4.0 DEVELOPMENT STANDARDS

4.1 Project-Wide Standards

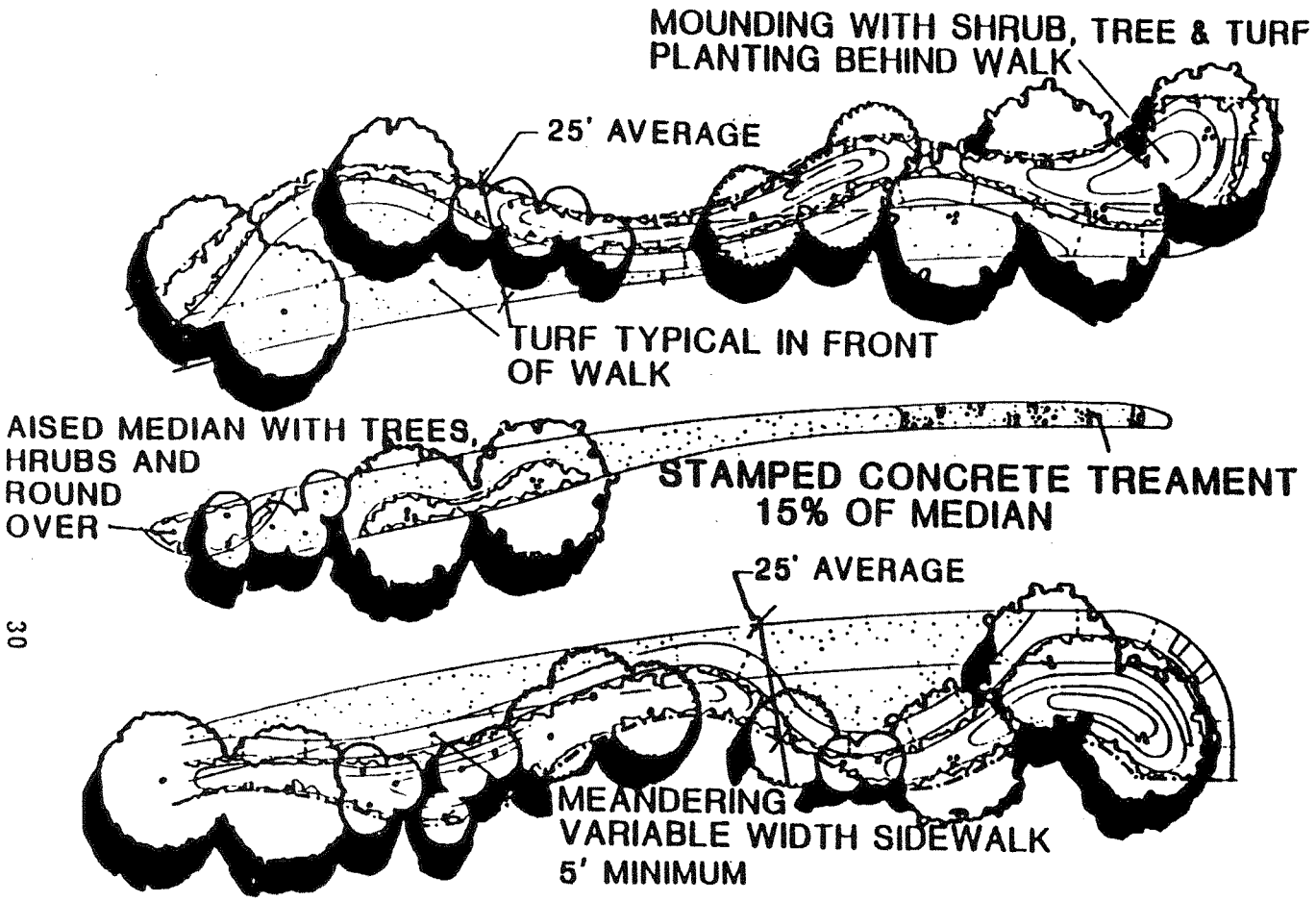
4.1.1 Landscaping and Streetscape

4.1.1.1 Major Street Treatment

Each major street in the Center has a designated primary trees complemented by a range of subordinate tree plantings (secondary trees).

Exhibit 4-1 (p. 30) delineates schematically the flavor of streetscape treatment applicable to major thoroughfares within the central sector of the Center, defined as the area west of Milliken Avenue and East of Haven Avenue. Exhibit 4-1 applies to portions of Inland Empire Boulevard, Concours, Haven Avenue and Milliken Avenue as they traverse the Center Sector. Duesenberg Drive shall have a striped median. Fourth Street may have raised medians, as necessary for traffic safety purposes. Construction, landscaping installation, and maintenance of 4th Street medians will occur if an equitable agreement can be reached among the City of Ontario, the City of Rancho Cucamonga, and The Ontario Center.

Significant elements depicted on the exhibit include a raised landscaped median containing a combination of trees, shrubs and groundcover. Parkways are characterized by a curvilinear, meandering sidewalk with turf located between the sidewalk and street pavement. Earthen mounds topped with trees, shrubbery and groundcover are located behind the sidewalk. Alternative streetscape designs for streets within the ~~Eastern and~~ Western sectors are depicted on Exhibit 4-2 (p. 32)~~ and 4-2a (p. 33).~~



NOTES:

1. Landscape and irrigation plans to be approved by City of Ontario Community Services Agency.

2. This treatment shall be applicable for major streets within the Central Sector.

LUSTRATIVE CONCEPT

MAJOR STREET STREETSCAPE TREATMENT (CENTRAL AREA)

THE ONTARIO CENTER

Chevron Land and Development Company
ONTARIO, CALIFORNIA

EXHIBIT 4-1

SOURCE: LIFESCAPES INC.

This includes portions of Fourth Street, Inland Empire Boulevard, and Concours, in the ~~Eastern and~~ Western Sectors, as well as all collector streets~~, in each sector, respectively.~~

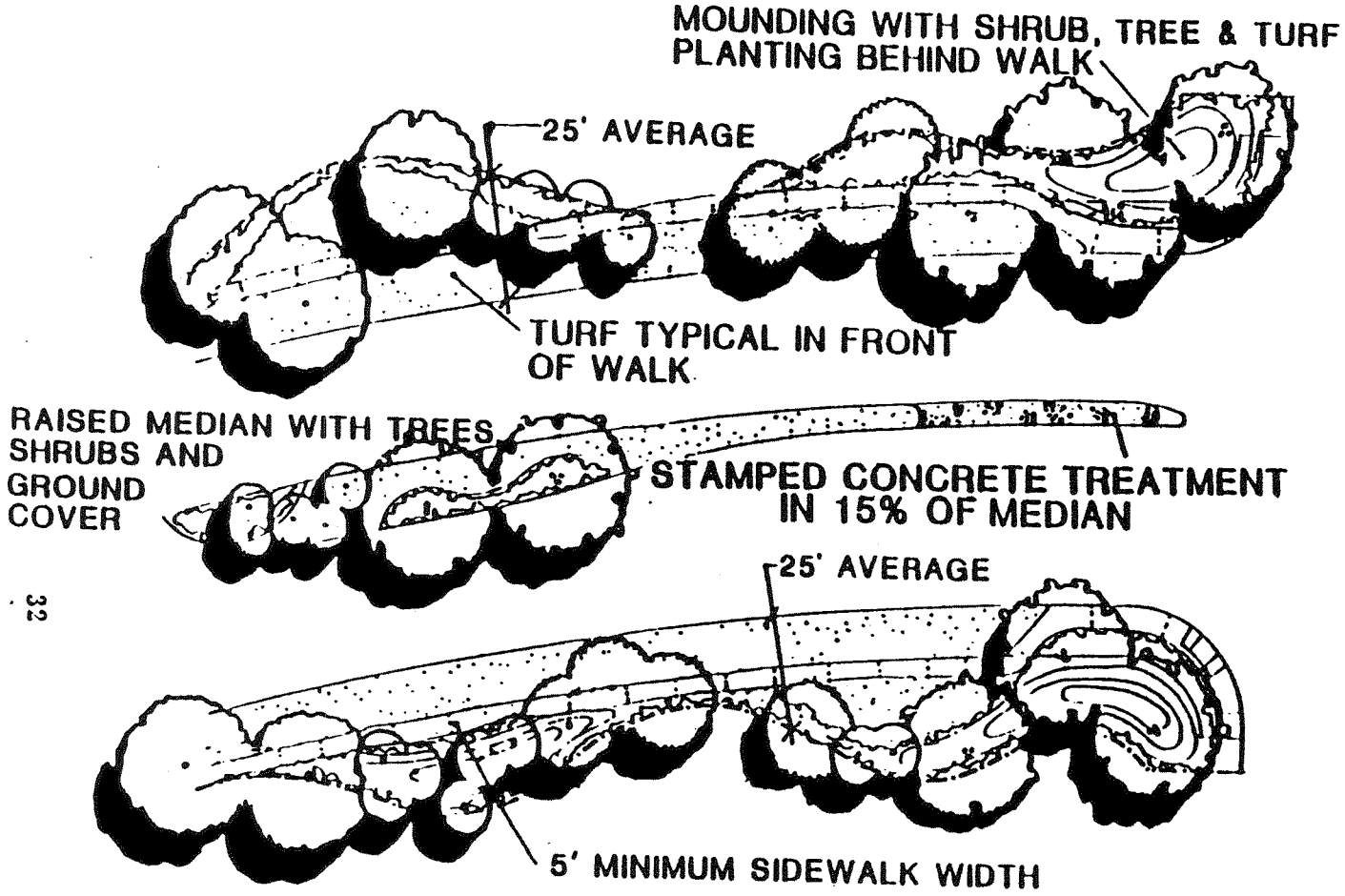
4.1.1.2 San Bernardino Freeway Edge Treatment

Along the San Bernardino Freeway, landscape material has been chosen to screen adjacent parking lots while maintaining view "windows" into interior portions of the Center. The selected plant material also exhibits drought tolerant qualities. A common landscape theme exists along the southerly perimeter of the Center, adjacent to the freeway.

The landscape treatment adjacent to the freeway is a minimum 20 foot wide setback area from the freeway right-of-way. The requirement for 20 feet of landscaping adjacent to the freeway may be reduced by one foot for each foot of landscaping constructed within Caltrans right-of-way, provided, however, that a minimum of ten feet (10') of landscaping shall be provided outside of and adjacent to Caltrans right-of-way and provided further that the freeway right-of-way be landscaped as approved by Caltrans. Notwithstanding freeway right-of-way landscaping, the landscaping required for the open space/view corridor within Planning Area No. 15 shall not be reduced. The developer has negotiated with CalTrans, the City, and TOCOA to landscape within the freeway right of way. The agreement will be executed at such time as funding is available for installation.

4.1.1.3 Project Entry and Intersection Treatments

Exhibit 4-3 (p. 34) shows the location of the primary project entries and secondary site entries. Schematic designs and dimensional criteria for these special treatments is shown on Exhibit 4-4 (p. 35).



NOTES:

1. Landscape and irrigation plans to be approved by City of Ontario Community Services Agency.
2. This treatment shall be applicable for major streets within the Western portion of the Center.

ILLUSTRATIVE CONCEPT

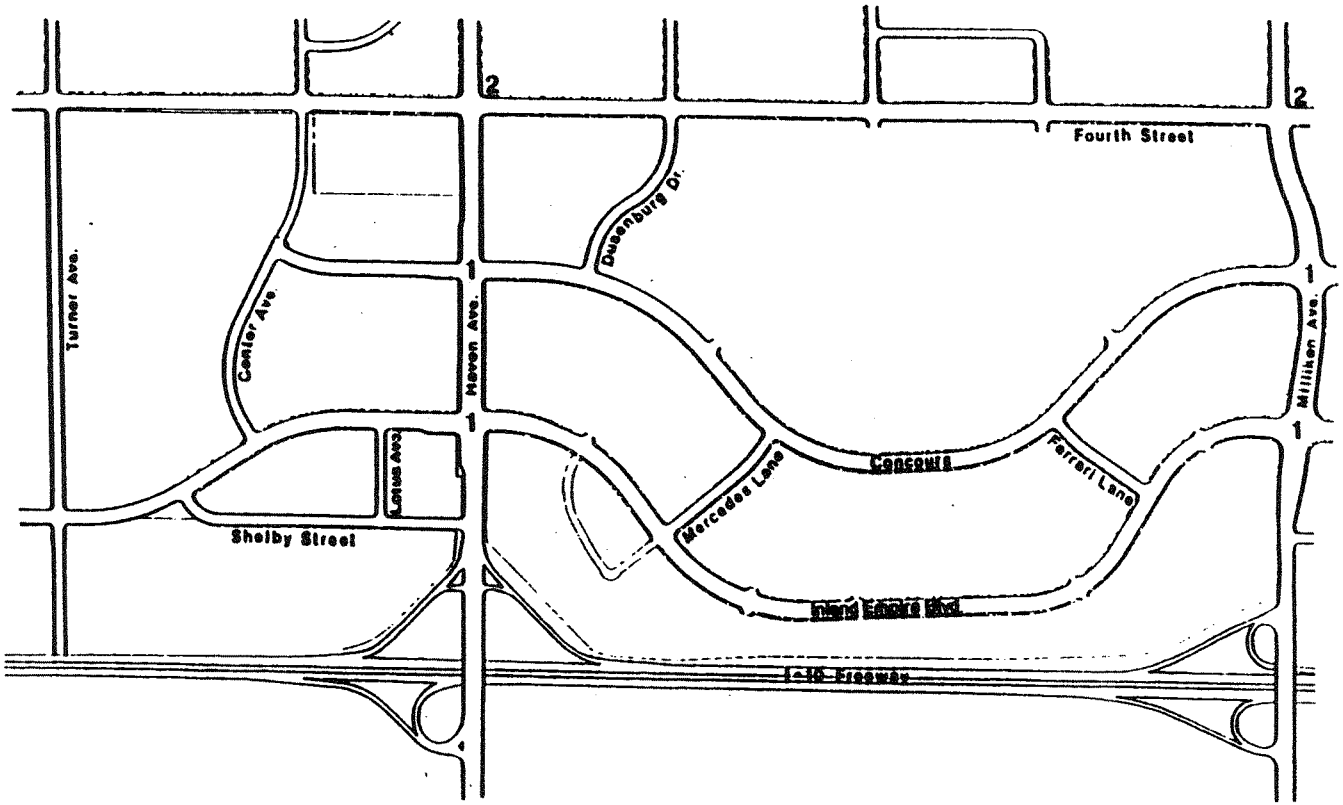
MAJOR STREETSCAPE TREATMENT
WESTERN SECTOR
THE ONTARIO CENTER
Chevron Land and Development Company
ONTARIO, CALIFORNIA

EXHIBIT 4-2

SOURCE: LIFESCAPES INC.

REVISED AS OF JULY 198
REVISED AS OF OCT. 199C

~~Exhibit 4-2a – Major Street Streetscape Treatment (Eastern Sector)~~



LEGEND

1 PRIMARY PROJECT ENTRY/MAJOR INTERSECTION TREATMENT

2 SECONDARY SITE ENTRY

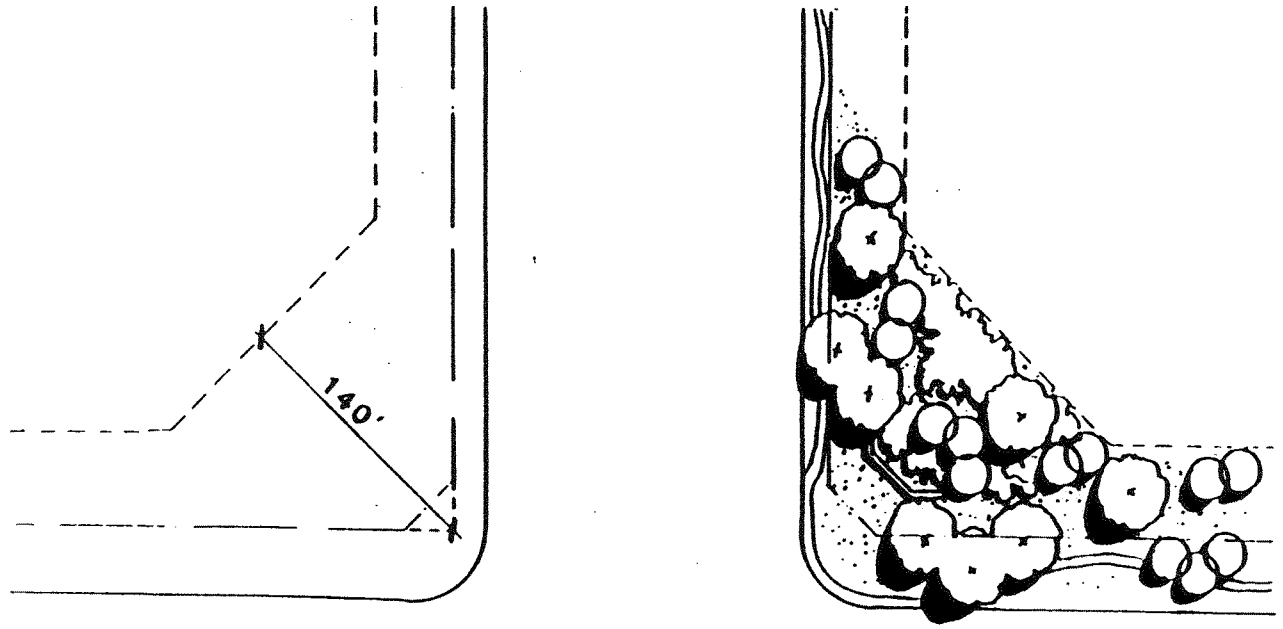
PROJECT ENTRY LOCATIONS
THE ONTARIO CENTER
Chevron Land and Development Company
ONTARIO, CALIFORNIA

EXHIBIT 4-3

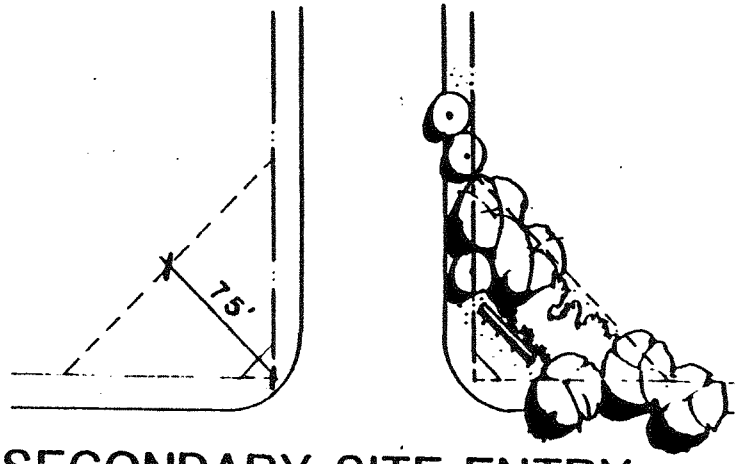
FEET 0 600 1200

PRC PRC Engineering Inc

REVISED AS OF MARCH 1990
REVISED AS OF MARCH 1992



PRIMARY PROJECT ENTRY/MAJOR INTERSECTION



SECONDARY SITE ENTRY

ILLUSTRATIVE CONCEPT

PROJECT ENTRY SCHEMATIC DESIGNS

THE ONTARIO CENTER

Chevron Land and Development Company
ONTARIO, CALIFORNIA

EXHIBIT 4-4

Primary project entries have a depth of 140 feet and may contain accent trees, entry monumentation and other elements which serve to introduce the Center and are also part of the project-wide open space system. Secondary site entries are located along Fourth Street at major arterials and are designed as a 75-foot corner treatment containing accent trees, shrubs and other appropriate plant material.

4.1.1.4 Bus Bay Treatment

A number of bus stop facilities are proposed for The Ontario Center, including major bus bays, local bus/mini bus bays and mini bus bays. The general location of these facilities have been identified on Exhibit 5-22. Exhibit 4-5 (p. 37) shows the general design of these facilities, including surrounding hardscaping and landscaping. General criteria governing the treatment of bus stops are:

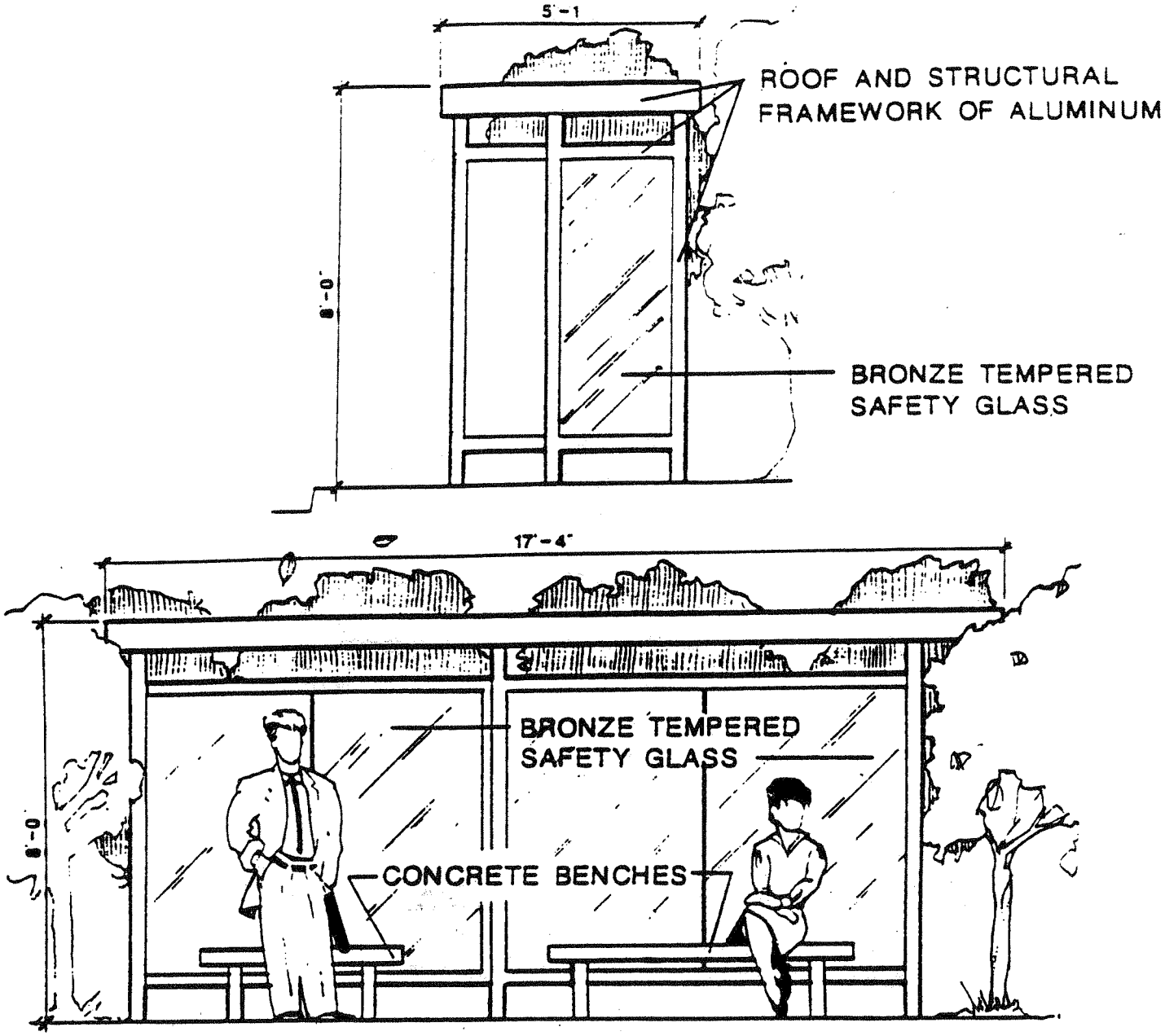
(A) Landscape and hardscape treatment around bus shelters shall be consistent with the design of the bus shelter as well as the overall streetscape planting theme and the landscape treatment accorded immediately adjacent buildings.

(B) Landscape and hardscape treatment shall exhibit a high degree of functionality with respect to maintenance and water conservation aspects.

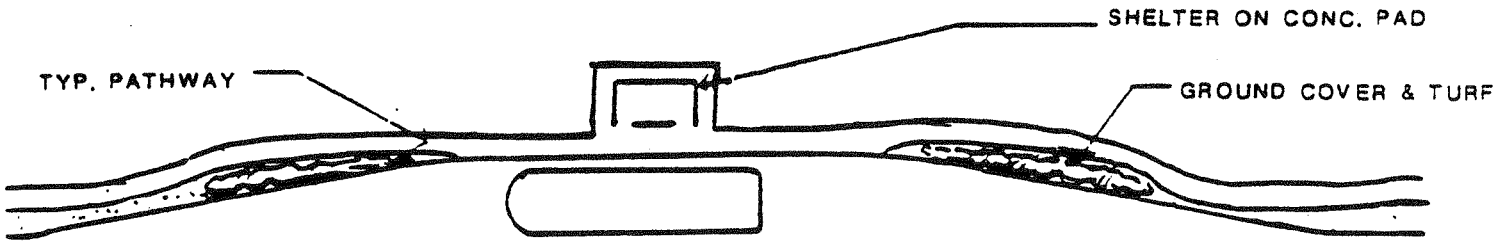
(C) Landscape and hardscape treatment shall be designed to maximize safety of transit operations and passenger safety.

4.1.1.5 Parking Lot/Streetscape Interface

In order to implement the informal, flowing landscape concept proposed along the major arterials within the Center Sector between Haven and Milliken Avenues, parking setbacks within a project may be averaged. Two examples of landscaped setbacks are shown on Exhibit 4-6 (p. 38). This exhibit delineates firstly, a consistent cur-



Bus Shelter

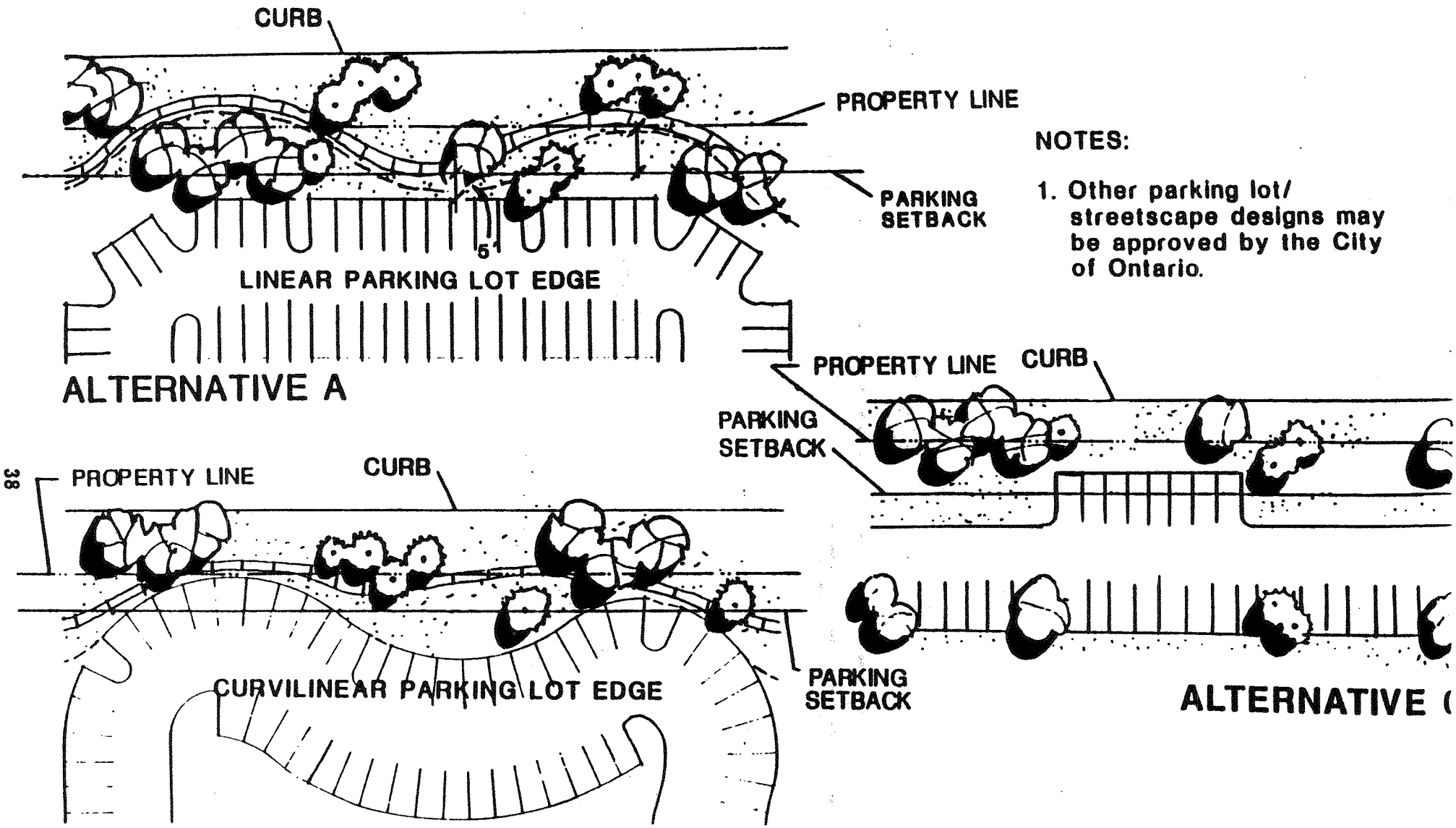


BUS SHELTER CONCEPTUAL DESIGN

THE ONTARIO CENTER

Chevron Land and Development Company
ONTARIO, CALIFORNIA

EXHIBIT 4-5



NOTES:

1. Other parking lot/ streetscape designs may be approved by the City of Ontario.

ILLUSTRATIVE CONCEPT

PARKING LOT/STREETSCAPE INTERFACE

THE ONTARIO CENTER

Chevron Land and Development Company

EXHIBIT 4-6

vilinear relationship between streetscape landscaping and parking area. Also illustrated is a more traditional approach to this interface situation. Alternate designs may be approved by the City of Ontario.

4.1.1.6 Limited Use Areas

Exhibit 4-7 (p. 40) is the standard limited use diagram for the Center, applicable to major street intersections as noted on the exhibit. The purpose of limited use areas is to promote pedestrian and vehicular safety by establishing adequate sight distances at intersections.

4.1.1.7 General Landscape and Planting Requirements

The following general standards shall guide the selection and installation of landscape improvements:

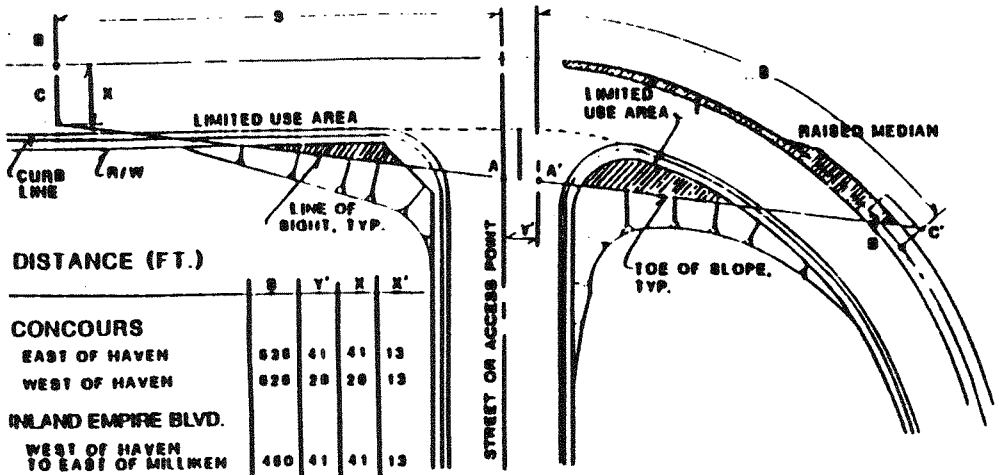
(A) All street trees shall be planted and staked per City of Ontario Standards. All trees planted in turf areas shall receive tree boots.

(B) All plant material shall be planted in the following minimum sizes:

(1) Trees - fifteen (15) gallon

(2) Shrubs - Five (5) gallon. Exceptions may be granted by the Community Services Agency.

(3) Primary tree species shall be a minimum of 24-inch box.



DISTANCE (FT.)

	S	Y'	X	X'
CONCOURS				
EAST OF HAVEN	525	41	41	13
WEST OF HAVEN	525	28	28	13
INLAND EMPIRE BLVD.				
WEST OF HAVEN TO EAST OF MILLIKEN	450	41	41	13
EAST OF TURNER	450	28	28	13
"LOCAL STREETS"				
4 LANES, NO MEDIAN	300	18	18	0
2 LANES, NO MEDIAN	300	0	0	0
TURNER AVENUE	300	28	28	13
PRIVATE STREETS	200	0	0	0

SIGHT DISTANCE DETAIL

LIMITED USE DIAGRAM

NOTES:

1. The limited use area is determined by the graphical method using the appropriate distances given in the above table. It shall be used for the purpose of prohibiting or clearing obstructions in order to maintain adequate sight distance at intersections.
2. The line of sight line shall be shown at intersections on all landscaping plans, grading plans, and tentative tract plans where safe sight distance is questionable. In cases where an intersection is located on a vertical curve, a profile of the sight line may be required.
3. Walls or any obstructions that could restrict the view within the limited use area shall not be permitted.
4. The toe of the slope shall not encroach into the limited use area.
5. The limited use area shall be as near level as possible yet maintain proper drainage.
6. Plants and shrubs shall be of the type that will grow no higher than 30 inches above the ground within the limited use area.
7. Trees shall be of the type that grow no larger than six (6) inches in diameter and tree limbs shall be a minimum of six (6) feet above the ground within the limited use area. Trees shall be spaced far enough apart so that adequate sight distance is maintained within limited use areas.
8. Points A and A' are the locations of a driver's line of sight while in a vehicle at an intersection 10 feet back from the projection of the curb line. The distance Y' is the distance measured from the centerline of the road to the center of the far right through traffic lane. The distance Y' is equal to zero for T-intersections.
9. The distance S represents the safe stopping sight distance measured along the centerline of the road identified on the diagram as Point B.
10. Points C and C' are the locations (centerline of the travel lanes) where the driver of vehicle, traveling at a given speed, has the minimum stopping sight distance required to bring his vehicle to a safe stop

LIMITED USE DIAGRAM
THE ONTARIO CENTER
Chevron Land and Development Company
ONTARIO, CALIFORNIA

EXHIBIT 4-7

prc

(C) Tree planting ratios for major streets shall be:

(1) Primary tree species: 40 percent

(2) Secondary tree species: 60 percent

Trees in parkways and medians shall be at an average ratio of 4 trees per 100 linear feet of frontage unless otherwise specified.

(D) Planting ratios for major street medians and parkway shall be:

(1) Turf: 35 percent

(2) Ground cover and shrubs: 50 percent

In addition, 15 percent of the median area shall be devoted to cobble treatment.

(E) All City-owned well sites shall be screened by a solid masonry wall and extensive landscaping security shrubs, as approved by the Community Services Agency.

(F) The City of Ontario Community Services Agency shall designate street trees for all public local streets within The Ontario Center, as part of the City of Ontario Master Plan of Street Trees. Staking and guying of trees shall be in accord with City standards.

(G) Individual developments, open space and any wall adjoining public areas shall be designated to use security shrubs, as appropriate, as an anti-graffiti measure.

(H) Replacement of dead or broken plant material shall be the responsibility of the applicable property owner association or property owner as appropriate.

(I) All landscaped areas within the boundary of The Ontario Center Specific Plan shall be maintained to the standards established by The Ontario Center Owners Association.

(J) All landscape and irrigation plans shall be submitted to and approved by the Community Services Agency of the City of Ontario.

(K) Changes in the landscape and irrigation plans may be made by the Community Services Agency. Equivalent plant materials may be substituted as necessary, as determined by the Community Services Agency.

4.1.1.8 Planting Matrix

Exhibit 4-8 (pp. 43-50) depicts those species of trees which comprise the planting palette of The Ontario Center. The matrix is intended as a guide for plant selection. Other species may be approved by the City of Ontario Community Services Agency. Trees along the pedestrian pathway are intended to provide shading of the pathway.

THE ONTARIO CENTER SPECIFIC PLAN

PLANT PALETTE

TREES	INLAND EMPIRE BLVD.	CONCOURS	FOURTH STREET	INLAND EMPIRE BLVD.	CONCOURS	FOURTH STREET	TURNER AVENUE	MILLIKAN AVENUE	HAVEN AVENUE	PEDESTRIAN PATHWAY	CENTRAL OPEN SPACE	FREEWAY SETBACK	PRIMARY PROJECT ENTRY / MAJOR INTERSECTION	SECONDARY SITE ENTRY
	WESTERN SECTOR			CENTER SECTOR										
Acacia saligna - Willow Acacia						S	S					●		
Albizia julibrissin - Silk Tree			S				S			●				
Alnus cordata - Italian Alder										●	●			
Alnus rhombifolia - White Alder							P			●	●			
Arbutus unedo - Strawberry Tree												●		●
Bauhinia variegata - Orchid Tree		S	S				S							●
Brachychiton acerifolius - Flame Tree		P				S								
Brachychiton populneum - Bottle Tree	S				S	S								
Cedrus deodara - Deodar Cedar										●	●	●		
Celtis australis - European Hackberry														●
Chorisia speciosa - Floss-silk Tree		P			P	P							●	●
Cinnamomum camphora - Camphor Tree			P			P				●			●	●
Cocos plumosa - Queen Palm											●			
Cupaniopsis anacardioides - Carrot Wood										●			●	●
Eriobotrya deflexa - Loquat			S				S				●			●
Eucalyptus camaldulensis - Red Gum											●	●		
Eucalyptus erythrocorys - Red Cap Gum							S			●	●			
Eucalyptus sideroxylon - Rosea Red Ironbark							P				●			
Ficus nitida - Ficus			P		S				P	●			●	
Ficus religiosa - Bo-Tree											●	●	●	
Ficus rubiginosa - Rusty Leaf Fig											●		●	●
Fraxinus velutina 'Modesto' - Modesto Ash											●		●	
Geijera parvifolia - Australian Willow											●			●

P = PRIMARY STREET TREES
S = SECONDARY STREET TREES

EXHIBIT 4-8