario. There are presently water lines on Fourth Street, Vineyard Avenue, and G Street ranging in size from ten to eighteen inches which would be used to serve the project area. As G Street is realigned, new water lines would be constructed by the developer to follow the new alignment. In addition, ten inch water lines would be placed along the primary arterials connections of G and Fourth Streets. The ultimate sizing of water lines are to be approved by the Ontario City Engineer in accordance with policies and standards in effect at the time improvement plans are submitted. All public water facilities will be placed in dedicated public streets or dedicated easements in private streets.

The developer shall be responsible for the installation of off-site mains, subject to policies and standards for city participation and/or reimbursement agreements in effect at the time these improvements are installed.

It shall be the responsibility of Meredith International Centre to supply the data necessary to update the computer program for the water master plan to include anticipated water demands from the Centre at build out. All costs related to this update shall be borne by Meredith International Centre.

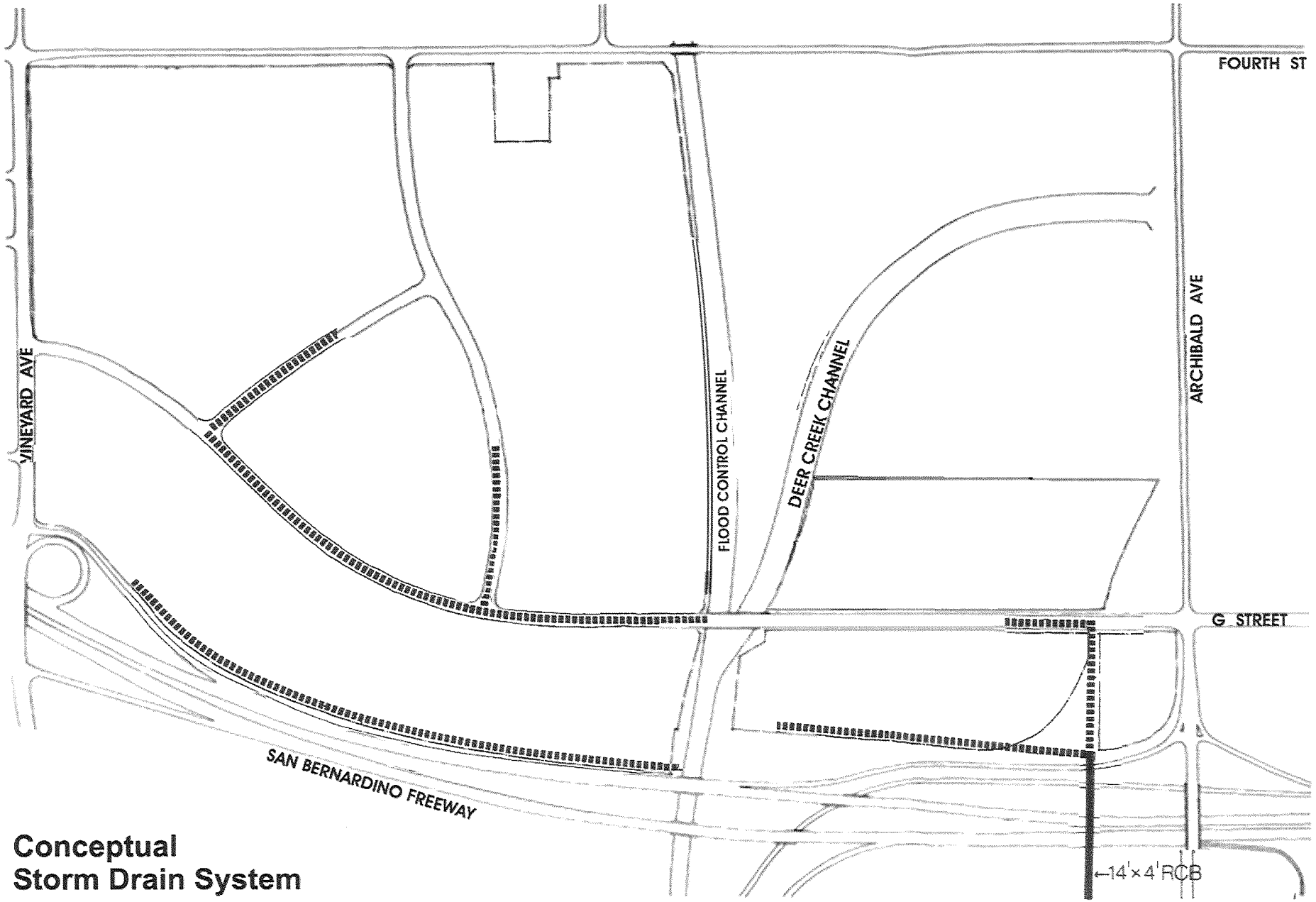

12"
18"
8"
18"
main
8" water line
FOURTH STREET
FLOOD CONTROL CHANNEL
DEER CREEK CHANNEL
ARCHIBALD AVENUE
G STREET
12" water line
SAN BERNARDINO FREEWAY
Water System
existing
proposed



Sewer System

Existing

Proposed



Conceptual Storm Drain System

Existing

Proposed

This storm drain system is conceptual. Ultimate storm drain improvements may include, but are not limited to, proposed improvements shown on the map.

100 0 200 400 north

Wastewater

The City of Ontario will be responsible for the collection and delivery of project area wastewater to the Chino Basin Municipal Water District (CBMWD), the agency responsible for wastewater treatment. Project area wastewater is proposed to be sewered to the existing 15 inch Ontario sewer line running parallel to Archibald Avenue south from G Street. Wastewater would then be delivered to CBMWD's Regional Plant No. 1. The ultimate sizing of sewer lines are to be approved by the Ontario City Engineer in accordance with City standards and policies in effect at the time improvement plans are submitted. Public wastewater facilities shall be placed in dedicated public streets or dedicated easements in private streets.

The developer shall be responsible for the installation of off-site mains, subject to the policies and standards for city participation and/or reimbursement agreements in effect at the time these improvements are installed.

It shall be the responsibility of Meredith International Centre to supply land use, grading and sewer alignment data so that updated computer modeling of the affected portions of the City of Ontario sewer system may be completed and revisions made to the master plan for submittal to the City of Ontario. All costs for performing such updates shall be borne by Meredith International Centre.

Approval of this Specific Plan does not guarantee that sewer capacity will be available at time of development.

Public Utilities

Electricity, natural gas, and telephone services will be provided by the Southern California Edison, Southern California Gas, and General Telephone Companies, respectively. Electrical service for the project site can be adequately provided from the existing 12 KV lines along Fourth and G Streets and Vineyard and Archibald Avenues. Natural gas service can be adequately provided from existing four-inch lines on Fourth Street and Archibald Avenue. Existing telephone line capacities in the project area are sufficient to serve existing uses only. Project development will require a reinforcement of the existing facility network. The improvements would be made by General Telephone in accordance with applicable PUC regulations. All utility lines will be placed underground. All public utilities will be placed in dedicated public streets or in dedicated easements in private streets.

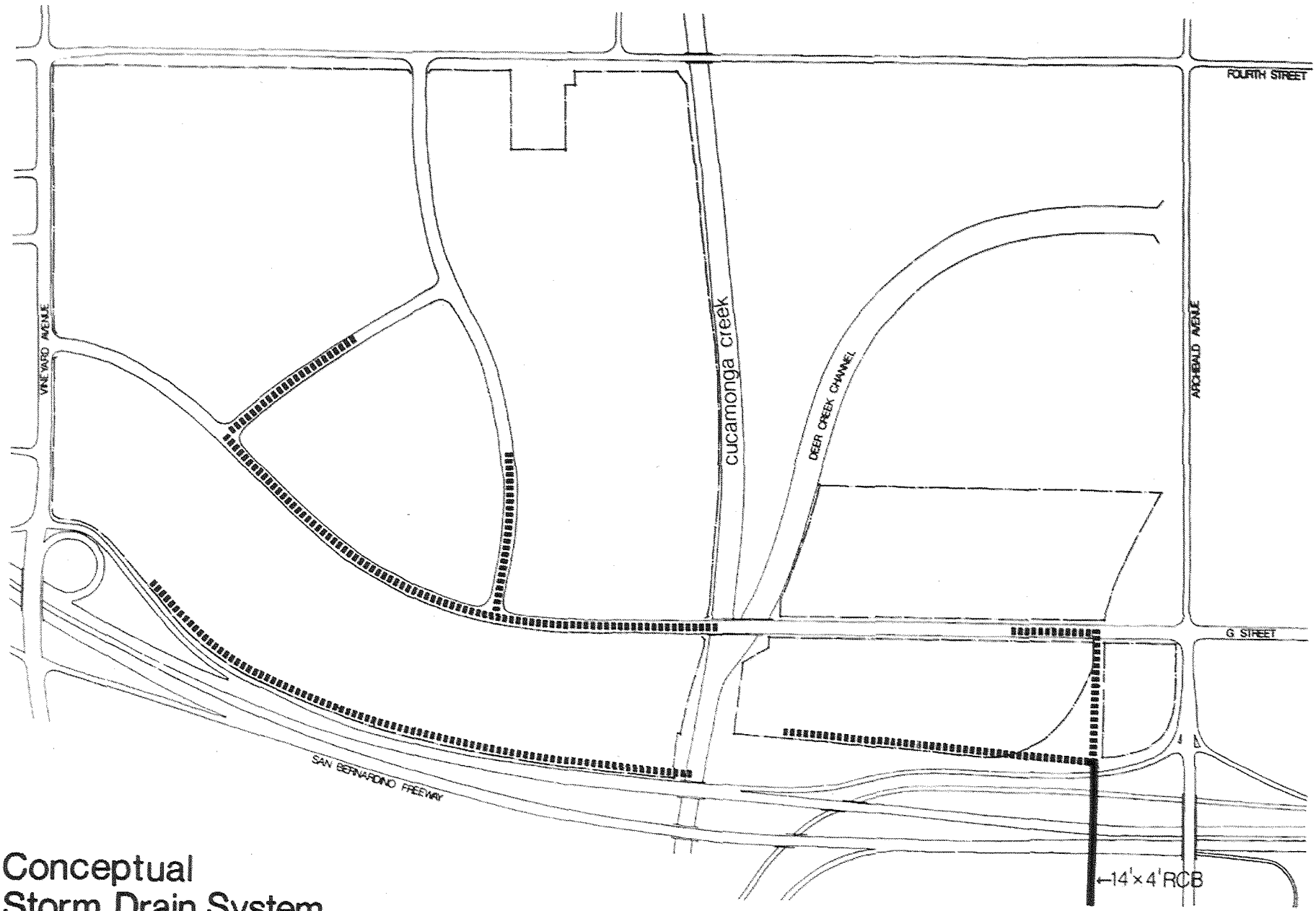
Hydrology

The project area is generally flat, sloping uniformly to the south at one to two percent. The site is situated below the San Gabriel Mountains where substantial storm flows can be generated during periods of heavy rainfall. The western portion of the site drains to Cucamonga Creek, a major concrete channel, which traverses the study area west of Archibald. Deer Creek Channel enters the area near the intersection of Turner Avenue and Fourth Street, turning west through the Cucamonga-Guasti Regional Park before entering the Cucamonga Creek Channel. Deer Creek is currently the major source of flood hazards to the site; however, the existing earth channel is scheduled for improvement.

A conceptual storm drain plan has been prepared, and is shown in the accompanying figure. It is proposed that areas west of the Cucamonga Channel be drained into the channel. Property to the east of the channel are proposed to be drained into the existing concrete box structure west of Archibald. The ultimate design of the drainage system will be based on hydrology study for the entire Centre examining on-site and off-site effects prepared by the developer which shall be submitted prior to the first planning area plan and prior to the submittal of the first site plan or subdivision. The hydrology report shall comply with the flood hazard zones shown on the National Flood Insurance Rate Map and Boundary Map, the requirements of the City of Ontario's Flood Hazard ordinance and the City's policies and standards in effect at the time of submittal of the hydrology study and improvement plans.

Approval of Updated Master Plans

The aforementioned master plans for water, wastewater and hydrology shall be approved by the City Engineer prior to submittal of the first Planning Area Plan.



Conceptual Storm Drain System

existing

proposed

This storm drain system is conceptual. Ultimate storm drain improvements may include, but are not limited to, proposed improvements shown on the map.

Development Criteria

The following section describes the intensity of development and the sequence of development for the Meredith International Centre. These criteria were derived from an analysis of impacts generated by today's standards and projections of economic forces which will allow the project to develop as anticipated in this document. The development of Meredith International Centre will occur over a number of years during which it is inevitable that the economic climate and the conditions which generate impact will change. It is important that flexibility be maintained and a system for modifying the intensity and the sequence of development described in this plan be established.

Development Intensity

Meredith International Centre is intended to be a high-density urban development which will become a regional focus and employment center. To this end the following maximum intensity of development is proposed:

Use Type	Intensity
Retail	400,000 s.f.
Office	2,850,000 s.f.
Hotel	900,000 s.f. (1200 rooms)
Residential	800 units

Land-Use Zones	Acreage	Use Intensity
Urban Comm'l Core	25.2 ac.	
Urban Comm'l	109.0 ac.	2,255,000 s.f.
Garden Comm'l	103.4 ac.	1,020,000 s.f.
Urban Residential	20.0 ac.	800 units
	258.2 ac.	4,150,000 s.f./ 800 units

The land use quantities in the above tables were limited by maximum acceptable impacts, primarily traffic on the road system outside the project area. If actual traffic impacts are less than those predicted through changes in transportation habits or other means, the development intensity should be adjusted after supplementary impact analysis. The mix of uses may change as well due to shifting economic conditions, these mixtures should remain flexible so long as additional impact is not incurred. Supplementary impact analysis will precede any change in the mix of uses.

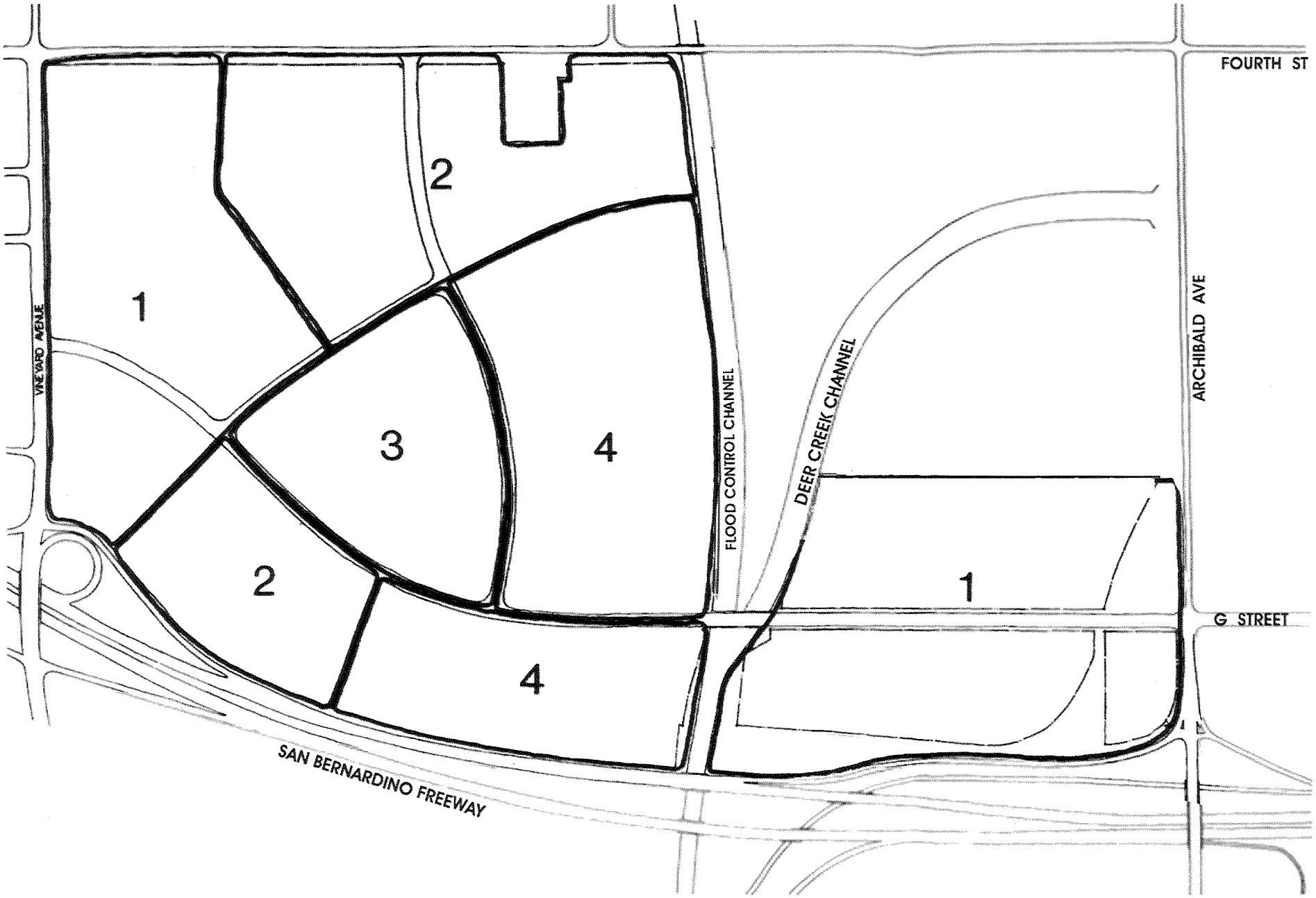
Sequence of Development

As an informational item only regarding the sequence of infrastructure development, and not as a development criteria or regulation, a preliminary phasing plan is included in this document. Due to changing economic conditions, changes in the sequence of development as shown in the accompanying figure are likely. However, each increment of development

will be designed to assure the provision of adequate services and to be an environmentally and functionally viable portion of the proposed project.

A detailed project phasing plan shall be approved by the City Engineer and City Planner prior to approval of the first planning area plan.

As shown in the accompanying figure, development west of Cucamonga Channel is expected to commence along Vineyard Avenue and proceed easterly. Since the entire project area is proposed to be sewered to existing 15" line near Archibald, it will be necessary to construct the sewer lines along future G Street at the beginning of project development. Along with the construction of sewer lines, the water and storm drain lines along G Street will also be constructed. G Street would thus be moved to its proposed alignment at the beginning of development. It is proposed that G Street not be constructed to its full width immediately, but be widened from an initial four lanes as traffic warrants. The ultimate right of way for G street will be dedicated at the time of initial improvement. The storm drain along the San Bernardino Freeway will be constructed prior to development south of G street. Water, sewer, and storm drain along the Major Arterials ringing the urban commercial core will be constructed in the second, third and fourth phases, as necessary.



Sequence of Construction

Review Process

For the Meredith International Centre, the first step in conceptual urban design is the adoption of this Specific Plan, relating the M.I.C. property development to the overall concept of Ontario International Centre. After the adoption of the Specific Plan, several additional planning steps are required to insure the quality of the eventual development. At a conceptual/planning level a planning area plan will establish a more precise urban design for individual components of the development and a site plan review will finally establish the design of individual buildings and complexes. As a result of these determinations, development documents including tentative tract maps, and construction drawings will be submitted for final review prior to actual construction. It is intended that these review steps allow the City of Ontario to constantly monitor the planning process and will mandate appropriate public input in the interest of high-quality urban development.

Specific Plan Review

The Specific Plan is, in effect, a Master Plan for the overall Meredith International Centre project. According to the Government Code, this document describes urban design principles, land uses, capital improvement infrastructure and sets forth the Comprehensive Planned Development Regulations as minimum development standards for M.I.C.

The Specific Plan is reviewed by and approved by the City of Ontario Planning Commission and the City Council, including announced public hearings.

Once adopted by the City of Ontario, the M.I.C. Specific Plan forms the legal framework for the evaluation of actual development documents.

Planning Area Review

Phased development suggests that certain development influences will not be fully known during the Specific Plan phase as the broad description of development policy.

For this reason, it is important to establish another level of review (and planning information for development applicants) based on smaller portions of the M.I.C. land area, describing parcels or subdivisions of more meaningful size and character. These increments are the "Planning Areas" shown in the accompanying drawing.

The Planning Area Plan contains a complete conceptual description of the physical urban design program of the given Planning Area. The Plan shall indicate the following:

1. Location and configuration of common areas.

2. All buildings and structures to include proposed use location, and approximate size and height ranges.

3. Yards and distance between buildings.

4. Perimeter walls and fences to include location, height and materials.

5. Off-street parking to include location, number of spaces (regular and compact), dimensions of parking area and internal circulation pattern.

6. Pedestrian, bicycle, vehicular and service circulation, including points of ingress and egress to the site.

7. Loading areas to include location, number of spaces, internal circulation.

8. The location and general nature of outdoor lighting fixtures.

9. The location and general nature of landscaping elements including streetscape plans and freeway edge treatment, if applicable.

10. Street circulation patterns and design.

11. An architectural program for the entire submitted Planning Area.

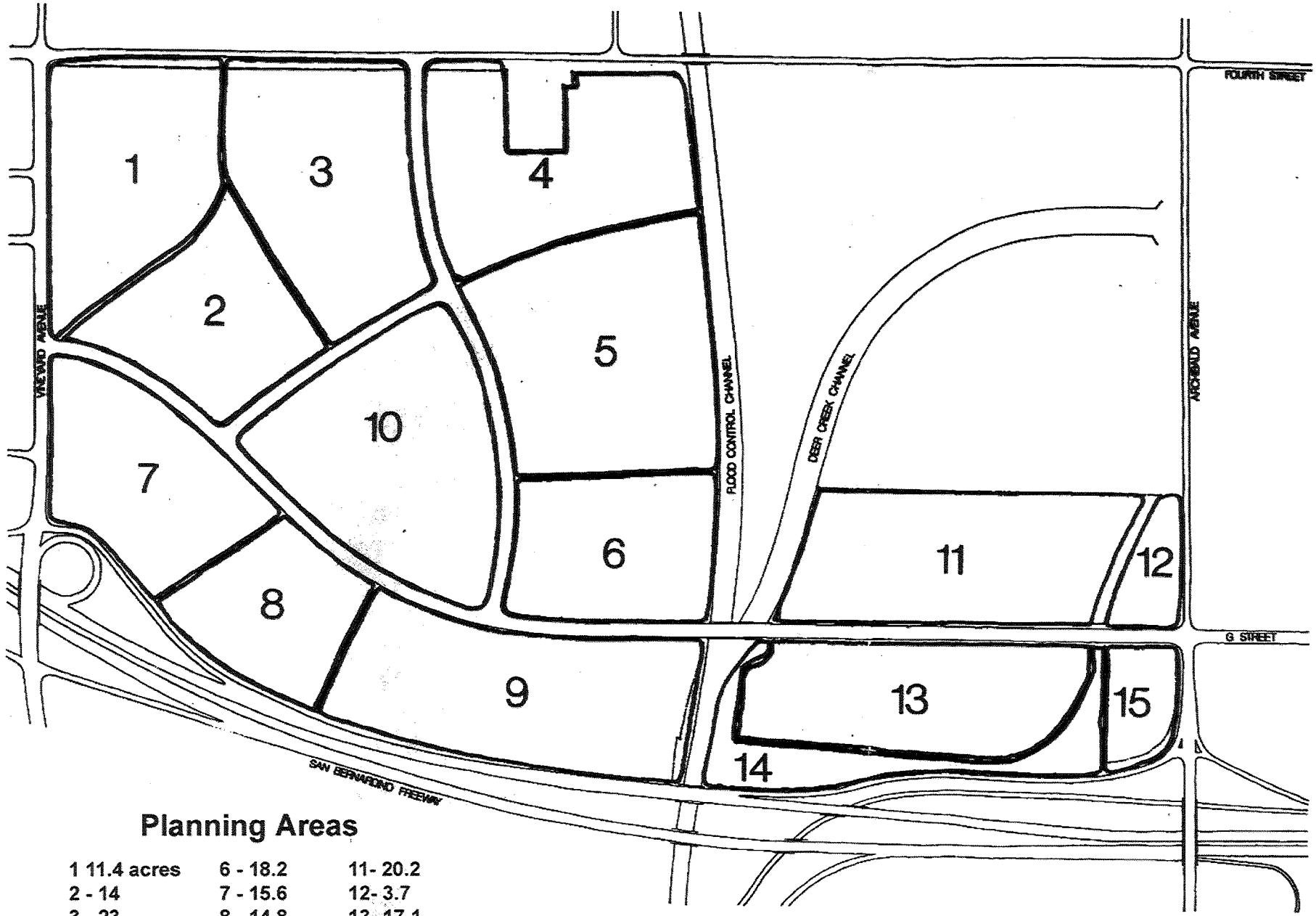
12. Any other information deemed necessary by the City Planner.

13. Detailed signing guidelines supplementary to the CPD regulations of the Specific Plan as necessary to insure compatibility with the design theme(s) of the Planning Area.

Procedure

A) Planning Area Plan(s) shall be prepared by the owner(s) of the affected Planning Area. Twelve (12) copies of the Plan shall be submitted to the Planning Department for distribution to the Development Advisory Board.

B) Upon review and approval by the Development Advisory Board, the Planning Area Plan shall be forwarded simultaneously to the Planning Commission and City Council. An additional 20 copies shall be provided by the applicant for this purpose. These copies shall be revised, as applicable, to incorporate the conditions of the Development Advisory Board.



Planning Areas

1 11.4 acres	6 - 18.2	11- 20.2
2 - 14	7 - 15.6	12- 3.7
3 - 23	8 - 14.8	13- 17.1
4 - 21.9	9 - 19.9	14- 10
5 - 21	10 - 25.2	15- 4

C) The Planning Area Plan will be placed on the consent calendar of the next available City Council meeting; no public hearing is required. Any council member, Planning Commissioner or the public may request that the Planning Area Plan be removed from the consent calendar for discussion.

D) Final approval of the Planning Area Plans is the prerogative of the City Council.

Public Signing Manual

A public signing manual shall be submitted for review and approval by the Planning Commission describing the design of all public signing to be used over the entire Specific Plan Area. This public signing manual shall be submitted prior to or concurrent with the first Planning Area Plan to be submitted and must comply with all standards of the City of Ontario and the CPD regulations of this document. All related signs shall be in in conformance with the "Manual on Uniform Traffic Control Devices for Streets and Highways", U.S. Department of Transportation, Federal Highway Administration and the "Traffic Manual" issued by the Department of Transportation of the State of California.

Site Plan Review

Prior to development within a Planning Area, a Site Plan shall be submitted to the City of Ontario Planning Department. Site Plans may be submitted concurrently with Planning Area Plans and may include all or any logical part of the development within a planning area.

A Site Plan will present a detailed design for each project within a Planning Area, and will be subject to the approval of the Development Advisory Board of the City of Ontario. The Planning Commission has the option to call up any DAB site plan approved for a non-public hearing review at a regularly scheduled meeting.

The applicant shall submit for Site Plan Review in the form of drawings which conform to the Site Plan Review Application procedures of the City of Ontario.

Planning Commission Review

The Planning Commission's review of conditional use permits, variances and residential projects consisting of 4 or greater units.

1. Unconditional approval
2. Conditional approval
3. Disapproval

This action is to be taken within 120 days of submission, or the Planning Commission may continue its review for a specified period beyond the initial 120 days with the written consent of the applicant.

In approving conditional use permits, variances and residential projects consisting of 4 or greater units, the Planning Commission shall determine that:

1. The provisions and intent of this specific plan for Meredith International Centre are complied with.

2. Traffic Circulation and public infrastructure is acceptable and the public safety and welfare is protected.

3. The signficant adverse environmental effects on the project have been mitigated, consistent with provision of a satisfying and suitable living and working environment for residents of this City and State, or economic social and other conditions make it infeasible to mitigate the significant adverse environmental effects identified for the project.

Revisions

Revisions shall be made in accordance with State Law and Sec. 9-3. 2450 through 9-3. 2465 of the Ontario Municipal Code.

LEGAL DESCRIPTION

110-321-27 All that portion of Lot 2, Block 22, Tract No. 2244, lying North of the North line of property conveyed to the State of California recorded December 12, 1951, in Book 2866, page 106, and that portion of "G" Street vacated adjacent on North except that portion lying East of the West line of San Bernardino County Flood Control as deeded May 24, 1979, recorded in Book 9693, page 211, and July 10, 1979, in Book 9724, page 579, and December 18, 1979, in Book 9836, page 252, and except the State Highway and except the street.

110-321-28 All that portion of Lot 2, Block 22, Tract No. 2244, beginning at a point in South line of Colton Avenue which is North 89°23'30" West, 466.64 feet from the intersection of said South line with West line of Archibald Avenue; thence South 03°30'48" West, 138.29 feet; thence through a 420-foot radius curve to the right, 641.05 feet; thence North 84°32'38" West, 1,165 feet; thence North 435 feet more or less to a point in South line of Colton Avenue; thence East along said South line to the True Point of Beginning, except that portion deeded to San Bernardino County Flood Control May 24, 1979, recorded in Book 9693, page 211.

110-321-29 All that portion of Lot 2, Block 22, Tract No. 2244, described as follows: Beginning at a point in South line of Colton Avenue ("G" Street) which is North 89°23'30" West, 341.64 feet from the intersection of said South line with West line of Archibald Avenue; thence North 89°23'30" West, 125 feet; thence South 3°30'48" West, 138.29 feet; thence along a curve to the right with a radius of 420 feet; 641.05 feet; thence North 84°32 38" West, 1,165 feet; thence Northerly 435 feet more or less to intersection of South line of Colton Avenue with Easterly boundary of line of San Bernardino County Flood Control 175-foot right-of-way recorded September 12, 1951, in Book 2822, page 335; thence Southerly along said Easterly boundary of line to its intersection with Northerly line of State Highway 10; thence Easterly along Northerly line of State Highway to a point South 0°13'27" West, 541.94 feet from True Point of Beginning; thence North 0°13'27" East, 541.94 feet to the True Point of Beginning, except that portion lying Westerly of Easterly line of land conveyed to San Bernardino.

LEGAL DESCRIPTION (CONT.)

110-311-21 All that portion of Lot 1, Block 22, Tract No. 2244, lying Southwesterly of a line described as commencing at a point in South line of Colton Avenue South 89°49'52" East, 1,241.99 feet from the East line of Vineyard Avenue; thence South 86°08'49" West, 199.62 feet to a line parallel with and distant 44 feet Southerly from and measured at right angles to centerline of Colton Avenue; thence Northwesterly along a 544-foot radius curve concave Northeasterly and being tangent to said parallel line through a central angle of 51°15'00" a distance of 486.59 feet; thence North 38°34'52" West, 523.32 feet; thence Southerly along a tangent curve concave Southerly having a radius of 406 feet through a central angle of 41°33'57" a distance of 294.54 feet; thence Southwesterly along a 30-foot radius compound curve concave Southeasterly through a central angle of 101°27'01" a distance of 53.12 feet; thence Southerly along a 2,050-foot radius reversing.

110-311-26 Lot 1, Block 22, Tract No. 2244, except that portion commencing at a point in North line of said lot South 89°28'15" East, 2,670.45 feet from the Northwest corner of said lot; thence South 0°03'00" West, 629.47 feet; thence South 89°27'00" East to East line of San Bernardino Flood Control Easement as recorded September 12, 1951, in Book 2822, page 335, thence Northerly along said East line to the North line of said Lot 1; thence West along said North line to the True Point of Beginning and except East 50 feet of the West 2,509.95 feet of the North 120 feet thereof, and except that portion lying Southwesterly of Northeasterly line of property conveyed to State of California December 22, 1969, recorded in Book 7356, page 734, and except North 373 feet ot the East 250 feet of the West 2,459.95 feet, and except that portion lying Easterly of Easterly said line of San Bernardino County Flood Control Easement, and except property conveyed to San Bernardino County Flood Control May 24, 1979, recorded in Book 9693, page 211, and except streets.

110-311-27 All that portion of Lot 1, Block 22, Tract No. 2244, commencing at a point in the North line of said lot South 89°28'15" East, 2,670.45 feet from the Northwest corner of said lot; thence South 0°03'00" West, 629.47 feet; thence South 89°27'00" East to East line of San Bernardino

County Flood Control Easement as recorded September 12, 1951, in Book 2822, page 335; thence Northerly along said East line to North line of said Lot 1; thence West along said North line to the True Point of Beginning except that portion conveyed to San Bernardino County Flood Control May 24, 1979, recorded in Book 9693, page 211.

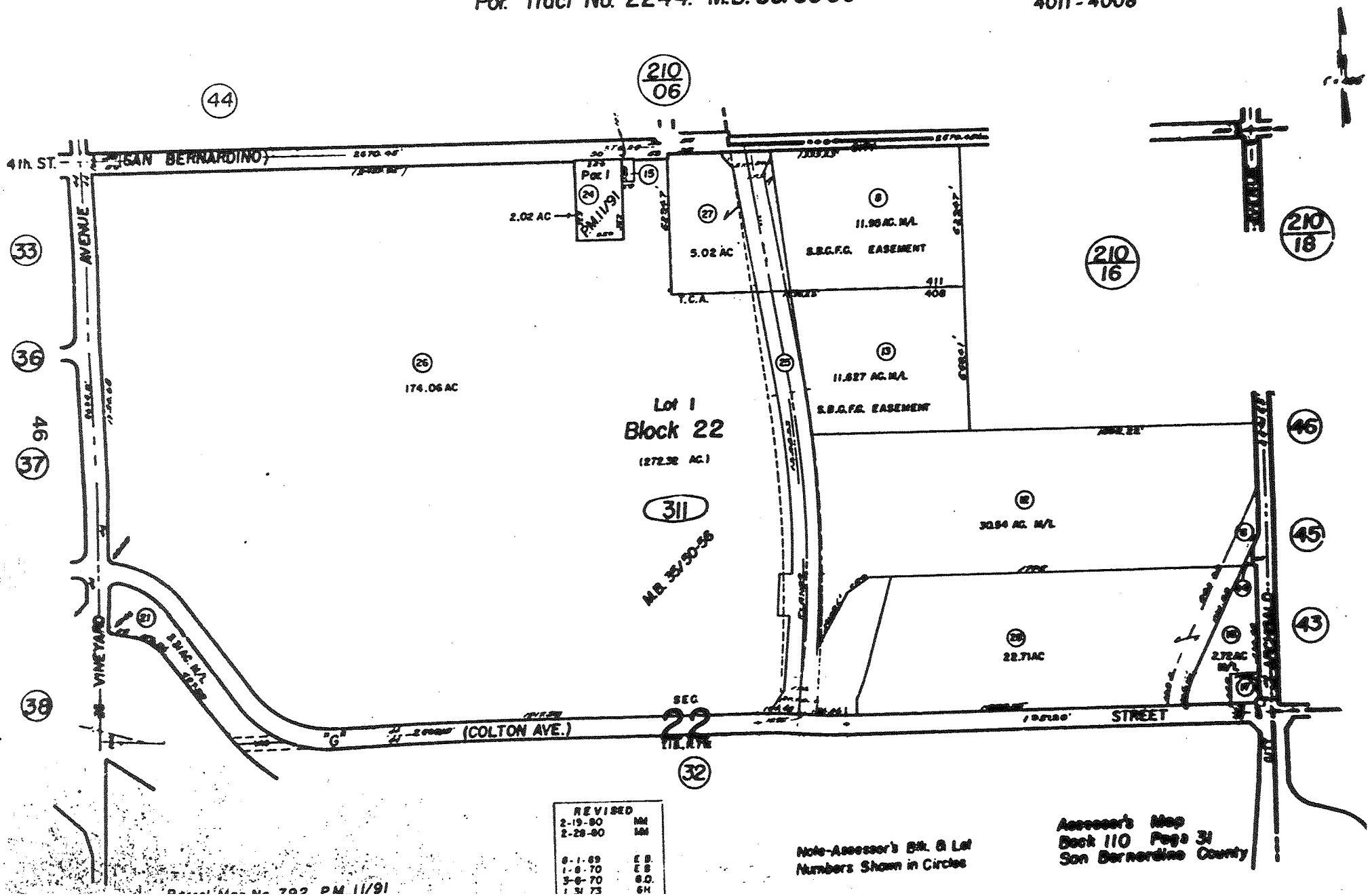
110-311-28 All that portion of Lot 1, Block 22, Tract No. 2244, described as commencing at the intersection centerline of "G" Street and centerline of Archibald Avenue; thence West along said centerline of "G" Street 1,900.42 feet; thence North 1°10'42" East, 127.46 feet; thence Northeasterly 215.04 feet along non-tangent curve concave Northwesterly having a radius of 1,138.49 feet and central angle of 10°49'19" beginning tangent thereof bearing North 27°31'20" East; thence North 16°42'01" East, 344.97 feet; thence South 88°49'18" East, 1,725.07 feet to centerline of said Archibald Avenue; thence South along said centerline of Archibald Avenue to the True Point of Beginning, except that portion thereof commencing at the Southeast corner of said Lot 1; thence along South line of said lot 360.58 feet to East line of Cucamonga Flood Control Channel; thence along East line of said channel along curve whose radius is 424.09 feet a distance of 163.74 feet; thence North 26°13'34" East, 721.22 feet to East line of said lot; thence South 807.91 feet to the True Point of Beginning.

110-321-05 All that portion of Lot 2, Block 22, Tract No. 2244, beginning at the Northeast corner of said lot; thence along North line of said lot being also South line of Colton Avenue North 89°49'52" West, 67 feet to the True Point of Beginning; thence South 45°06'53" East, 71.06 feet; thence South 0°23'52" East, 232.28 feet; thence South 4°52'14" West, 544.55 feet to a point in North line of State Highway; thence South 81°57'28" West, 135.40 feet to the intersection with a curve concave Northerly with radius of 7,440 feet and tangent bearing North 88°20'43" East; thence along said curve through angle of 3°21'43", 149.73 feet to East line of San Bernardino County Flood Control District; thence along said East line North 0°26'05" East, 832.74 feet to South line of Colton Avenue; thence Easterly along said South line 274.64 feet to the True Point of Beginning, except State Highway and except street 3.16 acres more or less.

Por. Tract No. 2244. M.B. 35/50-56

Ontario City
Tax Code Area
4011 - 4006

110 - 31



REVISED	
2-19-80	MM
2-28-80	MM
6-1-69	E.B.
1-8-70	E.B.
3-6-70	B.D.
1-31-73	B.H.

Note-Assessor's Blk. & Lot Numbers Shown in Circles

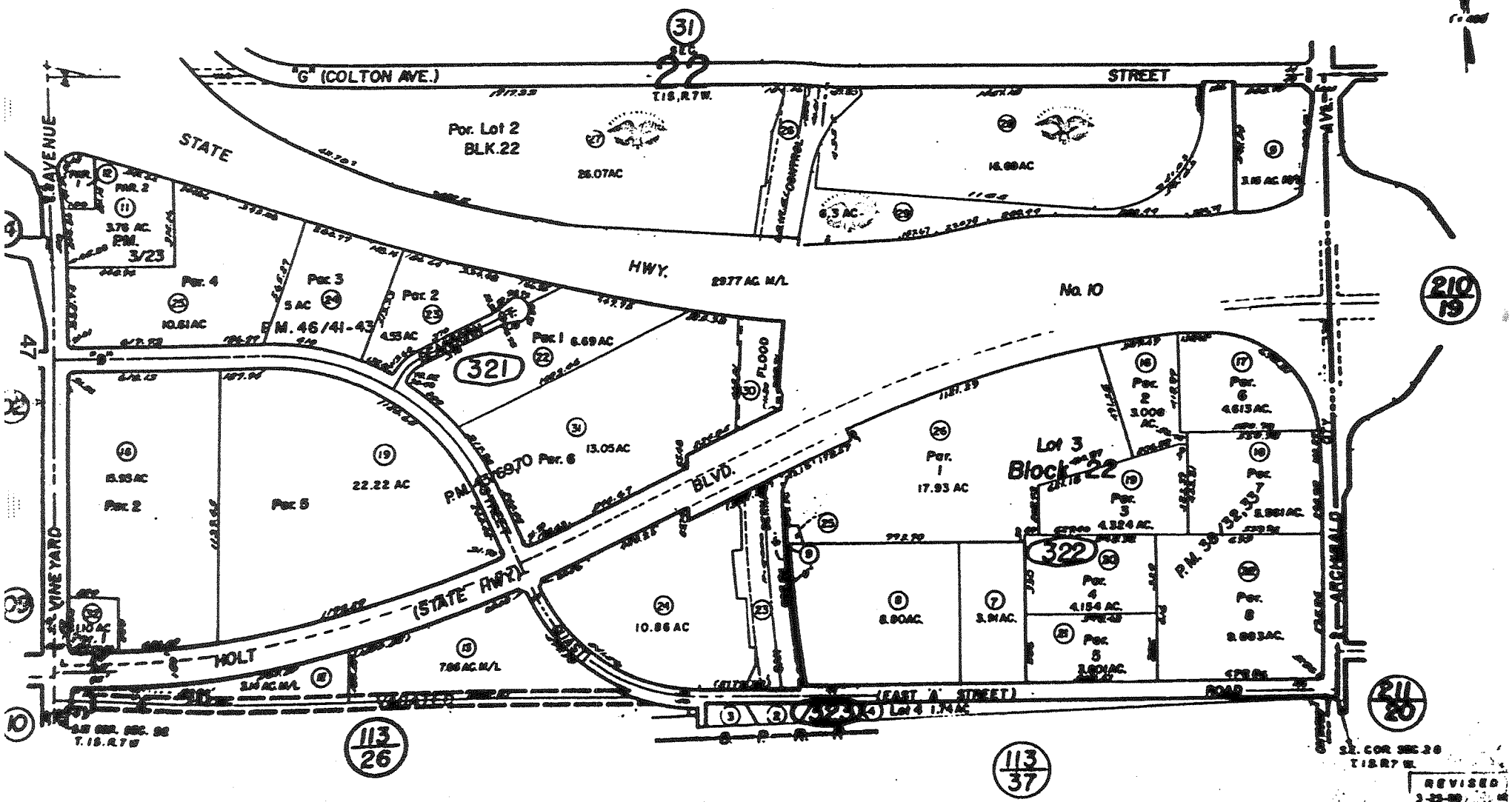
Assessor's Map
Book 110 Page 31
San Bernardino County

Parcel Map No. 782 PM 11/91

Por. Tract No. 2244
M.B. 35/50-56

Ontario City
Tax Code Area
4008

110-32

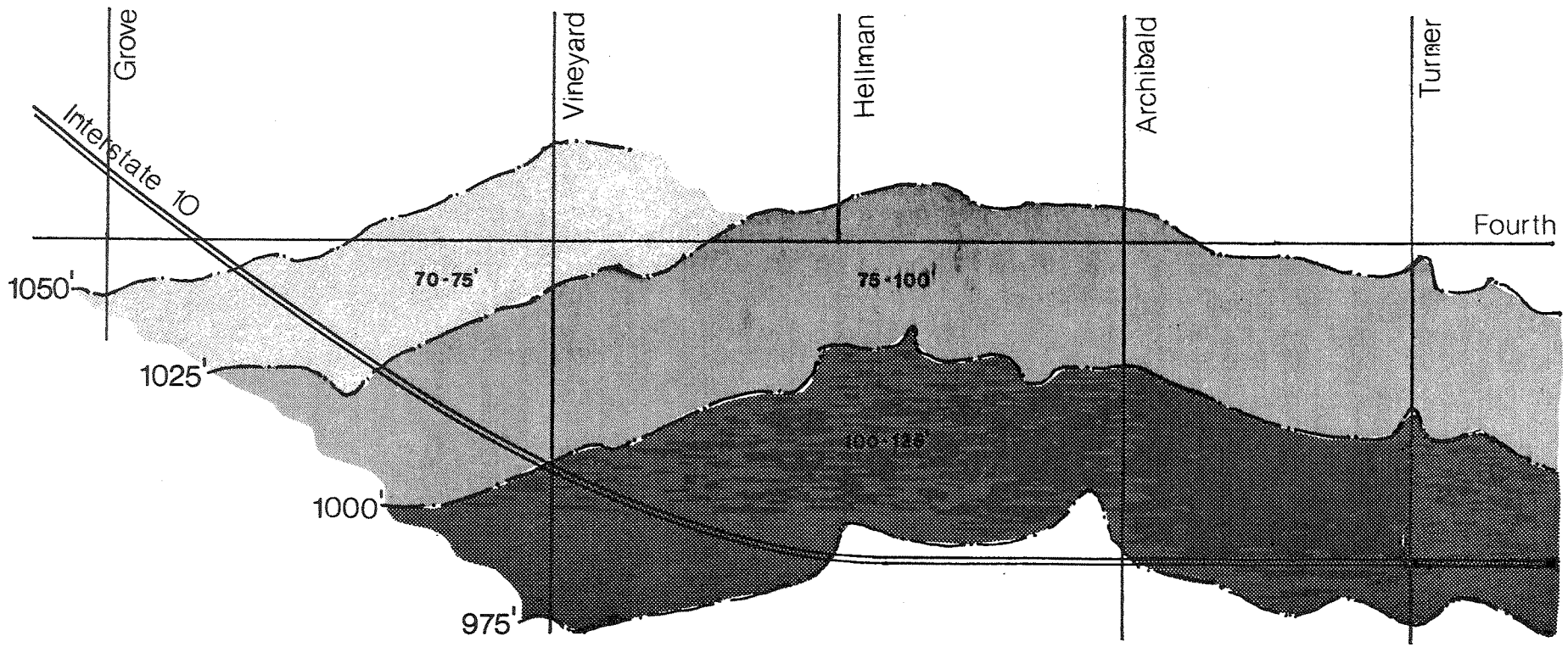


Parcel Map No. 4966, P.M. 46/41,43
Por. Parcel Map No. 4877, P.M. 43/69,70
Parcel Map No. 4088, P.M. 38/32,33
Parcel Map No. 247, P.M. 3/23

Note- Assessor's Blk. & Lot Numbers Shown in Circles

Assessor's Map
Book 110 Page 32
San Bernardino County

REVISED



Allowable Building Heights

70-75'

75-100'

100-125'

Ground Elevations

1100' Max. Building Height Allowed

Airport Hazard Map

MEREDITH INTERNATIONAL CENTRE

FILE NO. 2265-SP

AT OR PRIOR TO PLANNING AREA PLAN REVIEW:

Mitigation Measure

#4. Along with the planned development guidelines to be prepared for the study area, a mechanism should be developed to fund the expansion of study area infrastructure, and a detailed study of the size and alignment of streets, water and sewer lines, and other utility lines should be undertaken. The impacts of the potential realignment of G Street on the existing property ownership pattern should be specifically analyzed.

#6. Also, close coordination must be maintained throughout the Ontario International Centre and Ontario General Plan process to assure compatible development in the project area.

#10. The grading of the project site will comply with the grading standards of the City of Ontario.

#15. Develop an overall landscaping theme and standards for the provisions of landscaped areas as part of site development.

#16. Where possible retain the existing window habitats as part of the future streetscape.

#20. A master plan of drainage for on-site flows should be prepared and mechanisms for its implementation developed for the project site as a part of the more detailed planning phases following the General Plan Amendment.

#22. Project area landowners and the City of Ontario should work with the San Bernardino County Flood Control District and other responsible agencies for the rapid completion of needed upstream and downstream improvements along Deer and Day Creeks.

#27. The recommendations contained within the 208 Regional Water Quality Plan relating to urban stormwater pollutants should be implemented.

#28. The Ontario Master Plan should be reanalyzed to include project site uses to assure proper quantities and pressures of water deliveries.

#29. The Chino Basin Municipal Water District is currently evaluating alternatives for wastewater reclamation. One alternative being evaluated is to transport secondary treated wastewater for use at the Etiwanda Steam Generating Power Plant and other industrial uses. If that alternative is ultimately selected, it would require a transmission line to transect the project site. The potential exists that the Ontario International Centre could use a portion of this wastewater for irrigation purposes.

#30. An analysis of the Sewer System Master Plan will be necessary to determine the future needs at the time a development plan is available.

#31. Construction of a wastewater trunk line from the project site to RP-1 parallel to the existing line should be accomplished.

#32. Liaison with the CBMWD to assure proper financial arrangements for the expansion of RP-1 should be maintained.

#34. Construct traffic signals as warrants are met.

#38. Work with Caltrans to develop an alternative access system between the San Bernardino Freeway and the project site. This access system should either funnel traffic through a set of auxiliary freeway lanes or a ramp system which provides grade separations between freeway on and off ramps.

#39. Work with Caltrans to achieve the construction of Foothill Freeway and an interchange between the Devore Freeway and Seventh Street.

#40. Work with the City of Rancho Cucamonga to achieve a program of staggered work hours throughout the Ontario International Centre and Rancho Cucamonga industrial area.

#41. Coordinate Ontario International Centre planning efforts with the Ontario International Airport Ground Access Study to maximize local use of public transit.

#46. Phase Development from west to east so that new development is not upwind of completed sections of the project.

#47. Require extra dust control measures for developments adjacent to the Cucamonga-Guasti Regional Park.

#48. Develop a mobile source mitigation plan for the Ontario International Centre that includes:

a. Transit incentives.

b. Carpool/vanpool incentives.

c. Alternate transportation inducements.

d. Staggered work schedules.

e. Centre jitney/minibus service.

f. Integrated development to reduce commuting, shopping and work trip lengths.

#49. Coordinate air quality and transportation planning to prevent traffic stagnation and air pollution accumulation.

#50. Develop a baseline air quality monitoring program within the project area to identify the magnitude of any existing problems as development proceeds.

Monitor growth rates in the west end of San Bernardino County to determine the on-going consistency of development of the Ontario International Centre with the projections that form the basis of the AQMP.

#57. Residential locations should be buffered from noise using techniques such as walls or berms to meet exterior and, if feasible, interior noise standards. Dwelling units should include such design considerations as double glazed sliding windows, forced air ventilation or air conditioning, and attic vents positioned away from arterials to insure a maximum interior noise level of 45 dB CNEL.

#62. A fire station equipped with 18 persons, paramedics, truck with 100 foot aerial ladder, engine, and rescue squad, should be built within project boundaries to serve the inhabitants and commercial and industrial businesses on the project site.

#64. Project development will incur the need for a minimum of 17 police officers and an undetermined amount of support equipment. In addition, further police may be required as determined by different phases of project construction.

#67. The respective districts should be encouraged to apply for state school construction grants at the earliest possible moment.

#68. Developers of study area uses should be encouraged by the City to participate in agreements with the districts which help the districts speedup the school planning process.

#69. Developers of study area uses should work with the school districts early in the planning process to identify appropriate school site locations.

#71. Parkland encompassing approximately 12 acres, or two 6-acre parks should be provided in the project area, in accordance with City park requirements.

#73. Develop an architectural and sign theme program that will assure overall visual compatibility of land uses and signs as well as sufficient flexibility to avoid a dull, uniform look.

#75. Require variation in building setbacks and height along streetscapes.

#76. Develop standards for building separations along G Street to preserve the maximum feasible amount of mountain views from the San Bernardino Freeway.

#78. Prepare site plans to maximize solar access. Product selection, site orientation, and architecture can reduce energy consumption.

#79. Enforce maximum speed limits and minimize entry points for maximum vehicular efficiency.

#80. Develop a mobile source mitigation plan as suggested in the air quality section of this report.

#90. Prepare a development monitoring program for the Ontario International Centre to review project impacts and program necessary infrastructure improvements.

Mitigation Measures

AT SITE PLAN, TENTATIVE TRACT OR TENTATIVE PARCEL MAP LEVEL:

#43. Reduce fugitive dust by frequent watering, soil compaction and early paving, sealing or oiling of access routes.

#44. Enforce maximum speed limits within construction areas.

#51. Design buildings that exceed the minimum California conservation standards, including standards for non-residential units currently being considered by the California Energy Commission.

#52. Develop where feasible, centralized heating/air conditioning/hot water facilities that utilize waste heat from one source to supply energy to another.

#53. Establish a solar energy program with passive solar designs for all construction and optional active solar systems where possible.

#54. Provide energy audits to project area occupants and residents.

#55. Incorporate "standard" energy design principles such as low voltage lighting, minimum decorative lighting, high efficiency built-in appliances and maximum use of natural ventilation in all building designs.

#56. Interior noise level of commercial/industrial spaces should be compatible with City Standards. Setbacks and fixed windows should be considered if necessary to insure compatibility.

#57. Residential locations should be buffered from noise using techniques such as walls or berms to meet exterior and, if feasible, interior noise standards. Dwelling units should include such design considerations as double glazed sliding windows, forced air ventilation or air conditioning, and attic vents positioned away from arterials to insure a maximum interior noise level of 45 dB CNEL.

#60. Construction activity should be limited to day time hours. Different land uses should be buffered, especially with respect to commercial/industrial edges with residential uses. Walls, landscapes, berms, and setbacks should be considered to buffer noise produced by truck movements, mechanical equipment, and any other associated noises produced by commercial uses that may impact residential locations.

#72. Emphasize the recycling of reuseable materials such as aluminum cans and newspapers and the use of trash compactors, which allow for a more effective and sanitary method of trash disposal.

#78. Prepare site plans to maximize solar access. Product selection, site orientation, and architecture can reduce energy consumption.

#81. Use fluorescent lighting rather than less efficient lighting.

#82. Install thermal insulation in walls and ceilings of areas requiring heating and air conditioning which meets or exceeds standards established by the

State of California or the Department of Building and Safety.

#83. Use tinted or solar reflective glass on appropriate exposures where possible.

#84. Use lighting switches and multi-switch provisions for control by occupants and building personnel to permit optimum energy use.

#85. Public area lighting, both interior and exterior, should be time-controlled and limited to that necessary for safety and protection.

#86. Use low voltage escalators and elevators.

#87. Explore the possibility of solar assistance, and other heating/air conditioning/hot water facilities.

Mitigation Measures

AT BUILDING AND GRADING PLAN LEVEL:

#11. While the soil in the project area is considered suitable for urban development, site specific soils testing should be performed prior to up-grading. An erosion control plan should be prepared and submitted to the City for approval prior to grading and construction.

#12. Grading of the site should take place on an incremental basis.

#13. Structural design of the buildings constructed on the project site should consider the nature of hazards possible, in this case potentially severe damage due to groundshaking.

#14. Structural engineering for on-site structures should account for the possibility of groundshaking damage.

#45. Perform major grading in early spring when soil moisture is high.

#51. Design buildings that exceed the minimum California conservation standards, including standards for non-residential units currently being considered by the California Energy Commission.

#52. Develop where feasible, contralized heating/air conditioning/hot water facilities that utilize waste heat from one source to supply energy to another.

#53. Establish a solar energy program with passive solar designs for all construction and optional active solar systems where possible.

#54. Provide energy audits to project area occupants and residents.

#55. Incorporate "standard" energy design principles such as low voltage lighting, minimum decorative lighting, high efficiency built-in appliances and maximum use of natural ventilation in all building designs.

#56. Interior noise level of commercial/industrial spaces should be compatible with City Standards. Setbacks and fixed windows should be considered if necessary to insure compatibility.

#57. Residential locations should be buffered from noise using techniques such as walls or berms to meet exterior and, if feasible, interior noise standards. Dwelling units should include such design considerations as double glazed sliding windows, forced air ventilation or air conditioning, and attic vents positioned away from arterials to insure a maximum interior noise level of 45 dB CNEL.

#61. In the event that archaeological materials are discovered during project construction work in the area should be temporarily halted, and a qualified archaeologist should be consulted.

#81. Use fluorescent lighting rather than less efficient lighting.

#82. Install termal insulation in walls and ceilings of areas requiring heating and air conditioning which meets or exceeds standards established by the

State of California or the Department of Building and Safety.

#83. Use tinted or solar reflective glass on appropriate exposures where possible.

#84. Use lighting switches and multi-switch provisions for control by occupants and building personnel to permit optimum energy use.

#85. Public area lighting, both interior and exterior, should be time-controlled and limited to that necessary for safety and protection.

#86. Use low voltage escalators and elevators.