VII. DEVELOPMENT PHASING AND MONITORING

A. LAND USE

Development of California Commerce Center South will proceed over an estimated eight to thirteen year time frame.

A consolidated infrastructure phasing plan outlining the specific facilities to be constructed and their specific timing will be submitted to the City of Ontario for approval prior to construction. This phasing plan will incorporate all items which may be necessary to service the phase under consideration, and will consider circulation, water, sewer, storm drain systems, utilities, etc.

The phases presented (see Figure 59) for the construction of utilities and roads are conceptual at this time, and will be refined as development proceeds. Any minor revisions to these phasing plans will require the approval of the Development Advisory Board, as outlined in Section VIII-A of this document (Amendment Process, Minor Revision).

B. INFRASTRUCTURE

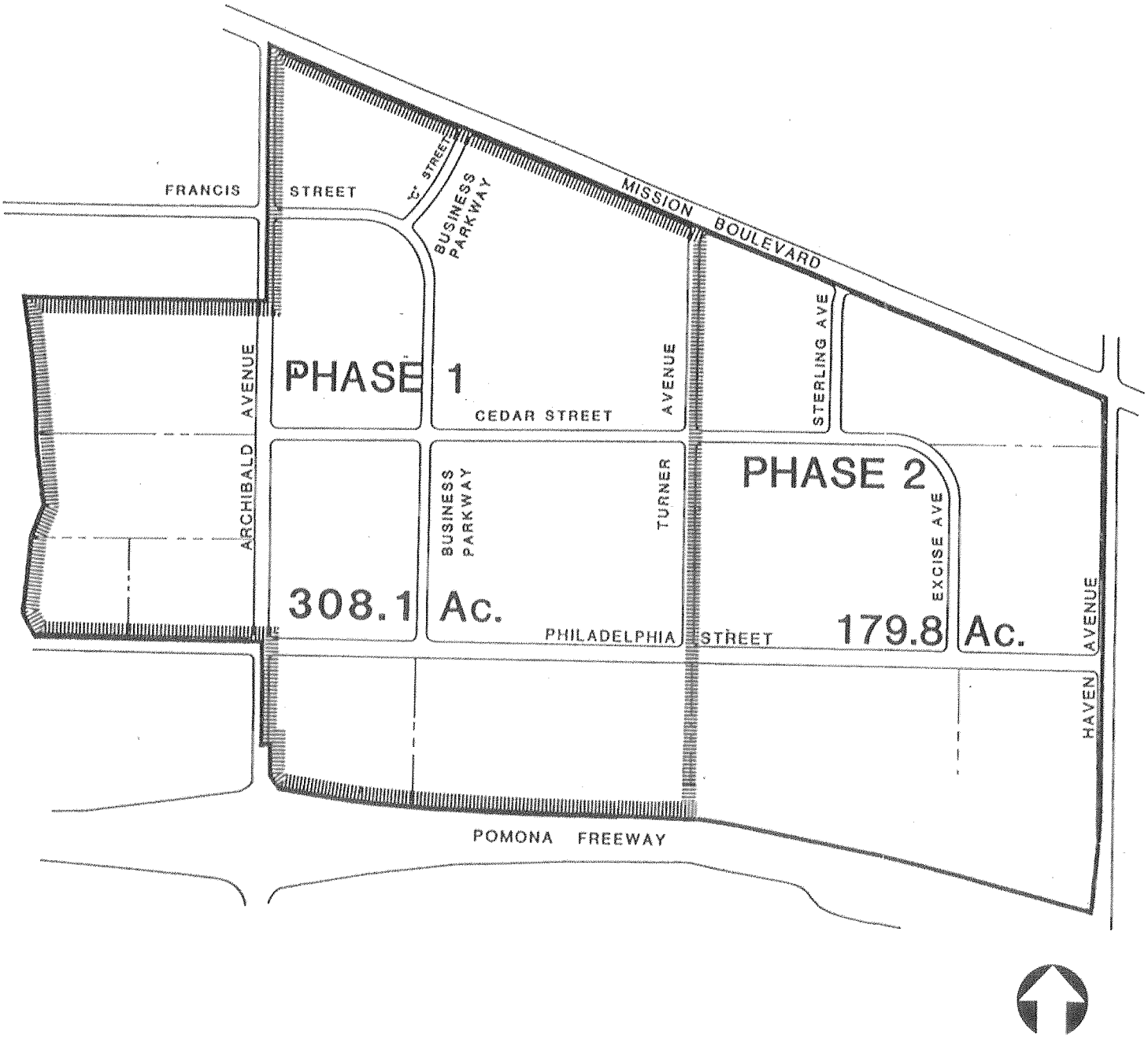
1. WATER, SEWER, DRAINAGE

All water, sewer, drainage, and road facilities within a phase boundary will be constructed or improved prior to the construction of structures to insure that the projected demands of development are met.

Construction of sewer lines is scheduled to be completed simultaneously with the completion of CBMWD's relief line across the north part of the Specific Plan and from Haven Avenue to Cucamonga Creek and the completion of the City of Ontario's lift station at Haven and Pomona Freeway.

STREET AND UTILITY PHASING PLAN

FIGURE 59



2. ROADWAY SYSTEM

An analysis of both project-related traffic demands and regional traffic growth was conducted for each phase to determine the necessary improvements to the circulation system. In determining roadway phasing, it was assumed that 30 percent of the cumulative traffic forecast would be realized by 1991, 50 percent of the cumulative traffic would occur by 1993, and 70 percent would occur by 1996.

A phasing plan for intersection improvements was also formulated based upon peak hour traffic demand forecasts for 1991, 1993, and upon build-out of development on-site (1996). Like the street improvement analysis, the intersection improvement evaluation included anticipated cumulative traffic volumes.

Intersections along Haven Avenue should be constructed to ultimate configuration in conjunction with the Haven widening and Route 60 freeway diamond interchange construction projects. At the intersection of Philadelphia Street and Archibald Avenue, Philadelphia Street should be fully improved on both sides of the intersection in conjunctions with construction. At other street intersections onsite, each street should be fully improved in conjunction with the constructions of adjacent development. When divided arterials are widened adjacent to the site, fully improved "stubouts" should be constructed where internal streets are planned.

Traffic signal warrants have been adopted by Caltrans and the Federal Highway Administration. The minimum vehicular volume warrant and interruption of continuous traffic warrant are based on the traffic volume in the eighth highest vehicular volume hour of a day. The project sponsor shall construct traffic signals as warrants are met unless suitable financial arrangements are made with the City Engineer to insure signal construction and/or participation in the construction of needed signals.

3. TRAFFIC MONITORING

a. Introduction

The principal purpose of the traffic monitoring program is to assure that, as each increment of development is approved under the California Commerce South Specific Plan, adequate roadway capacity is or will be provided to handle the traffic expected with the development in place. That purpose will be achieved by requiring each development proposal to be subjected to a traffic impact analysis that will investigate and report this information prior to development approval:

- The cumulative traffic loads on the roadway system prior to consideration of the development increment in question, including through traffic and all traffic expected to be present from developments previously approved but not yet in place.

- The principal traffic volume impacts from the development increment being considered, as determined by a qualified traffic engineer, and as reported on a standard form prescribed as part of these procedures.

- The new cumulative total traffic loads including the development being considered, along with an assessment of traffic level of service and roadway improvements required to provide and maintain acceptable service levels.

The program is an on-going informational process to enable the City of Ontario to collect and assimilate data. The program will remain in force until full build-out occurs or may terminate sooner if the City of Ontario determines it is no longer necessary. The parties who will be involved in the program will be:

- The Engineering Department of the City of Ontario, which maintains current records and information during the program. The City will collect data it normally obtains, and will make this information available to all participants of the program. The developer's engineer will supply the City with data which will be subject to review and acceptance by the City.

- Any entity, public or private, which from time to time proposes to develop as owner any portion of the property included under the jurisdiction of the California Commerce Center South Specific Plan. The extent of the involvement of the owner entities shall be limited to those occasions identified in these procedures and shall be occasioned only by the presentation of an active development plan to the City of Ontario Engineering Department the information specified in these procedures.

b. Traffic Monitoring Process

(1) The inputs to the process consist of:

- A standard traffic impact report to be filed on each increment of development as it comes in for site plan approval or for issuance of a building permit, or both.

- Field traffic measurements, which are to be conducted periodically according to a prescribed calendar. The data to be collected and the frequency of collection is outlined on an attachment entitled Field Traffic Data Collection.

(2) The outputs from the process will consist of:

- Maintained, and up-to-date tabular records of estimated traffic volumes for all major links in the California Commerce Center South circulation system. The tables would cumulatively record the contributions of each project processed for approval. The tables will be updated each time a standard traffic impact report is processed.

  Two separate sets of tables will be maintained; one for traffic loads estimated according to site plans approved, the other for traffic loads estimated according to building permits issued.

- Trend line graphs to show the build-up of actual and projected traffic volumes over the long-term time span from initial project ground breaking to full ultimate development of California Commerce Center South. A number of graphs could be maintained. The vertical axis could be total trips generated or traffic volume at a given significant location. The horizontal axis in all cases would be time in years and quarters of a year. The trend line graphs would track growth in actual traffic volumes as reflected by the field traffic data, and would also track projected traffic volumes based upon the developments as processed through the City. This can be compared to the roadway capacity of staged transportation improvements.

(3) The cycle of activity in the traffic monitoring process is as follows:

- The City provides the developer with a standard traffic impact report form. City also supplies a coded road network map and link traffic data (cumulative totals including existing traffic plus traffic impact estimates for any previously approved projects within California Commerce Center South).

- The developer completes the form in consultation with the City and with professional traffic engineering input.

- Items 7 and 8 from the Standard Traffic Report are used to make the necessary decisions on circulation system adequacy. Item 9 is used to determine signalization requirements.

- When the development action is approved, Item 5 is pulled from the traffic report and added to the tabular summaries kept on file at the City.

- In many cases, Item 6 from the traffic report can be handed to the next applicant as the "existing plus committed" link data for the subsequent project to be evaluated under this monitoring program.

As new traffic data is collected in the field traffic measurement part of the monitoring program:

- Pertinent data is added to trend line plots of actual traffic growth.

- Count data, as deemed appropriate following qualified professional review, is used to replace or adjust previous link volume estimates in the tabular data.

4. TRANSPORTATION MANAGEMENT PLAN

When the peak hour traffic demands within California Commerce Center South reach levels that result in level of service C operations (as determined by the City Engineer), the project sponsor shall have a Transportation Management Plan prepared by a registered professional traffic engineer. The plan shall be developed through coordination with the City of Ontario Planning and Engineering Departments and the San Bernardino County Association of Governments (SANBAG).

Transportation System Management (TSM) actions include a variety of low-capital investment strategies to improve transportation service in the short term. The TSM concept is an attempt to make more efficient use of the highways and transit systems already in place, to reduce the need for new capital investments and transit operating assistance.

The spectrum of TSM actions includes techniques to:

a. make better use of the existing road space,

b. reduce auto usage in congested areas or time periods, and

c. increase transit ridership through improved transit service and efficiency.

Several elements which should be considered for incorporation in a TSM Plan for the project area include:

- instituting flexible or staggered work hours;
- creating carpools/vanpools;
- participating in a matching program for prospective carpool riders;
- continuously updating carpool programs for new and old employees;
- preferential parking for carpools/vanpools;
- providing company cars at nominal cost for carpooling employees;
- leasing of vans at nominal cost to employees who vanpool;
- providing pedestrian paths and shelters;
- providing shuttle service to nearby multi-modal facilities;
- distributing information on transit routes and schedules; and
- expanding Omnitrans bus service, along with providing convenient bus turnouts and shelters.

VIII. APPROVAL PROCESS

A. REQUIRED APPROVALS

1. California Commerce Center South: Submittal Packages

Any proposed resubdivision of any parcel or the construction of any improvement within California Commerce Center South must be approved by Ontario Industrial Partners' Approving Agent. The Approving Agent shall not unreasonably withhold its approval of any such submittal. Subject to the provisions of Ontario Industrial Partners' Covenants Codes and Restrictions (see Appendix), the Approving Agent shall be conclusively deemed to have given approval unless express written notice, specifying in reasonable detail items that are disapproved, is given within forty-five (45) days after receiving submittal. The Approving Agent shall endorse approval on one set of submittal documents and return same to the applicant.

2. Development Site Plans

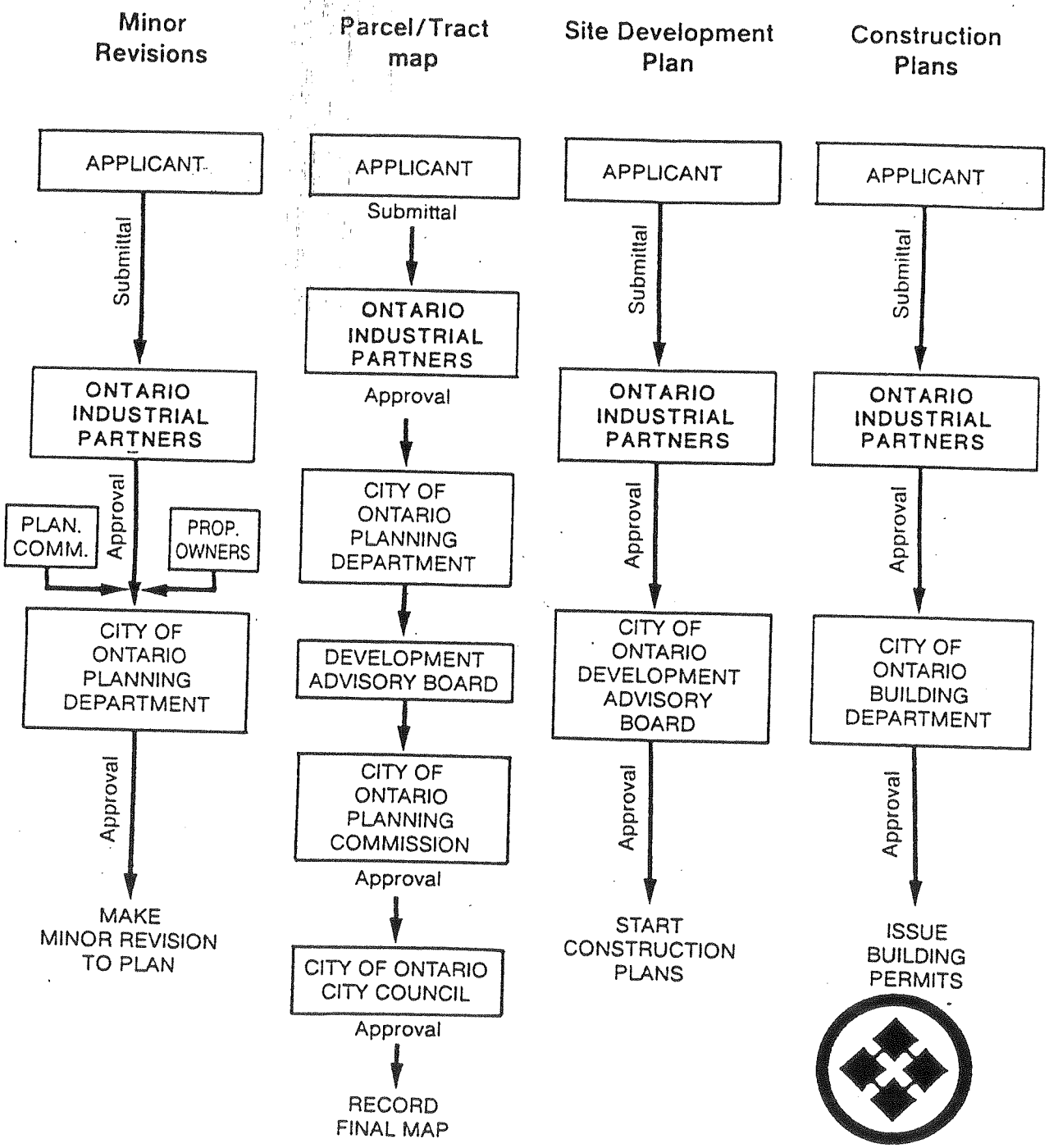
Site development plans shall be subject to review and approval by the City of Ontario Development Advisory Board. The Development Plan review Application Form, City of Ontario 84-4 (4/84) is included in the Appendix, for reference. Consult the City of Ontario Planning Department for Development Advisory Board scheduling (see Figure 60, Plan Submittal Guideline Flow Chart).

3. Environmental Evaluation - Notice of Intent

An Environmental Evaluation/ Notice of Intent is required by the City of Ontario with the submittal of any preliminary building or site plans. Applicant filing for this should refer to the Project Evaluation prepared for this project (which examined the proposed project in relationship to Ontario International Place and EIR 85-3), and the mitigation measures contained therein. The City of Ontario's planning staff reviews all Environmental Evaluations prior to the DAB meeting on development site plans.

PLAN SUBMITTAL GUIDELINE FLOW CHART

Figure 60



CALIFORNIA COMMERCE CENTER *SOUTH*

AT ONTARIO

IX. AMENDMENT PROCESS

A. MINOR REVISIONS

1. Minor revisions to the Specific Plan that relate to signage, realignment of roads, or adjustments to individual Master Plans (such as drainage, sewer, and water) shall be approved by the City of Ontario Development Advisory Board.

2. Rearrangements, transfer or exchange of land use designations within the specific plan may be approved subject to the following conditions:

   a. The applicant shall submit an analysis of the proposed land use rearrangement to ascertain the following:

      (1) The rearrangement does not create adverse impacts on traffic volumes and circulation adjacent to areas of land use category exchange.

      (2) The rearrangement does not create adverse impacts on sewer, water, and other infrastructure capacity in the areas of land use category exchange.

   b. The surrounding property owners within three hundred feet (300') of the proposed land use category exchange shall be notified, in writing, of the proposed rearrangement. The applicant shall provide names and addresses of the affected property owners, and shall pay all postage costs. If any affected party including property owners and any other agency objects to the rearrangement(s), the proposal shall be subject to requirements for a "major amendment" to the specific plan.

   c. Concurrently, the Planning Commission members shall be notified by mail, of the proposed land use category rearrangement. The Planning Commission members will have ten (10) days (from the date of their receipt of notice) in which to comment on the proposal. If the Planning Commission members have no objection to the proposed land use arrangement, the proposal will be placed on the next Planning Commission agenda as a consent item. If any member of the Planning Commission has a concern with the proposed land use rearrangement, then the proposal shall be subject to requirements for a "major amendment" to the specific plan.

   d. An application for land use category rearrangement shall be accompanied with the appropriate amount of fees as approved by the existing resolution of the City Council for a revision to a Specific plan.