

2. EXISTING CONDITIONS

The following section documents the existing conditions including current development, airport influence areas, Williamson Act contracts, land use and zoning, existing circulation, and environmental conditions.

2.1 Existing Land Uses and Improvements

The Euclid Mixed Use Specific Plan and surrounding areas area are transitioning from agricultural use such as private dairy farms in response to regional market influences attracting urban development. Existing rural roadways and infrastructure is planned to be replaced with ultimate improvements to accommodate future development plans consistent with The Ontario Plan.

2.1.1 On-Site Uses

The project site is generally used for agricultural purposes, including the raising of livestock, dairy farming activities and a commercial nursery. The majority of the site exists as fallow or cultivated fields. There is a private recreational vehicle facility in the south western portion of the site and a scrap yard at the southwestern intersection (Euclid Avenue and Edison Avenue).

Numerous single family residential structure, as well as agricultural related buildings and open structures are located within the Specific Plan area. The buildings on-site are representative of older rural residential and farming buildings with the southern portion of the City of Ontario and characterize the original colonization of the region prior to the incorporation of the City of Ontario.

One or more of the ancillary farming buildings reflect an Art Deco architectural style reflective of early agricultural structures in the area and may represent an important City historical resource.

The documentation and recordation of any significant historic resources will be addressed per the project Environmental Impact Report (EIR).

Two Southern California Edison (SCE) easements extend across the Euclid Mixed Use Specific Plan area. No structures are located within the SCE easements, however, they have been used for various agricultural uses historically. See the following examples:



2.1.2 Surrounding Uses

Existing uses in the vicinity of the Specific Plan area include similar uses to the uses within the project site. The area to the west, across Euclid Avenue, is within the City of Chino and has been developed with varied commercial and light industrial uses including a service station/convenience store at the northwestern corner of Euclid and Edison Avenue, low intensity commercial office, business park and truck trailer storage uses. Moving northerly, the adjacent development pattern in Chino transitions to a medium density single family neighborhood and a conventional neighborhood shopping center.

The remaining adjacent uses are within the City of Ontario. Ongoing crop farming is located to the north of the site and a vacant property that was a former dairy farm is located to the east of the site. The property to the south is currently residential, farming or trucking related uses. See photos below:



2.2 Existing and Surrounding Development

The Specific Plan area is occupied by rural uses, including a dairy farm and vacant land. Dairy farming and agriculture have been the primary uses of the property since before the 1930s.

Figure 2.1 shows the Specific Plan in context with the surrounding existing uses in the vicinity, which include:

- **North across Schaefer Avenue** - Existing dairy farm.
- **South across Edison Avenue** - Existing Trucking Facility.
- **East across Sultana** - Vacant and Existing Trucking Facility.
- **West across Euclid Avenue (City of Chino)** - Existing Commercial and Residential uses, Truck/trailer storage.

The Ontario Plan 2050 designates the surrounding areas in for Commercial, Residential and Mixed-Use development.

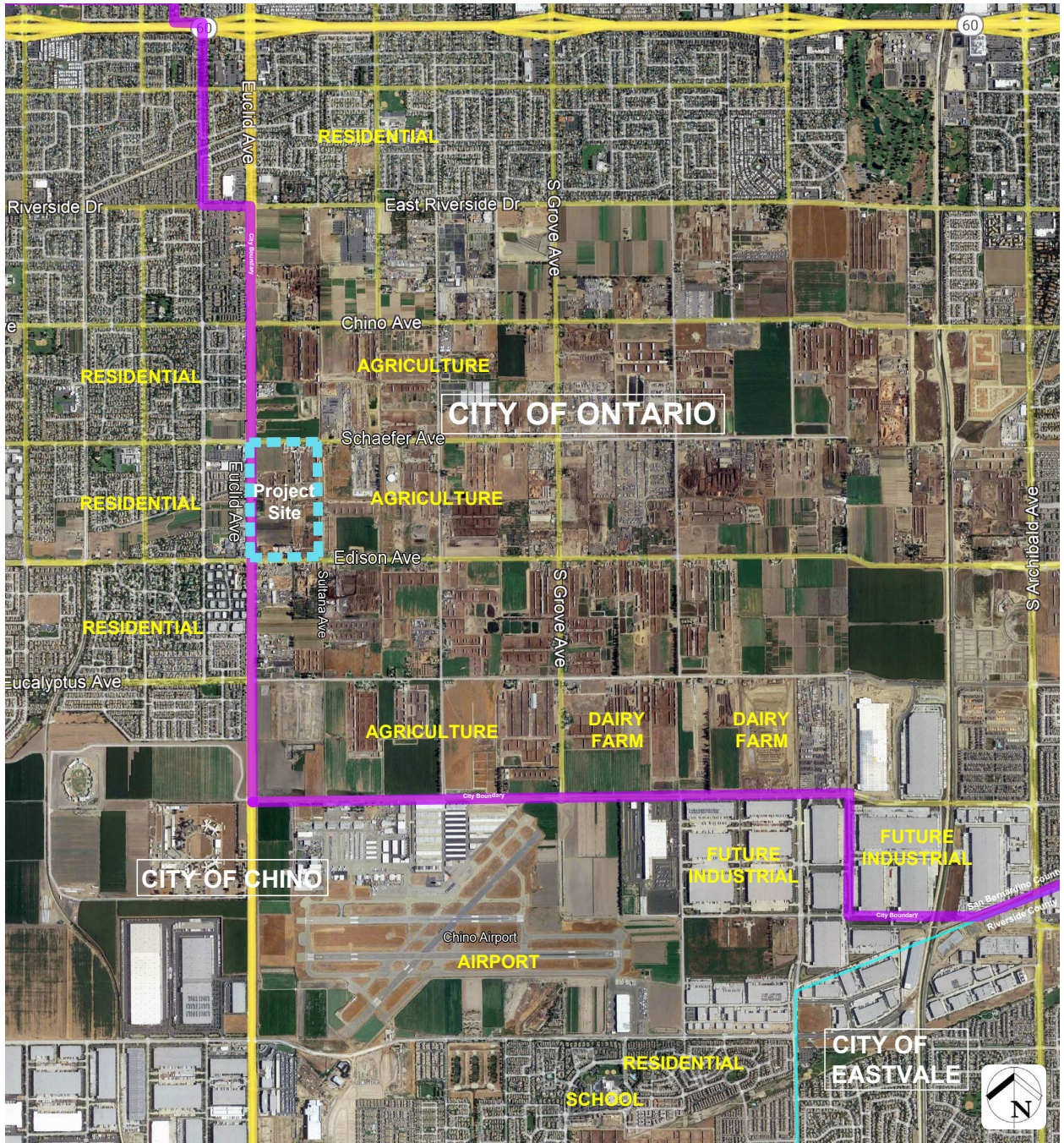


FIGURE 2.1 SURROUNDING LAND USES

2.3 Airport Influence Areas

Ontario International Airport

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The purpose of a compatibility plan is to avoid conflicts between airport operations and surrounding land uses. The Specific Plan area is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City of Ontario.

Chino Airport

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport (“CNO”) Overlay Zoning District (“OZD”) and Reference I, Chino Airport Land Use Compatibility Plan (“CNO ALUCP”). The CNO OZD and CNO ALUCP established the Airport Influence Area for Chino Airport, solely within the City of Ontario, and limits future land uses and development within the Airport Influence Area, as they relate to safety, airspace protection, and overflight impacts of current and future airport activity. The CNO ALUCP is consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The specific plan is located within the Airport Influence Area of Chino Airport, Overflight Notification Zone and Airspace Protection Zone.

2.4 Williamson Act Contracts

The California Land Conservation Act of 1965, commonly known as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal based upon farming and open space uses as opposed to full market value. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation. There are no active Williamson Act contracts located within the Specific Plan area.

PROJECT SITE OVERVIEWS



North West View



North East View



South East View



South West View

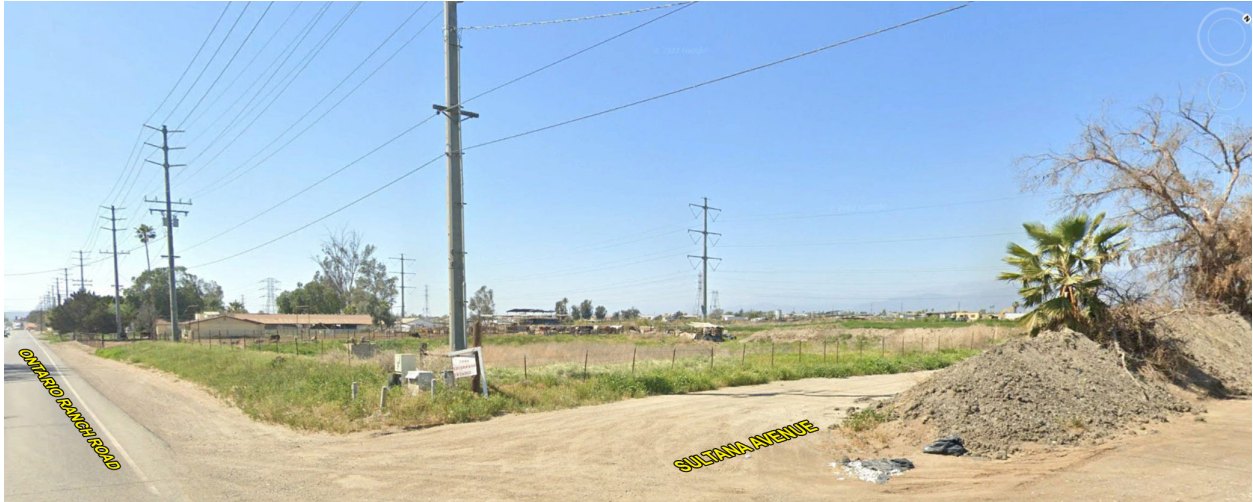
SURROUNDING INTERSECTIONS



Schaefer Avenue and Euclid Avenue



Euclid Avenue and Edison Avenue



Edison Avenue and Sultana Avenue



Sultana Avenue and Schaefer Avenue

2.5 Ontario Plan 2050 and Zoning Designations

The Ontario Plan 2050 land use designations and current zoning map designations for the Specific Plan area (prior to adoption of the Euclid Mixed-Use Specific Plan) are shown in **Figure 2.2**.

The Ontario Plan 2050 land use designations are:

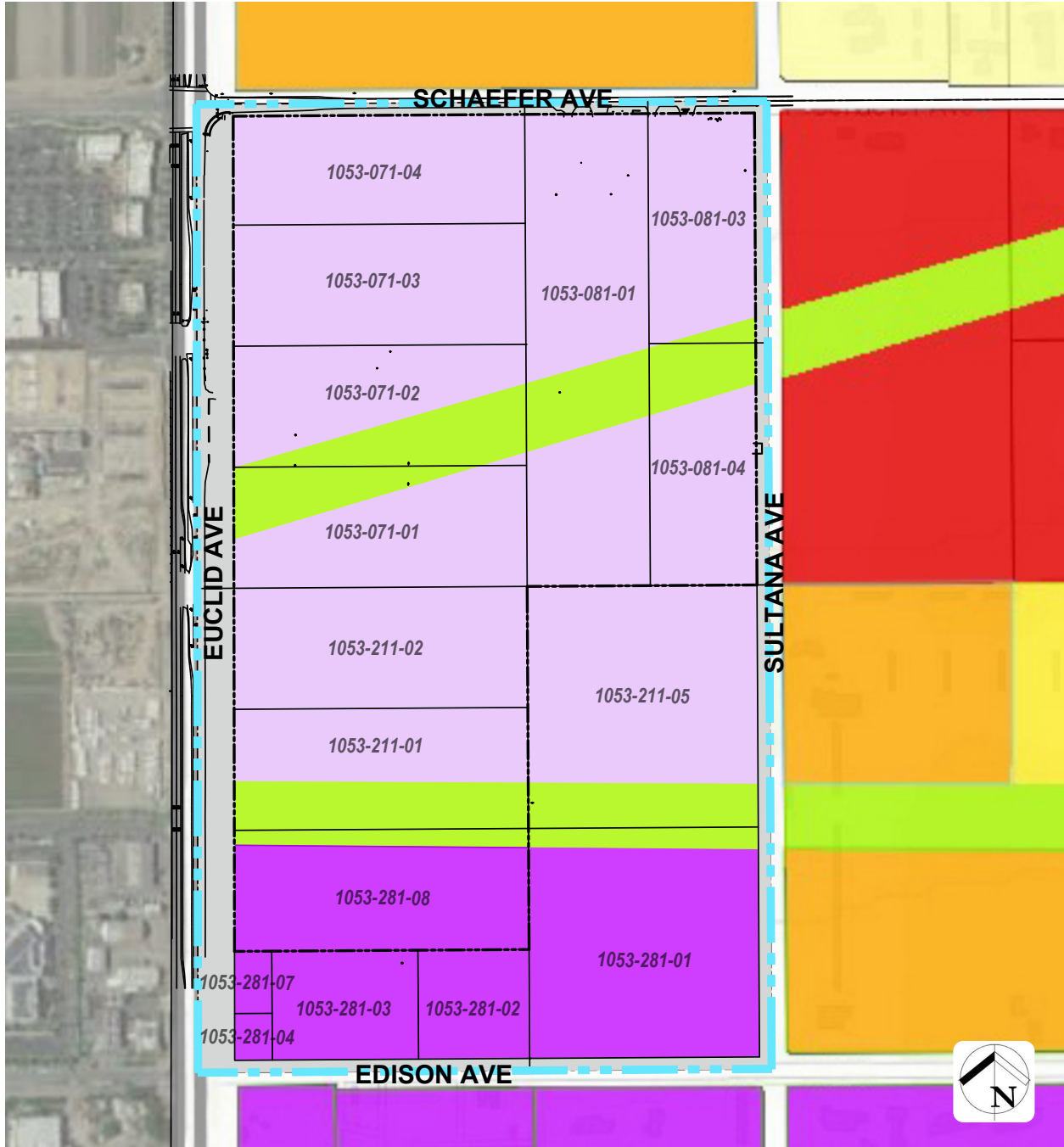
BUSINESS PARK (0.60 FAR) APN:

1053-071-01,
1053-071-02,
1053-071-03,
1053-071-04,
1053-081-01,
1053-081-02,
1053-081-03,
1053-081-04,
1053-211-01,
1053-211-02 and
1053-211-05.

MIXED-USE APN:

1053-281-01,
1053-281-02,
1053-281-03,
1053-281-04,
1053-281-05,
1053-281-07 and
1053-281-08.

The existing zoning designation is SP (Specific Plan) Zoning District. The SP District designation requires approval of a specific plan by the City for urban development of the project site. The Euclid Mixed-Use Specific Plan will be the zoning for the project site, consistent with The Ontario Plan 2050.







-  SPECIFIC PLAN BOUNDARY
- 000-00-00** EXISTING ASSESSOR PARCEL NUMBER (APN)
-  LOW DENSITY RESIDENTIAL (LDR)
-  LOW MEDIUM DENSITY RESIDENTIAL (LMDR)
-  MEDIUM DENSITY RESIDENTIAL (MDR)
-  COMMERCIAL
-  BUSINESS PARK
-  MIXED-USE
-  OPEN SPACE-NON RESIDENTIAL (OS-NR)

FIGURE 2.2 EXISTING LAND USE AND ZONING



2.6 Existing Circulation

The Specific Plan area is located approximately two and one half (2 ½) miles south of State Route 60 via State Route 83 (Euclid Avenue), which is located on the western boundary of the Specific Plan area, as shown in **Figure 2.3**.

Vehicular circulation in the Specific Plan area is provided by Schaefer Avenue on the north, Edison Avenue on the south, Sultana Avenue on the east and Euclid Avenue on the west.

Existing improvements for Euclid Avenue include interim pavement and an unimproved dirt center median. Euclid Avenue has a fully dedicated right-of-way as specified in The Ontario Plan 2050.

Schaefer Avenue and Edison Avenue are paved in an interim condition, requiring ultimate right-of-way dedication and major street and parkway improvements.

On the eastern boundary of the Specific Plan area, Sultana Avenue is a fully dedicated yet unimproved street that exists only on paper, which will require major street and parkway improvements.

Traffic signals are located along Euclid Avenue at the Edison Avenue and Schaefer Avenue intersections.

Access to the site is currently provided via multiple private driveway entrances located on Euclid Avenue, Edison Avenue and Schaefer Avenue.

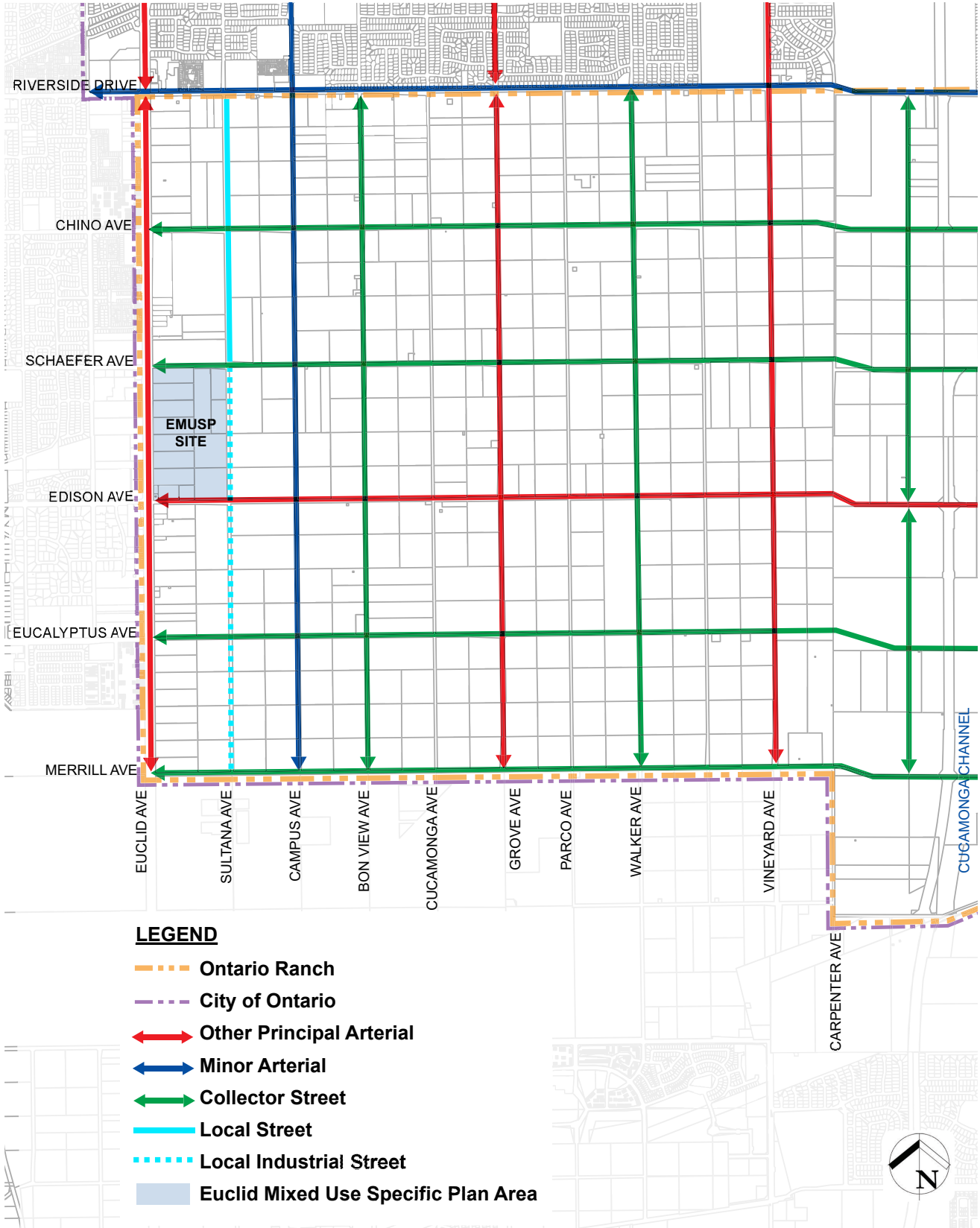


FIGURE 2.3 REGIONAL CIRCULATION

2.7 Existing Environmental Conditions

Topography

The overall project site is moderately flat, sloping from north to south with approximately a 25 ft. change in elevation.

Geology, Soils, and Seismicity

The Phase I environmental site assessment (ESA) included boring to depths of 10 to 30± ft. and trenching to depths of 4 to 12± ft.. Soils encountered through boring and trenching consist of highly organic soils to depths of 1 to 1½± ft.. The near surface soils possess low to medium expansion potentials. Groundwater was not encountered in any of the soil borings conducted as part of the assessment.

The near surface soils are considered corrosive to ferrous metals, including ductile iron pipe. Additionally, the near surface soils encountered at a boring located in the cattle pen area possessed chloride concentrations that can be deleterious to steel in reinforced concrete. A methane gas survey determined on-site levels are below the threshold.

A geotechnical feasibility study on the Specific Plan site indicated that the proposed development is considered feasible from a geotechnical standpoint. The subject site is located in an area that is subject to strong ground motions due to earthquakes. Research of available maps indicates that the Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, a geotechnical feasibility study did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered low.

The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, flooding, and subsidence affecting the site is considered low. Research of the San Bernardino County Land Use Services website indicates that the subject site is not located within a zone of liquefaction susceptibility. Based on the mapping performed by San Bernardino County and the conditions encountered at the boring locations, liquefaction is not considered to be a design concern for development within the Specific Plan area.

Each proposed development within the Specific Plan area will be required to have a project specific geotechnical investigation.

Hydrology

Storm runoff from the project site generally drains from north to south. There are two detention areas onsite, one located in the center of the site and the other at the southwestern portion of the site to the north of the rural residential lots along Euclid Avenue near the NEC of Euclid Avenue and Edison Avenue.

The southerly portion of the Specific Plan area surface drains southerly and surface flows on a southwesterly direction to the NEC of Euclid Avenue and Edison Avenue and is dispersed across the street to the south.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the project site is not located within a flood hazard zone.

Each proposed development within the Specific Plan area will be required to have a project specific hydraulics and hydrology report.

Biological Resources

The Specific Plan area is generally defined as being of low biological resource value due to highly disturbed site conditions and historic dairy/agricultural use, resulting in low biological diversity. There is limited vegetation on the majority of the site; the vegetation that exists includes ornamental and shade trees associated with the rural residential homes and generally consists of scattered native and non-native shrubs and non-native grasses and weeds.

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