

## 2.0 EXISTING CONDITIONS

The following sections document the conditions prior to the adoption of this Specific Plan, including land uses, airport influence areas, Williamson Act contracts, land use designations, circulation, and environmental conditions.

### 2.1 Existing and Surrounding Land Uses

The Specific Plan area is occupied by agricultural uses, including a dairy farm, row crops, and vacant land. Approximately six residences that house the dairy owner and workers are also located within the Specific Plan area. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier.

Figure 2.1 shows the existing uses in the vicinity, which include:

- North across Eucalyptus Avenue: dairy farm and agricultural row crops
- South across Merrill Avenue: Chino Airport (City of Chino)
- East across Grove Avenue: dairy farm and agricultural row crops
- West across Bon View Avenue: dairy farm and agricultural row crops

The Ontario Plan designates the surrounding areas in Ontario Ranch for business park, commercial, and residential uses.

### 2.2 Airport Influence Areas

#### Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent 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. While a Real Estate Transaction Disclosure policy is not required for non-residential land, developers or tenants may purchase a Natural Hazard Disclosure report that would indicate that the property is in an Airport Influence Area.

#### Chino Airport Overlay Zoning District

The Specific Plan area is within Safety Zone 1, 3 and 6 of the Chino Airport Overlay Zoning District and Reference I, Chino Airport Land Use Compatibility Plan as shown in Figure 2.2 Airport Influence Areas.

The following open land and occupancy limit requirements shall apply in Chino Airport Safety Zones, as established by the Chino Airport Land Use Compatibility Plan.

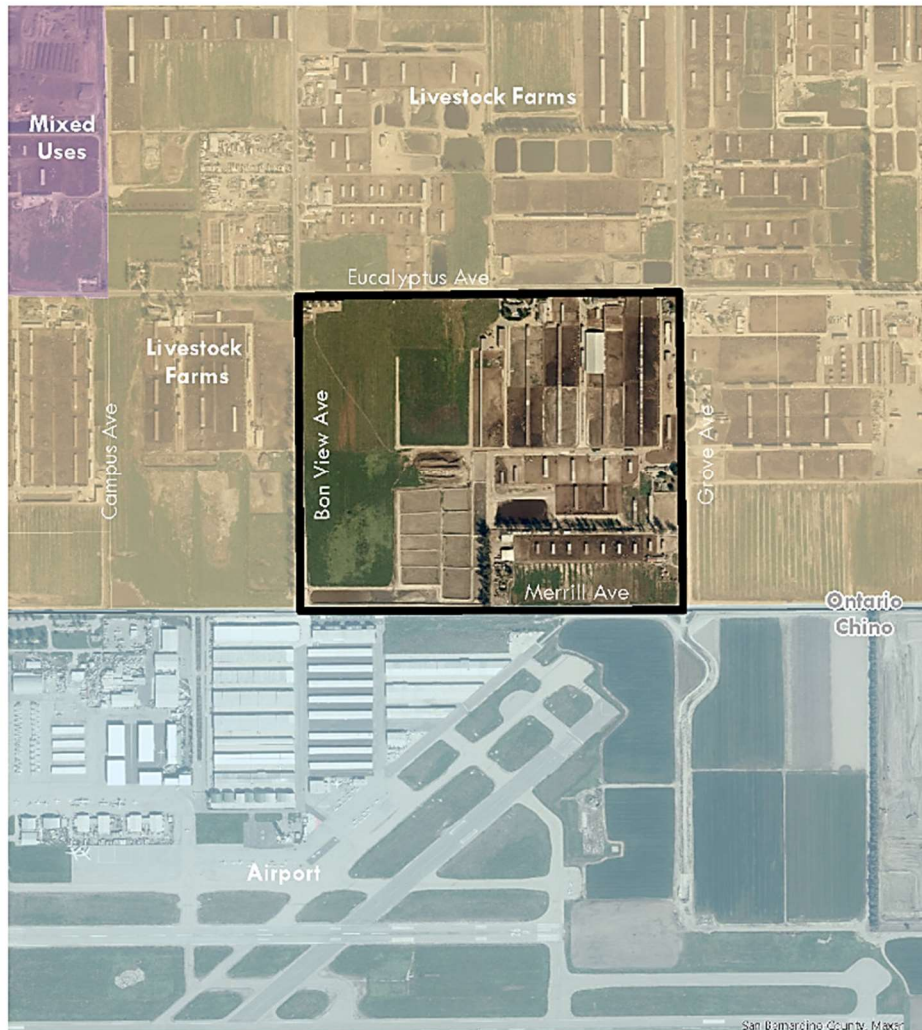
Zone 1: No buildings shall be located in Safety Zone 1.

Zone 3: 15% of the zone shall remain as open land\* and occupancy shall be limited to 100 people per acre on average and a maximum of 300 people in any one acre.

Zone 6: 10% of the zone shall remain as open land\* or an open area every ¼ mile to ½ mile is required; occupancy shall be limited to 300 people per acre on average and a maximum of 1,200 people in any one acre.

\* Open land is defined as areas at least 300 feet long by 75 feet wide (about 0.5 acre) that are relatively level and free of tall vertical objects such as structures, overhead lines/wires, and large trees and poles greater than 4 inches in diameter and taller than 4 feet above the ground. Parking lots can be considered as acceptable open lands. In the Specific Plan area, surrounding roads (Eucalyptus, Bon View, Grove Avenue, and Merrill Avenues), drive aisles, and truck parking lots can be considered as acceptable open lands in urbanized settings.

### Existing Surrounding Land Uses



**Surrounding Land Uses**

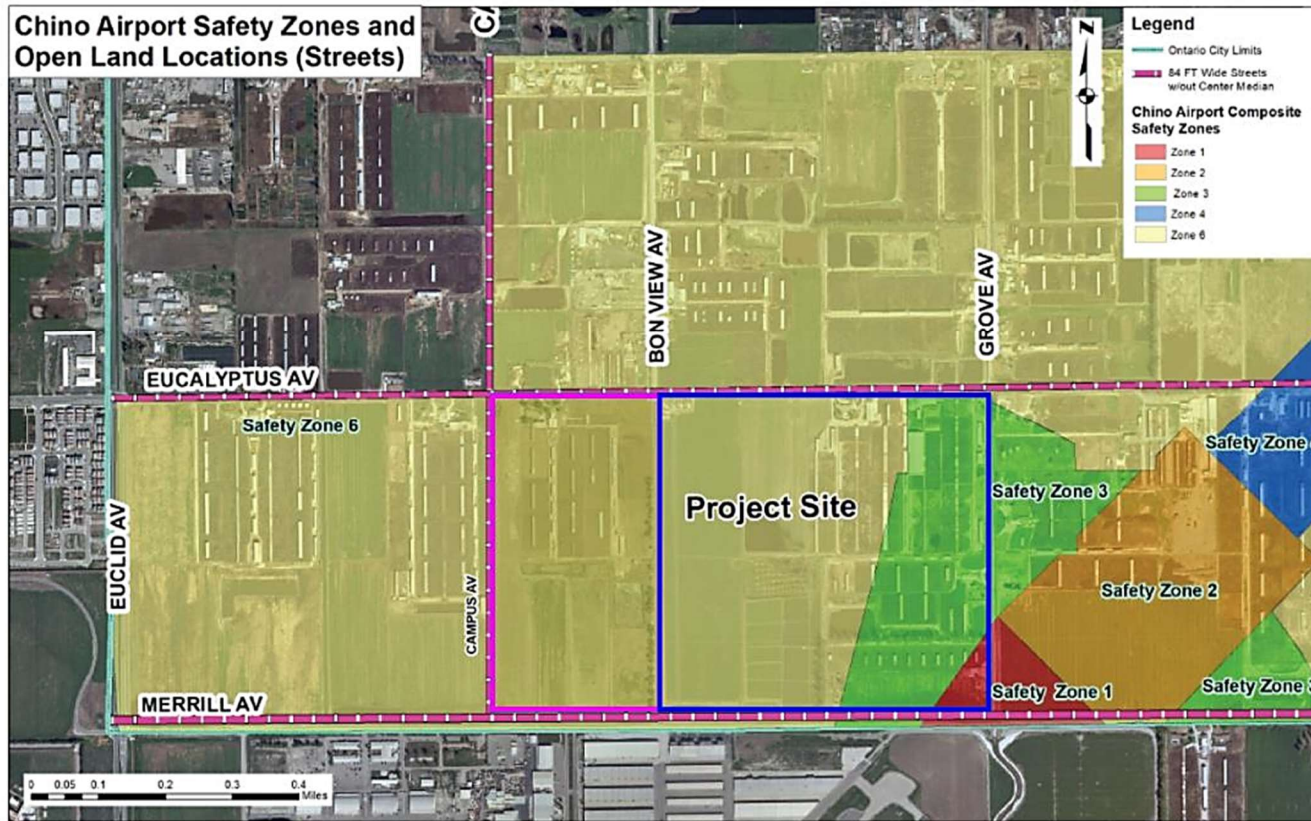
-  Specific Plan Boundary
-  Mixed Uses
-  Livestock Farms
-  Airport



South Ontario Logistics Center Specific Plan

Figure 2.1

### Airport Influence Areas



South Ontario Logistics Center Specific Plan

Figure 2.2

## 2.3 Williamson Act Contracts

The California Land Conservation Act of 1965, commonly referred to 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 because they are 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 within the Specific Plan area.

## 2.4 Existing Ontario Plan and Zoning Land Use Designations

The Ontario Plan existing land use designations and existing zoning map designations for the Specific Plan area (prior to adoption of the South Ontario Logistics Center Specific Plan) are shown in Figure 2.3.

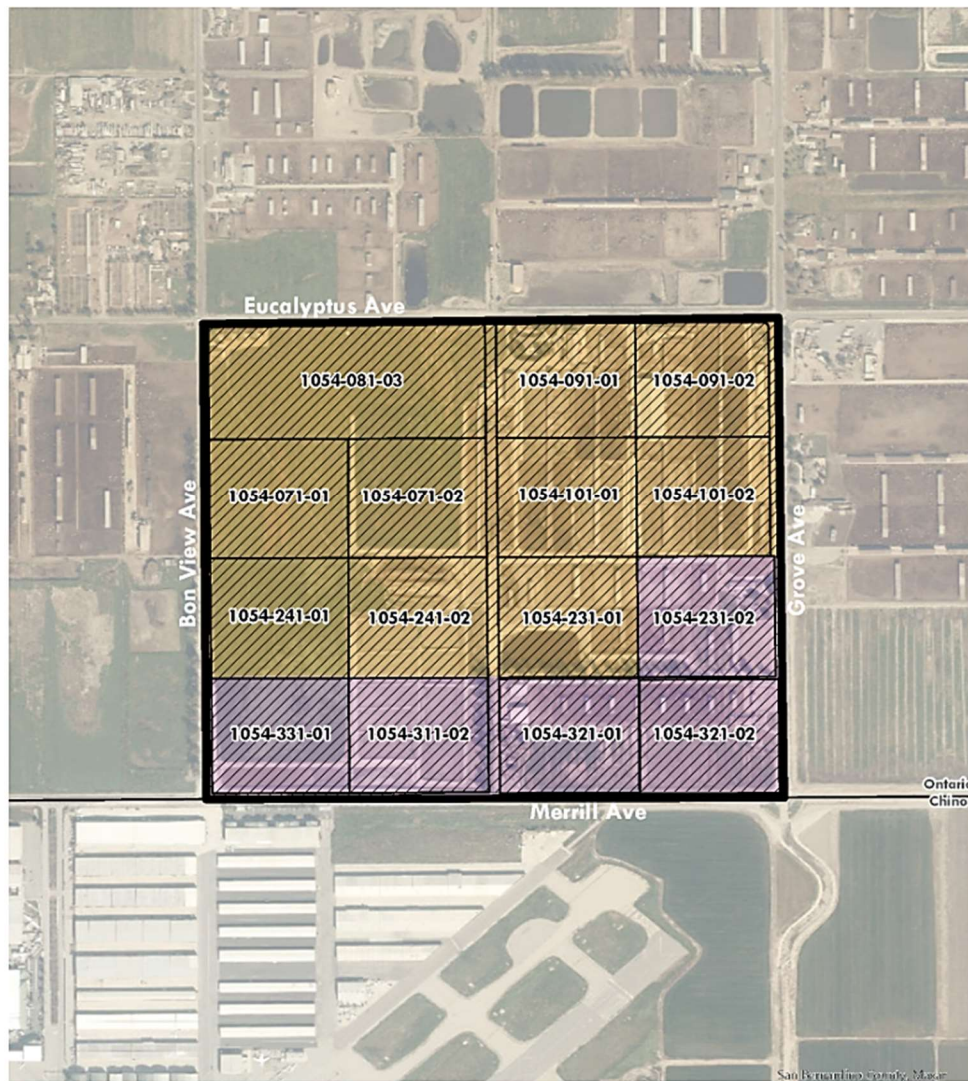
The Ontario Plan existing land use designations are:

- Business Park (0.6 Floor Area Ratio (FAR))  
Assessor Parcel Number (APN): 1054-231-02; 1054-321-01, -02; 1054-311-02.
- Low-Medium Density Residential (5.1 – 11 dwelling units per acre)  
APN: 1054-071-01, -02; 1054-081-03; 1054-091-01, -02, 1054-101-01, -02; 1054-231-01; 1054-241-01, -02.1
- Chino Airport Overlay  
APN: 1054-101-02; 1054-231-01, -02; 1054-311-02, 1054-321-01, -02 and portions of 1054-091-02; 1054-101-01; 1054-241-02; 1054-311-01

The project includes an application for a General Plan Amendment to change the land use designations to Industrial and Business Park, as discussed in Chapter 3, Development Plan.

The existing zoning designation is SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. The AG Overlay indicates that the land can continue to be used for agricultural uses, but the SP District designation requires approval of a specific plan by the City for urban development of the project site.

### Existing Top Land Use and Zoning



South Ontario Logistics Center Specific Plan

Figure 2.3

## 2.5 Existing Circulation

The Specific Plan area is located approximately three miles south of State Route 60 via State Route 83 (Euclid Avenue), which is located west of the Specific Plan area, as shown in Figure 1.1 and Figure 1.2.

Vehicular circulation in the Specific Plan area is provided by Eucalyptus Avenue on the north, Merrill Avenue on the south, Grove Avenue on the east, and Bon View Avenue on the west.

Grove, Eucalyptus, and Merrill Avenues do not provide fully dedicated rights-of-way as specified in The Ontario Plan and lack major street and parkway improvements.

Bon View Avenue is a fully dedicated street but lacks street and parkway improvements.

The site currently takes access from multiple drive entrances off Grove Avenue and Eucalyptus Avenue. There are no site access points from Merrill and Bon View Avenues due to dirt berms along these property lines.

There is an existing unused dedicated paper street (Cucamonga Avenue) that runs north/south through the center of the site that will be vacated.

There is an existing traffic signal at Merrill Avenue and Grove Avenue; there are no other traffic signals located at the street intersections bordering the site.

No sidewalks exist adjacent to the site.

## 2.6 Existing Environmental Conditions

### Topography

The topography of the site is moderately flat, sloping from the northeast to the southwest with approximately a 17-foot drop in elevation.

### Geology, Soils, and Seismicity

A geotechnical feasibility study included boring to depths of 20 to 30± feet and trenching to depths of 5 to 10± feet. Manure was present at the ground surface at two of the trenches with thicknesses of 4½ to 5± inches. Highly organic topsoil materials were encountered at some of the boring and trench locations, which consisted of silty fine sands and contained manure and/or other fibrous organic material. A 6±-inch-thick surficial layer of aggregate base was observed at the ground surface at one of the borings.

Artificial fill soils were encountered beneath the AB layer and at the ground surface at one of the boring locations, extending to depths of 2½ to 3± feet. The fill soils consisted of medium dense fine sand with trace silt, fine gravel, and AC fragments. Native alluvial soils were encountered at the ground surface or beneath the fill, topsoil, and manure at all the boring and trench locations. The near-surface alluvium generally consisted of loose to medium dense fine sands and silty fine sands to fine sandy silts, extending to depths of 4½ to 8½± feet below ground surface. Beneath these soils, the borings encountered stiff to very stiff clayey silts, silty clays, and sandy clays with occasional layers of medium dense silty sands, sandy silts, and clayey sands, extending to at least the maximum depth explored of 30± feet below existing site grades. Free water was not encountered during the drilling of any of the borings.

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 Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, no evidence of faulting was identified 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, seiches, 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.

### Hydrology

Storm runoff from the site generally drains from north to south. Onsite detention areas are located in the central and southerly portions of the site.



The site surface drains southerly to a dirt swale located adjacent to Merrill Avenue, then westerly to a set of four corrugated steel pipes, then southerly to an earthen channel adjacent to Euclid Avenue.

Areas north of the project site drain southerly towards Eucalyptus Avenue and then westerly towards Euclid Avenue. Eucalyptus Avenue is not fully improved, so it is possible that offsite flows from the north enter the project site.

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

### Biological Resources

The Specific Plan area generally represents low biological resource value due to highly disturbed site conditions and historic dairy/agricultural use, resulting in low biological diversity. The entire site has been disturbed by agricultural use and no native habitat was present.

There is limited vegetation on the majority of the site; the vegetation that exists is generally non-native grasses and weeds. Project site contains approximately 63 acres of agriculture fields. These fields are currently fallow. The agriculture fields are disturbed and dominated by non-native species of grasses and plants. Species observed include Avenasp., Bromussp., Russian thistle (*Salsola tragus*) and alfalfa (*Medicago sativa*).

The site contains approximately 69.84 acres of disturbed agriculture infrastructure. These areas contain no native habitat and are currently used for containing livestock. These areas are mostly developed with agricultural use structures or residential buildings. Vegetation within these areas consists of non-native ornamental plant species.

The project site contains approximately 15.0 acres of areas stock/retention ponds and channels. These ponds and channels are man-made and fed by wells. The ponds are dry and dominated by upland species such as bromus and Russian thistle, but the stock pond drainage channels contain grasses such as Burmda (*Cynodon dactylon*) and curly dock (*Rumex crispus*).

## 2.7 Existing Ground Water Wells

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect

users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from County Health Department. The locations of existing wells are shown in Figure 2.4, "Existing Ground Water Wells". A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

### Existing Ground Water Wells



Project Site

Existing Ground Water Well



South Ontario Logistics Center Specific Plan

Figure 2.4