

EXISTING SETTING

PREVIOUS PLANNING EFFORTS

Ontario International Centre

The CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area has an extensive history of previous planning efforts, as well as City approvals. These plans and approvals are described below.

In 1980, a group of landowners requested that the City of Ontario amend the Ontario General Plan Land Use Element designation for approximately 1,450 acres of land in eastern Ontario to "Planned Development." This parcel of land, which included the former Ontario Motor Speedway and adjacent lands, encompassed the area between the San Bernardino Freeway (I-10) to the south and Fourth Street to the north, and Vineyard Avenue to the west and the Ontario Freeway (I-15) to the east. Originally, this area was called "Ontario International Centre", and in late 1980, FEIR No. 80-3 was certified for the Ontario International Centre General Plan Amendment.

Proposed land uses to be included in the Ontario International Centre were urban commercial, garden commercial, urban residential, garden industrial, and open space within a multi-use, master-planned center. This original planned development concept included what is now the CCCN Specific Plan area.

The Ontario Center

In late 1981, The Ontario Center Specific Plan was approved by the City of Ontario using FEIR No. 80-3 as its environmental document. This specific plan included nearly all of the land area east of Turner Avenue that was covered in EIR No. 80-3. This specific plan encompassed only those areas owned by Chevron Land and Development, who had recently acquired the Ontario Motor Speedway property, including what is now referred to as California Commerce Center North. Lands east of Milliken Avenue which were excluded from The Ontario Center Specific Plan (R.H. Wagner Properties, and Ontario Gateway Plaza) were later included the R. H. Wagner Properties Specific Plan.

Under Chevron's ownership, The Ontario Center was proposed to contain residential uses adjacent to Turner Avenue, urban and garden commercial uses between Haven and Milliken Avenues, and garden industrial uses between Milliken and Rochester Avenues.

Subsequent to its adoption, The Ontario Center Specific Plan was amended in September 1985 and July 1987. In 1990, The Ontario Center Specific Plan was amended once again, and a subsequent EIR was certified for The Ontario Center. Under the Specific Plan Amendment and Subsequent EIR No. 88-2, the type of urban commercial development to be developed along Fourth Street between Haven and Milliken Avenues was specified as a regional shopping mall.

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R. H. Wagner Properties

Throughout the last decade, the R.H. Wagner Properties, as well as the Ontario Gateway Plaza area have remained separate from the bulk of The Ontario Center planning efforts. The R. H. Wagner Properties Specific Plan was submitted to the City of Ontario in late 1981, and was revised and adopted by the City in 1982. Using FEIR No. 80-3 as its environmental document, this specific plan covered several inholdings adjacent to The Ontario Center, including both the R.H. Wagner land at the southwest quadrant of Interstate 15 and Fourth Street and lands along old "G" Street (existing Inland Empire Boulevard) east of Milliken Avenue (now known as the Ontario Gateway Plaza) (see Figure II-1).

Ontario Mills Mall

A Memorandum of Understanding was entered into in mid-1991 between several entities to construct a regional mall called Ontario Mills between Milliken and Rochester. The signers of the Memorandum of Understanding included CCCN, the Mills Corporation, the City of Ontario, and the Ontario Redevelopment Agency. This Memorandum of Understanding proposed an Owner Participation Agreement for the construction of the Ontario Mills Mall on the CCCN site. The Program EIR 91-2 (SCH 91062100) evaluating the impacts of the Owner Participation Agreement was approved in late 1991.

Integration of Planning Efforts

During the review of the Owner Participation Agreement and its EIR, the close relationship between the CCCN site, the R. H. Wagner Properties, and the Ontario Gateway Plaza site was acknowledged, and an agreement between these property owners was reached to prepare a single specific plan and accompanying EIR for the entire area located between Milliken Avenue and Interstate 15, Fourth Street and Interstate 10. Once approved, this Specific Plan and EIR will supersede all other specific plans and EIR's prepared for this area. The Specific Plan will be the governing land use document for the project site.

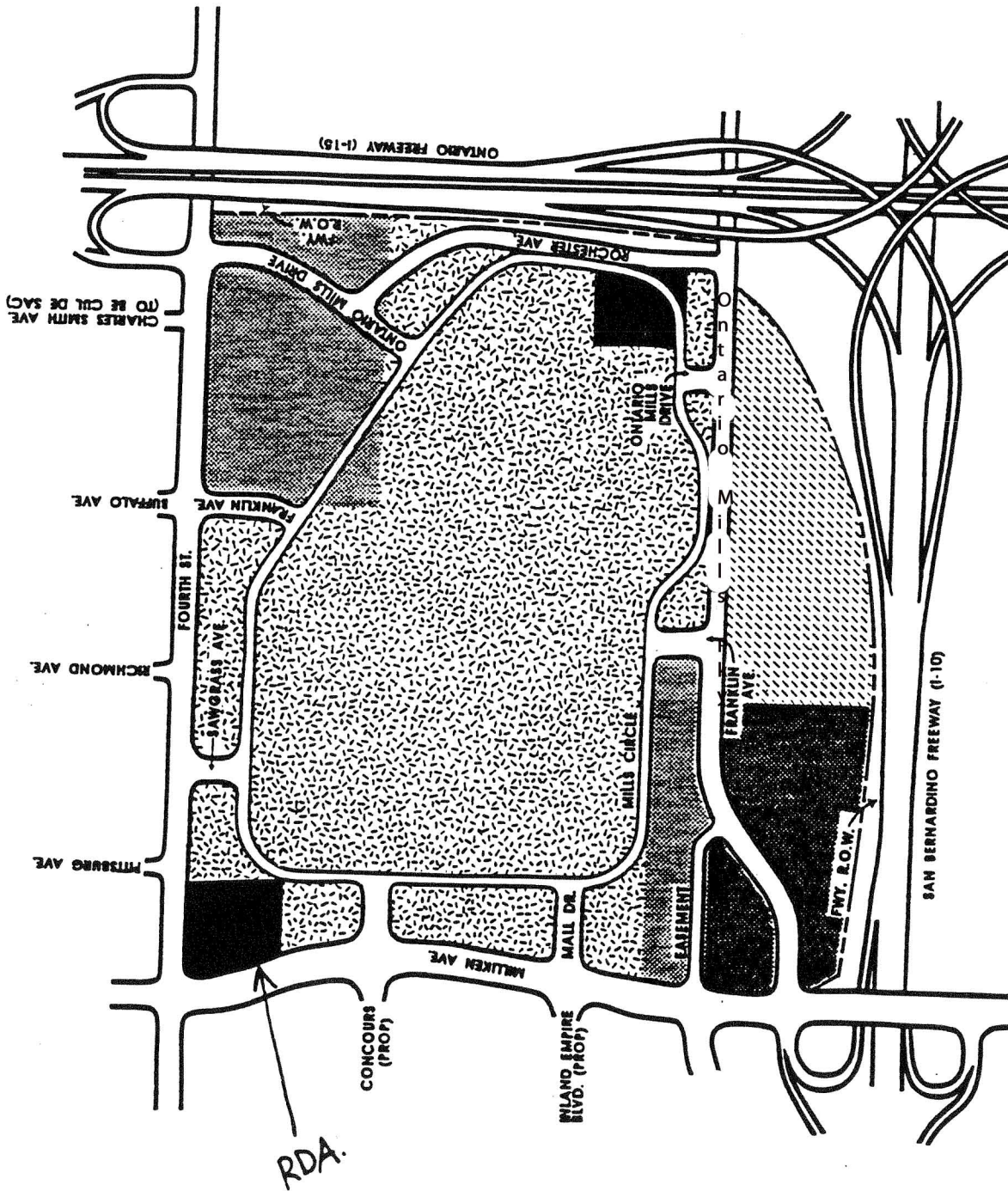
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**CALIFORNIA
COMMERCE
CENTER NORTH**
GATEWAY PLAZA
WAGNER PROPERTIES
SPECIFIC PLAN
EXISTING OWNERSHIP

LEGEND

	WAGNER PROPERTIES
	MAXROAD/HILGREN
	BIMI
	CALIFORNIA COMMERCE CENTER NORTH
	CITY OF ONTARIO



SOURCE: PLANNING NETWORK, 1992.

PLANNING NETWORK



FIGURE II-1

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SPECIFIC PLAN DISCRETIONARY APPROVALS

General Plan Amendment

The following approvals are either being sought at the present time, or will be sought subsequent to the approval of this Specific Plan in later phases of development, and are considered to be (or will be) characteristics of the overall CCCN/Ontario Gateway Plaza/Wagner Properties development program.

Amendment to The Ontario Center Specific Plan

Concurrent with this Specific Plan, an amendment to the Ontario General Plan is being sought. The proposed General Plan Amendment seeks to designate a portion of the California Commerce Center North Specific Plan area, currently designated Planned Industrial, to Planned Commercial.

Amendment to the Wagner Properties Specific Plan

The proposed development under this Specific Plan is different from what was envisioned under The Ontario Center Specific Plan. Therefore, it is necessary to re-analyze the infrastructure needs for the site development. Therefore, the infrastructure discussions in The Ontario Center Specific Plan will be amended, as necessary, to reflect revised infrastructure requirements. The Specific Plan Amendment will also delete those portions of the existing Ontario Center Specific Plan lying east of Milliken Avenue from that document.

Master Plan of Streets Amendment; Roadway Vacation

Currently, the Ontario Gateway Plaza and Wagner Properties portions of the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan are within the Wagner Properties Specific Plan. An amendment to that specific plan is proposed to delete those portions of the Wagner Properties Specific Plan lying east of Milliken Avenue from that document.

A traffic analysis has been completed to evaluate the impacts of the development on a regional basis. An amendment to the City of Ontario Master Plan of Streets is necessary for the Specific Plan, based on revisions determined by the traffic analysis. For example, development of a private internal street system to serve the shopping center will eliminate

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development of Concoors and Inland Empire Boulevard as through streets. Inland Empire Boulevard and Concoors are therefore proposed to be abandoned immediately east of Milliken Avenue. Inland Empire Boulevard is proposed to extend west from Interstate 15, and intersecting at Milliken Avenue with the San Bernardino Freeway (Interstate 10) interchange. In addition, Rochester Avenue will be aligned with the Interstate 15 ramps, and Alfa Romeo is proposed to be deleted from the Master Plan of Streets.

In addition, since they are proposed to be realigned, vacation of existing rights-of-way along Inland Empire Boulevard and Rochester Avenue will be proposed.

Parcel Maps

Parcel maps for the purpose of subdividing large portions of the site into smaller saleable or leasable properties will be submitted subsequent to the approval of this Specific Plan. Parcel maps will be reviewed and approved by the City of Ontario and, for Sectors A through D and N, also by CCCN's Approving Agent.

Site Plans

Site plans will contain the detailed design guidelines and specifications for the site in question. All site plans will be consistent with this Specific Plan, and will be approved by the City of Ontario. Additionally, Site Plans for Sectors A through D and N shall also be approved by CCCN's Approving Agent.

SITE CONDITIONS AND EXISTING LAND USES

Historical and Existing Land Uses

The earliest known uses of the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan site were farmlands. Farming was abandoned several decades ago, and much of the site has remained vacant.

The Ontario Motor Speedway operated immediately west of the site, between Haven and Milliken, but was closed down in the late 1970s. A large portion of the project site functioned as informal overflow parking for the speedway, and asphalt parking lots for the speedway still extend from the west central end into the center of the site.

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The only active commercial/industrial use on the site at the present time is the Beacon Truck Stop, located south of Inland Empire Boulevard adjacent to Milliken Avenue. Abandoned vineyards still occupy the southern and eastern portions of the site, and a lengthy eucalyptus windrow runs along the southern boundary, adjacent to the Interstate 10 Freeway. In addition, an asphalt-lined drainage swale crosses the site from northwest to southeast, exiting at the intersection of Rochester and Inland Empire Boulevard.

Aside from the parking lots, the vineyards, and the Beacon Truck Stop, the site is occupied by either weedy plants or bare ground.

EXISTING CIRCULATION

Regional Circulation

The Specific Plan site has excellent regional access, since it is located adjacent to the San Bernardino Freeway (I-10), and the Ontario Freeway (I-15), and within approximately three miles of the Pomona Freeway (SR-60). The San Bernardino Freeway is a major transportation route between Los Angeles to the west, and San Bernardino and the desert areas to the east. The Ontario Freeway provides north-south regional circulation, and is frequently utilized by motorists travelling north to Las Vegas or south to San Diego. The Pomona Freeway also provides a major route to Los Angeles to the west and Riverside and the desert areas to the east (See Figure III-2, Project Circulation).

Local Circulation

The Specific Plan site is well situated with respect to local circulation. Interchanges along Interstate 10 are located at Milliken, Haven, and Archibald Avenues. Fourth Street, at the northeastern site boundary, has an interchange with Interstate 15.

In an east-west direction, Fourth Street and Inland Empire Boulevard provide access to western Ontario and Fontana to the east. Milliken Avenue runs north-south from the City of Rancho Cucamonga to the north, to the areas of Ontario south of Interstate 10 (See Figure III-2, Project Circulation).

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EXISTING PHYSICAL CONDITIONS

Topography

The site is basically flat, sloping slightly to the south at an average grade of one to two percent. Elevations onsite range from 990 to 1,035 feet above mean sea level.

Soils

The major soil within the project site has been classified as the Delhi Fine Sand, part of the Delhi Association, with the minor soil being Hanford Coarse Sandy Loam. Both soils are classified as prime agricultural soil. Soils classified as Prime Farmland per state categories are found only in that area generally encompassed by Sectors L and M.

Seismicity

No geologic faults are known to occur within or to cross the boundaries of the Specific Plan site. However, the area is subject to groundshaking as a result of known active faults in the region. The Cucamonga, Red Hill, San Jose, Indian Hill, and Chino/Elsinore Faults are potentially active faults within a 10 to 15 mile radius of the site. The San Jacinto and San Andreas Faults are historically active and are located approximately 9 to 12 miles northeast of the area.

Hydrology

At present, the northern portion of the site drains first south, and then east through an onsite asphalt drainage swale into a concrete box that transports runoff under Interstate 15. From there, runoff travels east in an unlined earthen channel to the Day Creek Flood Control Facility. The southern portion of the site drains as sheet flow to the south, and is transported under Interstate 10 via a reinforced concrete box and several drainage pipes. A large land area in Rancho Cucamonga to the north is tributary to the Specific Plan site.

According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the City of Ontario, the majority of the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan site is within Zone A, with the rest of the site being located within Zone B with respect to flooding. Zone A indicates areas subject to 100-year flooding, and Zone B indicates the zone between the 100- and 500-year flood. The flood control facilities that will alleviate the flood threat on the project site are constructed and a request has been made for the FIRM map to be updated.

Groundwater is deep in the vicinity of the site, and is not believed to occur within 300 feet of the ground surface.

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Vegetation

Vegetation within the project site consists primarily of abandoned vineyards and fallow lands. Most of the area's native vegetation has been modified or displaced by the introduction of agriculture, the Ontario Motor Speedway parking lots, and the Beacon Truck Stop.

There is a small grouping of eucalyptus trees and some willows in the southern portion of the site, which appear to be an old windrow. These trees are multiple-trunked, and appear to be in poor condition. A windrow of large eucalyptus trees parallels Interstate 10 at the southern boundary of the site.

The drainage ditch that runs from the north-central site boundary diagonally across the site to the existing intersection of Inland Empire Boulevard and Milliken Avenue is presently supporting a small amount of riparian vegetation. This vegetation is limited to the extreme northern and the southern ends of the drainage ditch, and is made up of mulefat (*Baccharis glutinosa*) and cat-tail (*Typha latifolia*). The vegetation is believed to have resulted from the intermittent flooding of the drainage ditch. The combined total size of these two areas is 0.1 acre or less.

The Specific Plan site was surveyed for the presence of the San Diego horned lizard (*Phrynosoma coronatum blainvillii*) in April, 1991. While very limited areas of the site, including the eastern portion of Sector F, do contain appropriate habitat for this lizard, the survey revealed no presence of the lizard. Other animal species inhabiting the site include common bird, lizard, gopher, and ground squirrel species.

Climate

The climate of the project area is dominated by the region's Pacific high pressure system, and is characterized by hot, dry summers and mild winters. Precipitation occurs generally between November through April and averages about 15 inches per year.

EXISTING UTILITIES

Water

Water service to the project site will be provided by the City of Ontario Water Department. Groundwater extracted from wells makes up much of the water supply. The remaining portion of the City's water supply is obtained from the Chino Basin Municipal Water District (CBMWD). Current domestic water quality is good.

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Because the project site is currently undeveloped, only a portion of the area has a water distribution network. West of Milliken Avenue there is an existing 18-inch water line in Fourth Street and an existing 12-inch water line in Inland Empire Boulevard which are connected to an existing 16-inch water line in Milliken Avenue. There are also short segments of existing 12-inch water lines running east in Inland Empire Boulevard and Fourth Street from the 16-inch water line in Milliken Avenue.

The existing distribution system is supplied by the City's Eighth Street pressure zone which will provide static pressure between 67 to 80 pounds per square inch (psi) for the study area.

Wastewater

Sewage collection facilities are provided and maintained by the City of Ontario. Wastewater treatment facilities are operated by the Chino Basin Municipal Water District under the provisions of a regional wastewater treatment contract.

There are presently a number of sewer lines adjacent to or within the project site, including a non-reclaimable wastewater line, which runs parallel to Inland Empire Boulevard. There also is a 15-inch domestic sewer which extends west of Milliken Avenue along Inland Empire Boulevard. Ten- and 12-inch sewer lines in Milliken Avenue connect into the 15-inch line in Inland Empire Boulevard.

After leaving the project site, the 15-inch main in Inland Empire Boulevard drains into the Ontario Motor Speedway outfall sewer, located between Haven and Milliken Avenues. Most of the project site will drain to The Ontario Center sewer system. The southern portion of the site will drain into a separate system under Interstate 10 and connect into an existing main at Milliken Avenue and Guasti.

Solid Waste Disposal

The City of Ontario provides solid waste disposal service throughout the City, including the project site. Solid waste collected within the project site will be transported to San Bernardino County's Milliken landfill, which is located approximately 2.5 miles south of the project site. After this landfill closes, solid waste will be separated and recycled at a materials recovery facility proposed to be constructed immediately north of the present Milliken landfill. Solid waste which cannot be recycled will be disposed of at the San Timoteo Landfill in Redlands.

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Natural Gas

The Southern California Gas Company provides natural gas service to the area. The Southern California Gas Company presently maintains a six-inch high-pressure gas main within the Fourth Street right-of-way at the intersection of Milliken Avenue and Fourth Street. In addition, a three-inch line is located in Inland Empire Boulevard, terminating approximately halfway between Haven and Milliken Avenues, west of the site. No lines currently serve the site.

Electricity

Electricity is provided by Southern California Edison (SCE). SCE presently maintains 12 kilovolt (kV) overhead feeder lines east of Milliken Avenue along Inland Empire Boulevard and along Rochester Avenue and Fourth Street. No electrical lines presently serve the site, except for those lines that serve the Beacon Truckstop.

Telephone

Telephone service to the project area is provided by the General Telephone Company (GTE). GTE presently maintains telephone cables located above-ground along Fourth Street, Rochester Avenue, and Inland Empire Boulevard. Underground lines are located within the Milliken Avenue right-of-way.

Underground Pipelines

An underground pipeline (12-inch), owned by Southern California Edison, is located in the rights-of-way of Milliken Avenue, existing Inland Empire Boulevard, and Rochester Avenue. This pipeline carries low sulfur fuel oil to the Edison Steam Generating Plant on Etiwanda Avenue, and is in active use only for short periods of time during the winter when there is a high demand for electricity. At room temperature, the fuel oil is very viscous, and is therefore preheated at the distribution plant to facilitate its flow through the line. This fuel oil is not explosive; if there was a break in the pipeline, a fuel oil spill, but no explosion of fire, would result.

In addition, an 8-inch pipeline runs along the same alignment as the SCE pipe. The 8-inch line carries fibre optic cable, and is owned by Williams Communication.

PHYSICAL DEVELOPMENT

OVERVIEW

The Physical Development Section includes a variety of individual plans which together define the overall framework for developing the CCCN/Ontario Gateway Plaza/Wagner Properties Specific Plan area. Major components include:

LAND USE

*Overall Concept
Regional Commercial Center
Commercial/Office*

GRADING

CIRCULATION AND TRANSPORTATION

*Vehicular Circulation
Public Transportation
Pedestrian Facilities
Bicycle Facilities*

TRANSPORTATION DEMAND MANAGEMENT

*Introduction and Overview
Transportation Demand Management Site Design Guidelines
Transportation Demand Management Plan Requirements
Transportation Management Association*

INFRASTRUCTURE AND PUBLIC SERVICES

*Water Facilities
Sewer System
Storm Drain System*

COMMUNITY FACILITIES

*Fire Protection
Police Protection
Solid Waste
Public Utilities*

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