

3

EXISTING CONDITIONS

3.1 Existing Land Use

The project site has historically been used for agricultural purposes, primarily for dairy and field crop farming. The project site is mostly undeveloped with existing agricultural operations scattered throughout the area. Rural residential housing, farm buildings, and other ancillary facilities occupy those areas not in active agricultural production. Exhibit 2.1, depicts the current aerial photography of the specific plan area.

3.2 Surrounding Land Uses

Current agriculture uses such as dairy and field crop farms are located directly adjacent to the Colony Commerce Center West Specific Plan area. In the City of Ontario General Plan, these areas are designated for Industrial and Business Park uses.

Directly south of the project, in the City of Chino, agricultural uses exist that are incorporated within an airport overlay. The Chino Airport Overlay also covers the Colony Commerce Center West Specific Plan area. See Exhibit 2.2, Surrounding Land Uses, for the various land uses that surround the Colony Commerce Center West Specific Plan Area.

3.3 Policy Plan and Zoning

The City's General Plan designates the project site for the following land use:

- » Industrial (0.55 FAR) - Approximately 123.17 gross acres of industrial uses on the site allowing for a total development up to 2.95 million square feet at a Floor Area Ratio (FAR) of 0.55.

The project site is zoned AG-Specific Plan. A specific plan is required by the City in order to comprehensively plan for development of industrial uses within the project site.

3.4 Airport Land Use Compatibility Plan (ALUCP) Consistency

The Project Site is located within the Airport Influence Areas of Chino Airport and Ontario International Airport (ONT). The EIR prepared for the Colony Commerce Center West Specific Plan identifies potential impacts from Chino Airport and ONT and includes criteria for addressing any potential impacts.

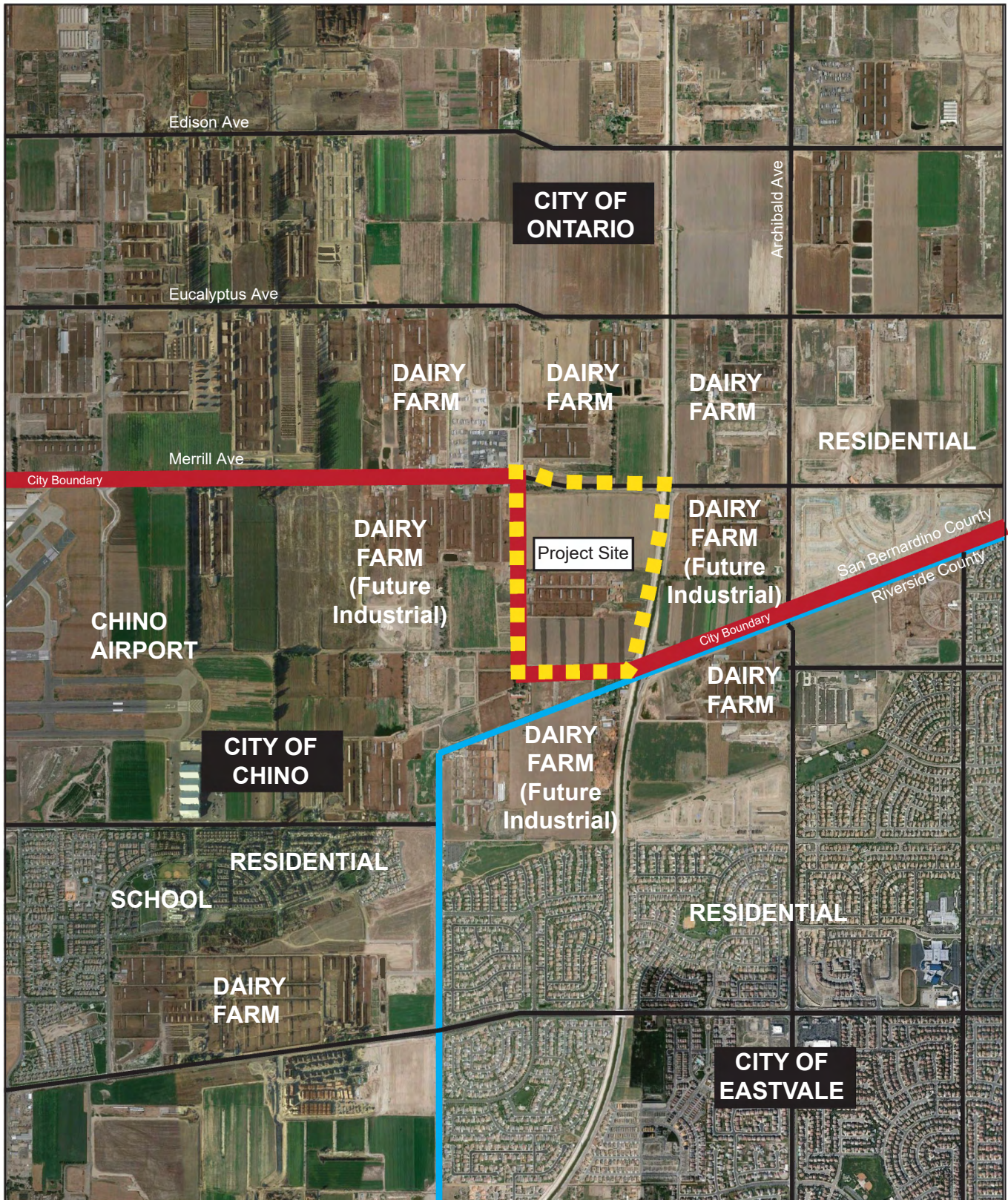
Exhibit 3.1, Aerial Photograph



Source: Google Maps



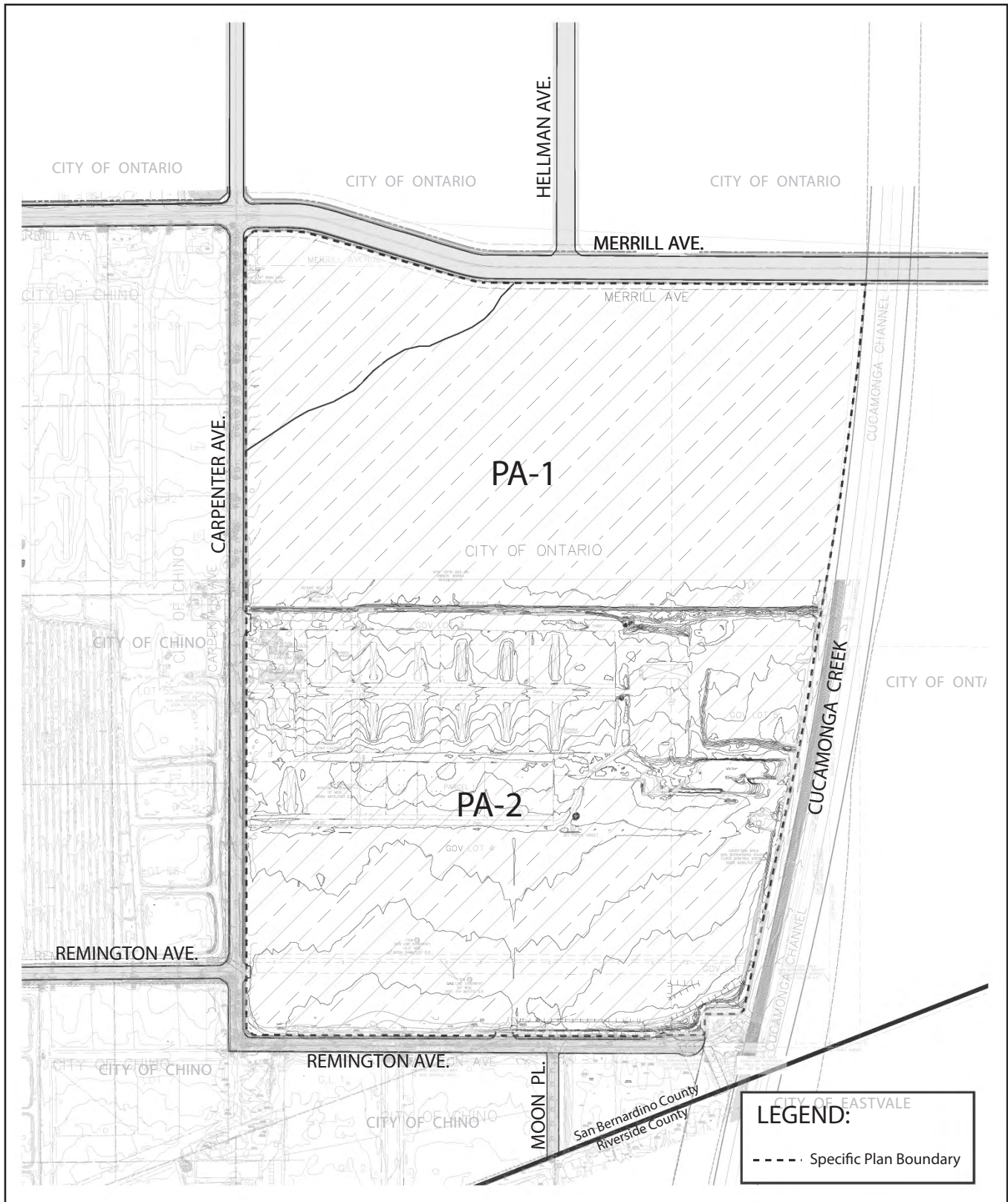
Exhibit 3.2, Surrounding Land Uses



Source: Google Maps



Exhibit 3.3, Existing Site Topography



Source: David Evans & Associates



3.5 Topography

The project site is relatively flat and gently falls to the south at an average gradient of approximately 1.0% to 2.0%. The existing topographic conditions for the Specific Plan area are illustrated on Exhibit 3.3, Existing Site Topography.

3.6 Hydrology

Since most of the project site has been in agricultural use, only a limited portion of the site is now covered with impervious surfaces. Normal rainfall to the area is able to percolate through on-site soils and does not result in high volumes of surface runoff, as is typically associated with urban use.

During periods of heavy rainfall, when ground surfaces are saturated, surface runoff is collected in the existing storm drains, culverts, and retention basins located within the project site.

The existing storm drain system throughout the project site is generally unimproved and consists primarily of open earthen swales along area roadways or curbed roadway surfaces. The EIR prepared for the Colony Commerce Center West Plan includes additional hydrology information for the project site.

3.7 Biology

The project site has been extensively used for agricultural operations including dairy and field crop uses. Those limited areas not in active agricultural production are occupied by rural residential housing or are vacant. The natural vegetation and the project site as a whole have been significantly altered through agricultural use, leaving little to no native vegetation. The EIR prepared for the Colony Commerce Center West Specific Plan

includes an evaluation of vegetation and biological resources.

3.8 Existing Circulation and Access

3.8.1 Regional Circulation

Interstate 15 (I-15) is located approximately 3.25 miles east of the project site. Access from the project site to the I-15 exists at Limonite Avenue within Riverside County. State Route 60 (SR-60) is located approximately 3.25 miles north of the project site.

Access to the project site from SR-60 exists from Archibald Avenue, which connects to Merrill Avenue abutting the project site on the north. State Route 83 (SR-83/Euclid Avenue) is located approximately 2.5 miles west of the project site. Access from the project site to SR-83 exists from Merrill Avenue which abuts the project site on the north.

3.8.2 Local Circulation

Local access to the project site is provided from Carpenter Avenue, Merrill Avenue, and Remington Avenue. Merrill Avenue abuts the project site on the north and provides two paved travel lanes. The General Plan designates Merrill Avenue as a 4-lane Collector Street. Carpenter Avenue abuts the project site on the west with two travel lanes. Remington Avenue abuts the project site on the south with two travel lanes.

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