

3. DEVELOPMENT PLAN

LAND USE PLAN

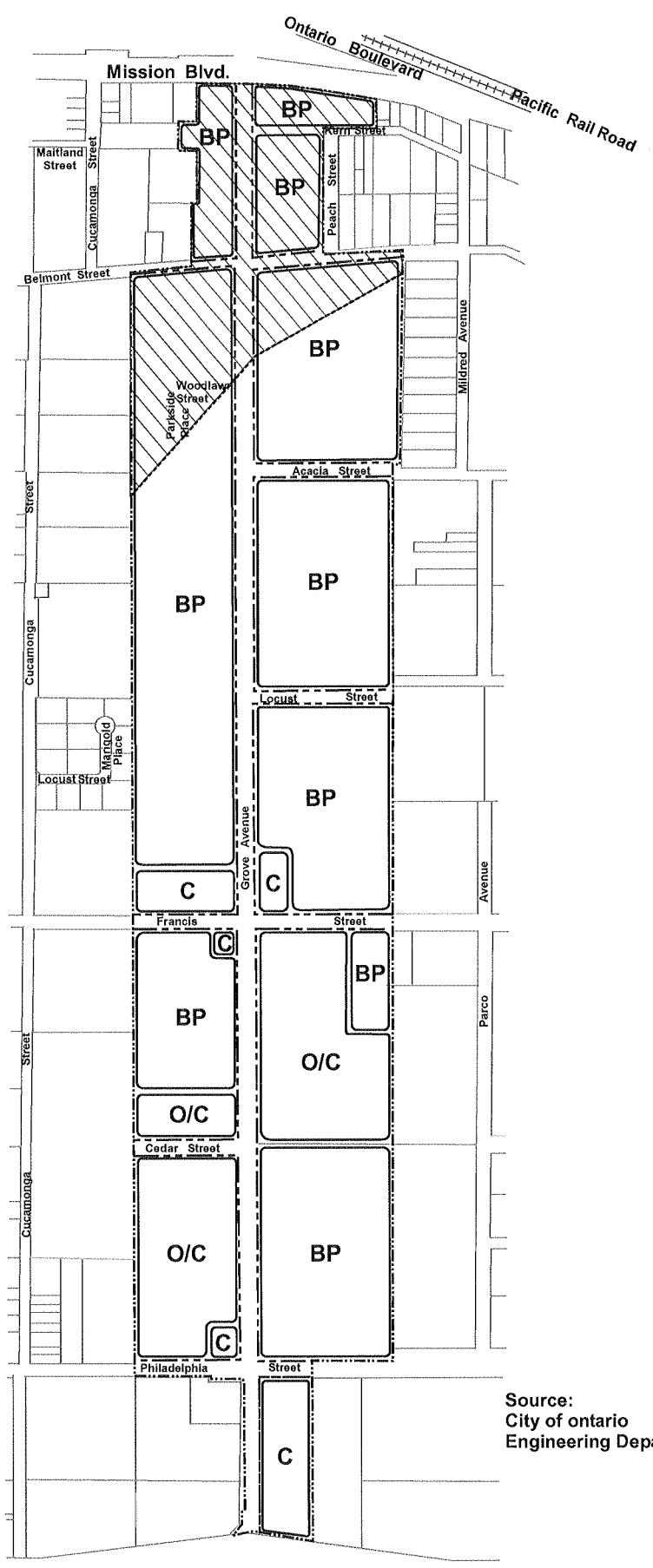
The Land Use Plan for the Grove Avenue Specific Plan area is shown on Exhibit 7. The Land Use Plan emphasizes Grove Avenue's connection with the Ontario International Airport. Airport-related industrial uses are designated in the Specific Plan area north of Francis Street. South of Francis Street, office/commercial uses predominate with a small concentration of commercial use at Philadelphia Street.



At build-out, there could be almost three million square feet of development within the Specific Plan Area, as shown in the statistical summary below.

**TABLE 2
GROVE AVENUE SPECIFIC PLAN
STATISTICAL SUMMARY**

<u>Land Use District</u>	<u>Acres</u>	<u>Square Feet</u>
Business Park (0.35 FAR) ¹	128.17	1,954,080
Business Park, Airport Approach Overlay ² (0.25 FAR)	33.65	366,449
Commercial (0.30 FAR)	12.74	166,486
Office/Commercial (0.30 FAR)	<u>37.93</u>	<u>495,669</u>
Subtotal:	212.49	2,982,684
Circulation	<u>37.66</u>	-----
TOTAL	250.15	2,982,684

1. An increase in the FAR may be permitted if the traffic generating characteristics of a specific project, as based on a report from a traffic engineer, do not exceed the number of trips that EIR 90-2 assumed would occur for the site.
2. Airport Approach Overlay (consistent with land use compatibility guidelines within the City of Ontario General Plan)



LEGEND	
BP	BUSINESS PARK
C	COMMERCIAL
O/C	OFFICE/COMMERCIAL
	CIRCULATION
	AIRPORT ENVIRONS OVERLAY ZONE

Source:
City of Ontario
Engineering Department

Pomona (60) Freeway



Airport Approach Overlay Zone

The City of Ontario General Plan includes an Airport Environs Element. The objectives of this Element are:

- * To safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general by minimizing public exposure to excessive noise and safety hazards; and
- * To provide for the orderly growth of Ontario International Airport by promoting the overall goals and objectives of California airport noise standards and by preventing the creation of new noise and safety problems.

Exhibit 8 identifies the air safety zones of the Ontario International Airport. A portion of the Grove Avenue Specific Plan area lies within an "approach safety zone" and a portion lies within "clear zone". Within this area, land uses and land use intensities are restricted in conformance with the Land Use Compatibility Guidelines of the City's General Plan.

The Airport Environs Land Use Plan designates that Grove Avenue Specific Plan area north of Francis Street as General Industrial. As shown on the Land Use Plan, the land uses which are part of the Grove Avenue Specific Plan are consistent with the Airport Environs Element of the Ontario General Plan, as industrial business park uses are designated north of Francis Street on Grove Avenue.

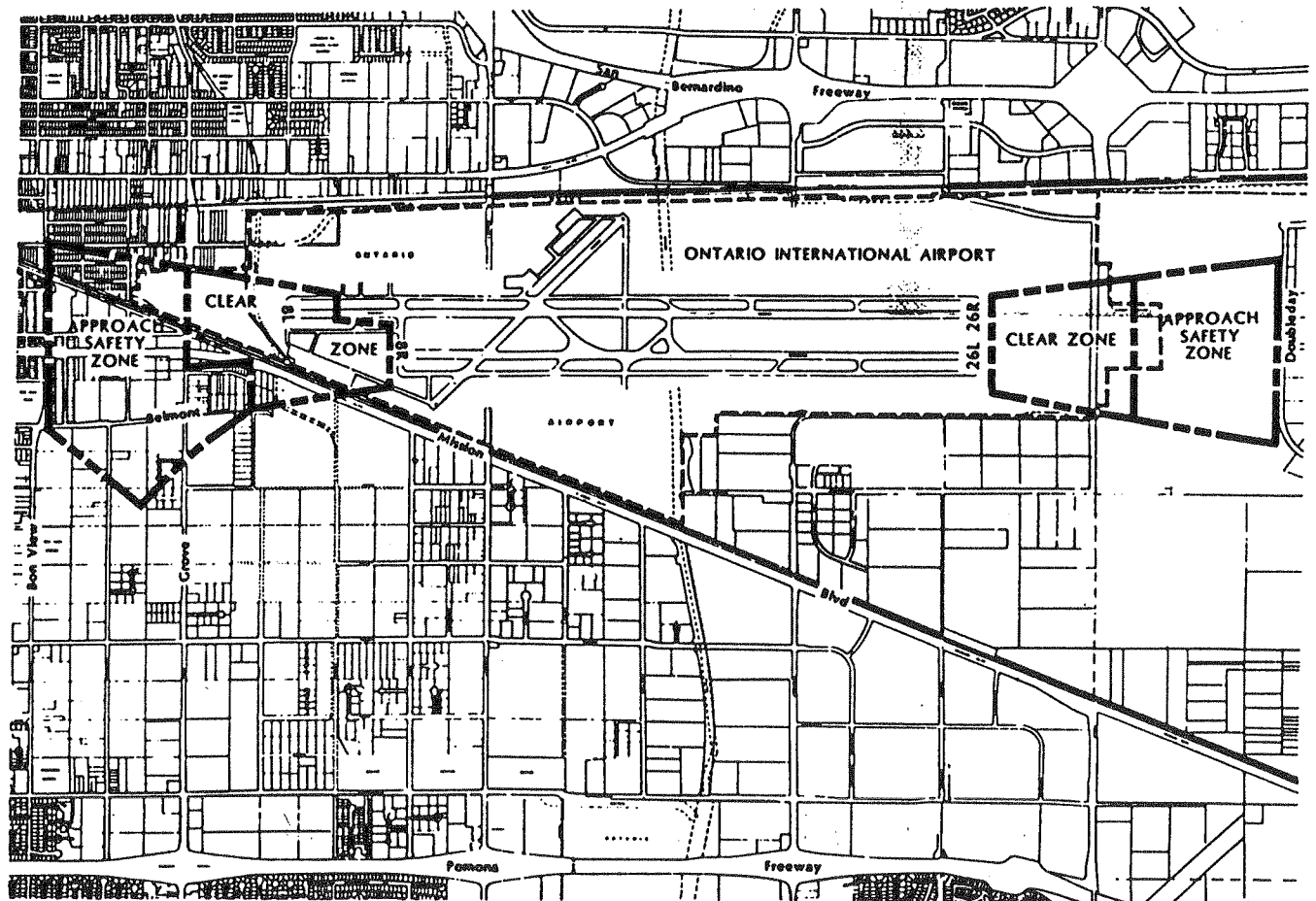
Land use intensities are restricted to a floor area ratio of 0.25 within the airport approach overlay zone. This restriction on floor area ratio is adapted from the Airport Land Use Planning Handbook and is often cited as a method to minimize the number of people exposed to aircraft crash hazards. The development standards contained in the Grove Avenue Specific Plan for the Airport Approach Overlay Zone reflect these use and intensity restrictions.


The Airport Land Use Commission will review future amendments to the Grove Avenue Specific Plan which affect the areas within the Airport Safety Zone because the Commission has adopted the Airport Environs Element as their guideline for development of the properties within the Airport Safety Zones.

CIRCULATION PLAN

Existing Circulation System

Grove Avenue: Grove Avenue is a north-south street which runs from the southerly City limits of Ontario to the northerly City limits, including an interchange with the Pomona Freeway (State



-  Air Safety Zones
-  Airport Boundary

Source:
City of Ontario General Plan
update, 1991. Figure derived
from Ontario International
Airport Layout Plan:
Airport Land Use handbook.

Route 60). Grove Avenue also passes by the west end of the Ontario International Airport. It is designated by the City of Ontario Master Plan of Streets and Highways as a six-lane divided arterial (108 feet right-of-way, 94 feet curb-to-curb) between the Pomona Freeway and Mission Boulevard (**Exhibit 9**).

A raised median, to be maintained by the City of Ontario, is included north of Belmont Street and south of Mission Boulevard.

Grove Avenue has a diamond interchange at the Pomona Freeway and has a traffic signal at the Mission Boulevard intersection. The Grove Avenue intersections at Philadelphia Street and Francis Avenue are signalized and there is an at-grade crossing of the Union Pacific Railroad tracks immediately north of Mission Boulevard. Grove Avenue serves as a major access route to the Ontario International Airport as it provides a direct link from Airport Drive to the Pomona Freeway.

Mission Boulevard: Mission Boulevard is an east-west four-lane divided arterial with an existing pavement width of 94 feet and an existing right-of-way width at Grove Avenue of 150 feet. It serves as a major Inland Empire link and runs from Riverside to Pomona (**Exhibits 9, 10, and 11**).

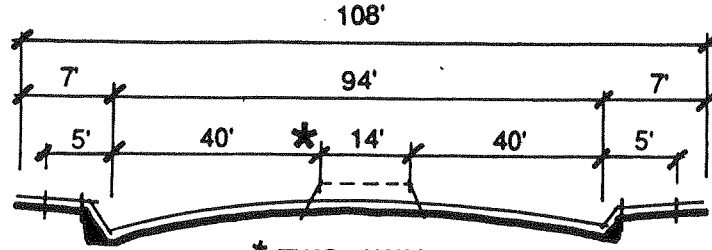
Francis Street: Francis Street is designated by the Master Plan of Streets as a four-lane arterial, which currently has two lanes west of Grove Avenue and four lanes east of Grove Avenue (**Exhibit 10**).

Philadelphia Street: Philadelphia Street is designated as a standard arterial with a 100 foot right-of-way and it is 76 feet wide from curb-to-curb (**Exhibits 10 and 11**).

Circulation Plan

There are two major roadway improvement plans for the Grove Avenue Corridor. The first is a widening project for Grove Avenue between the Pomona Freeway and the Union Pacific Railroad tracks. Grove Avenue has been widened to its fully planned width of 94 feet from the westbound Pomona Freeway ramps to Belmont Street, and the widening of Grove Avenue between Belmont Street and Mission Boulevard is anticipated to be completed by the summer of 1995. These widths will accommodate 3 traffic lanes in each direction plus a dual left turn median lane in the 94-foot cross section. The widening of Grove Avenue has been funded by an assessment district.

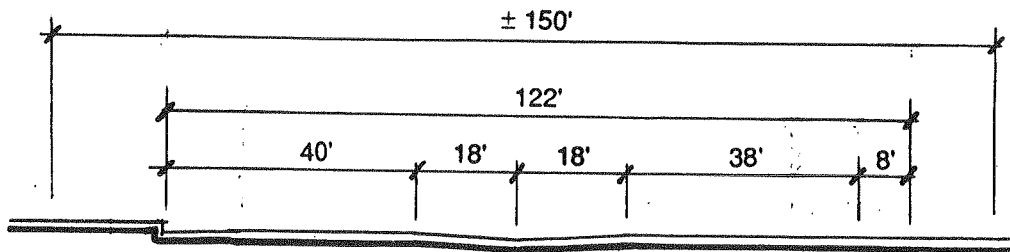
The second major roadway improvement planned for Grove Avenue is an underpass at the Union Pacific Railroad tracks which would separate the grades at this railroad crossing. The project would also result in a 94-foot pavement width for Grove Avenue between Belmont Street and



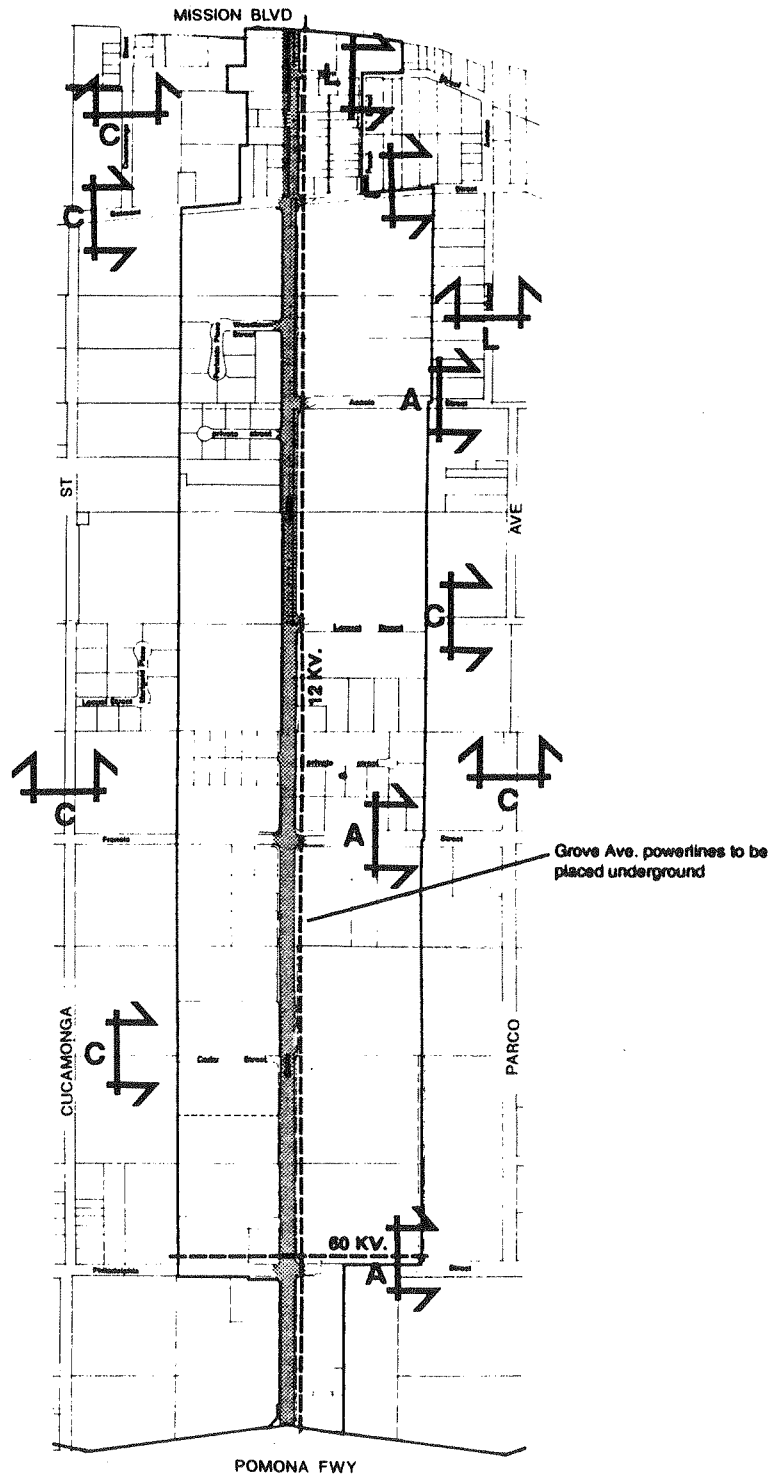
* TWO - WAY
TURN LANE

Raised median to be provided between Belmont and Mission Avenue

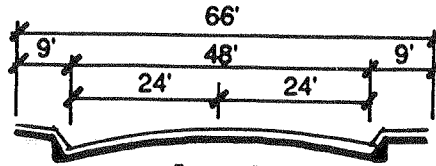
Grove Avenue



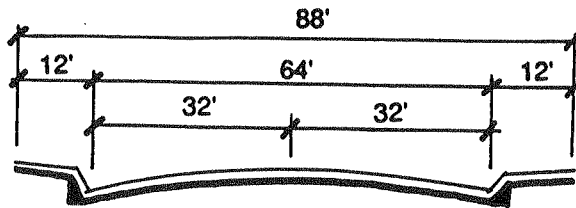
Mission Boulevard



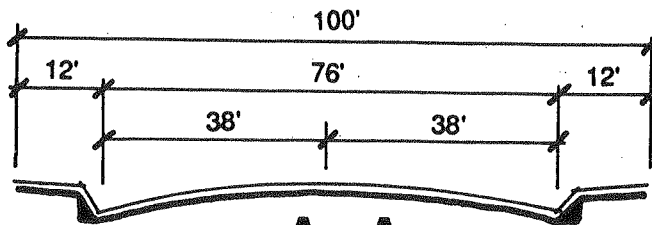
Source:
City of Ontario
Engineering Department



L - L
Belmont Street
Kern Street
Mildred Avenue



C - C
Cucamonga Street
Locust Street
Cedar Street
Parco Avenue



A - A
Philadelphia Street
Francis Street
Acacia Street
Belmont Street

Airport Drive, which would accommodate three lanes in each direction plus a median turn lane. It is estimated that this project will be completed in four to six years.

The Circulation Plan for the Grove Avenue Specific Plan is shown in **Exhibit 12**. In addition to the improvements discussed above, roadway improvements will be required for several additional roadways, including improvements to Grove Avenue north of Belmont Street. The proposed General Plan designates two Class III bikeways to be constructed within the Grove Avenue Specific Plan area. Class III bikeways are designated by signs or surface marking and shared by motorists and pedestrians. The planned bikeways, shown on **Exhibit 12**, run along Mission Boulevard and Philadelphia Street, and are to be installed by the City of Ontario.

Transportation Demand Management Programs

Transportation Demand (TDM) programs, required by the South Coast Air Quality Management District's Regulation XV, should reduce traffic volumes within the project vicinity. Proposed developments along Grove Avenue will participate in TDM programs designed to implement Regulation XV and other air quality mandates.

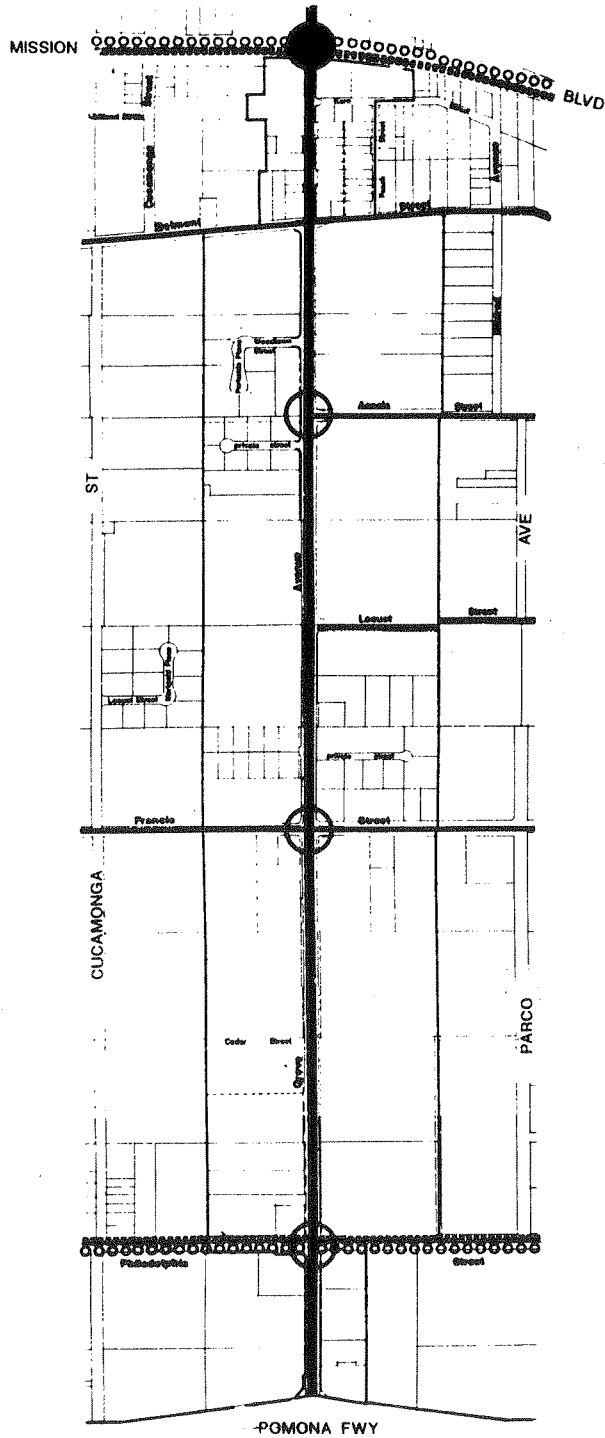
INFRASTRUCTURE PLAN

Water Concept Plan







Ontario is served by its City Water Department, with most of its water provided by the Chino Basin Municipal Water District (CBMWD). The CBMWD is the court-designated Watermaster for the Chino Basin and is responsible for maintaining the quantity of groundwater underlying Ontario and much of western San Bernardino County. (Groundwater quality is the responsibility of the Santa Ana Regional Water Quality Control Board).

The basin has an estimated storage capacity of 13 million acre-feet. The legally designated annual safe yield from the Chino Groundwater Basin is 140,000 acre feet, which is the amount of groundwater that can be pumped from the basin while maintaining safe levels. This is not enough water to completely supply the growing population of Ontario and the surrounding area. Supplementary water is imported to make up the shortfall.

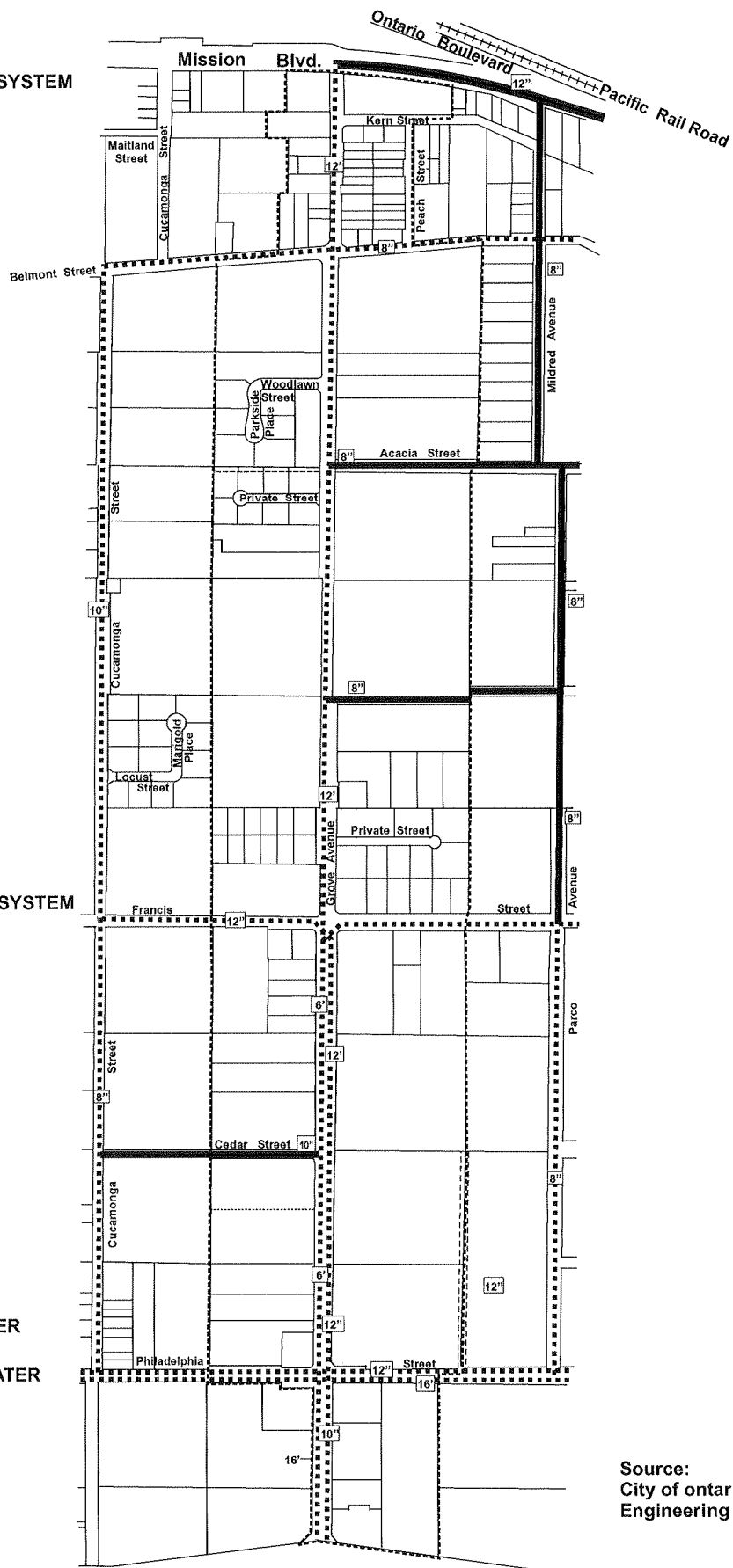
The Concept Water Plan for the Grove Avenue Specific Plan is shown on **Exhibit 13**. The Specific Plan area is within the Fourth Street water system except for the northwest corner. The area fronting on the west side of Grove Avenue between Mission Boulevard and Belmont Street is in the Eighth Street system. The Fourth Street system is basically a grid distribution system with a twelve-inch water main in Grove Avenue and twelve-inch water mains in Francis and Philadelphia Streets. To complete the grid water system, an eight-inch water line is proposed





LEGEND

-  DIVIDED ARTERIAL (6 LANES DIVIDED)
-  STANDARD ARTERIAL (4 LANES DIVIDE)
-  LOCAL STREET (2 LANES UNDIVIDED)
-  PROPOSED CLASS 3 BIKEWAY
-  EXISTING SIGNALIZATION
-  PROPOSED SIGNALIZATION

8TH STREET SYSTEM



4TH STREET SYSTEM

-  EXISTING WATER
-  PROPOSED WATER

Source:
City of ontario
Engineering Department

Pomona (60) Freeway



in Acacia Street, from Grove Avenue to Mildred Avenue. An eight-inch water line needs to be extended in Locust from its terminus easterly to Parco Avenue. A ten-inch water line needs to be constructed in Cedar Street. In addition, a ten-inch water line needs to be constructed in the Parco/Mildred alignment from Francis Street to Mission Boulevard.

As development occurs along the above streets, the development will be conditioned to build its portion of the water line. During the design review stage of a development project, if an off-site water line is needed to complete the loop system for fire protection, the development will qualify for a reimbursement agreement with the City.

Projected water demand for the build-out of the Grove Avenue Specific Plan area is as follows:

**TABLE 3
PROJECTED WATER CONSUMPTION**

Land Use	Usage Factors	Square Feet	Total Demand (gallons)
Business Park	100 gal./day/1,000 sq. ft.	1,952,403	195,240
Office/Commercial	100 gal./day/1,000 sq. ft.	1,060,207	106,020
Total:		3,012,610	301,260

Source: Ontario General Plan Environmental Impact Report, October 1991.

Wastewater System and Treatment

Wastewater (sewage) is collected primarily by lines owned and maintained by the City of Ontario. The collected sewage is then treated by the Chino Basin Municipal Water District (CBMWD), which provides primary, secondary and tertiary treatment. The District owns and maintains all interceptor systems and water reclamation plants to use/dispose of wastewater. The expansion or construction of new regional facilities is also the responsibility of CBMWD.

The CBMWD operates two systems. A nonreclaimable wastewater line is used to export industrial and other nonreclaimable wastes from the basin. These wastes are transported via underground pipelines to the Los Angeles County Sanitation District for treatment at Harbor Island and ocean disposal. Reclaimable wastewater is piped to CBMWD Regional Plant #1, which is located between Vineyard and Archibald Avenues in the south central portion of Ontario. Reclaimed water is used to irrigate the adjacent municipal golf course, and is also used to meet CBMWD obligations to deliver Santa Ana River water to Orange County.

Chino Basin Municipal Water District has a ten-year capital improvement program to increase capacities of the various treatment plants in the area. There is no apparent capacity problem in the near future. The City is presently updating its sewer system master plan. This update is anticipated to be completed by late 1992. There are no known deficiencies in the Grove Avenue Specific Plan area of the City's sewer system at this time. The Master Plan study will provide an updated evaluation of sewer capacity. As development occurs on Grove Avenue, individual property owners will extend sewers onto their site and extend master plan sewers within future roadways.

The Concept Sewer Plan for the Grove Avenue Specific Plan area is shown in **Exhibit 14**. An eight-inch sewer line runs in Grove Avenue north of Francis Street and a ten-inch sewer line runs in Grove Avenue south of Francis Street to Philadelphia Street. Additional existing and proposed sewer lines are required as shown on the Concept Sewer Plan.

Project sewage demand for the build-out of the Grove Avenue Specific Plan area is as follows:

**TABLE 4
PROJECTED SEWER DEMAND**

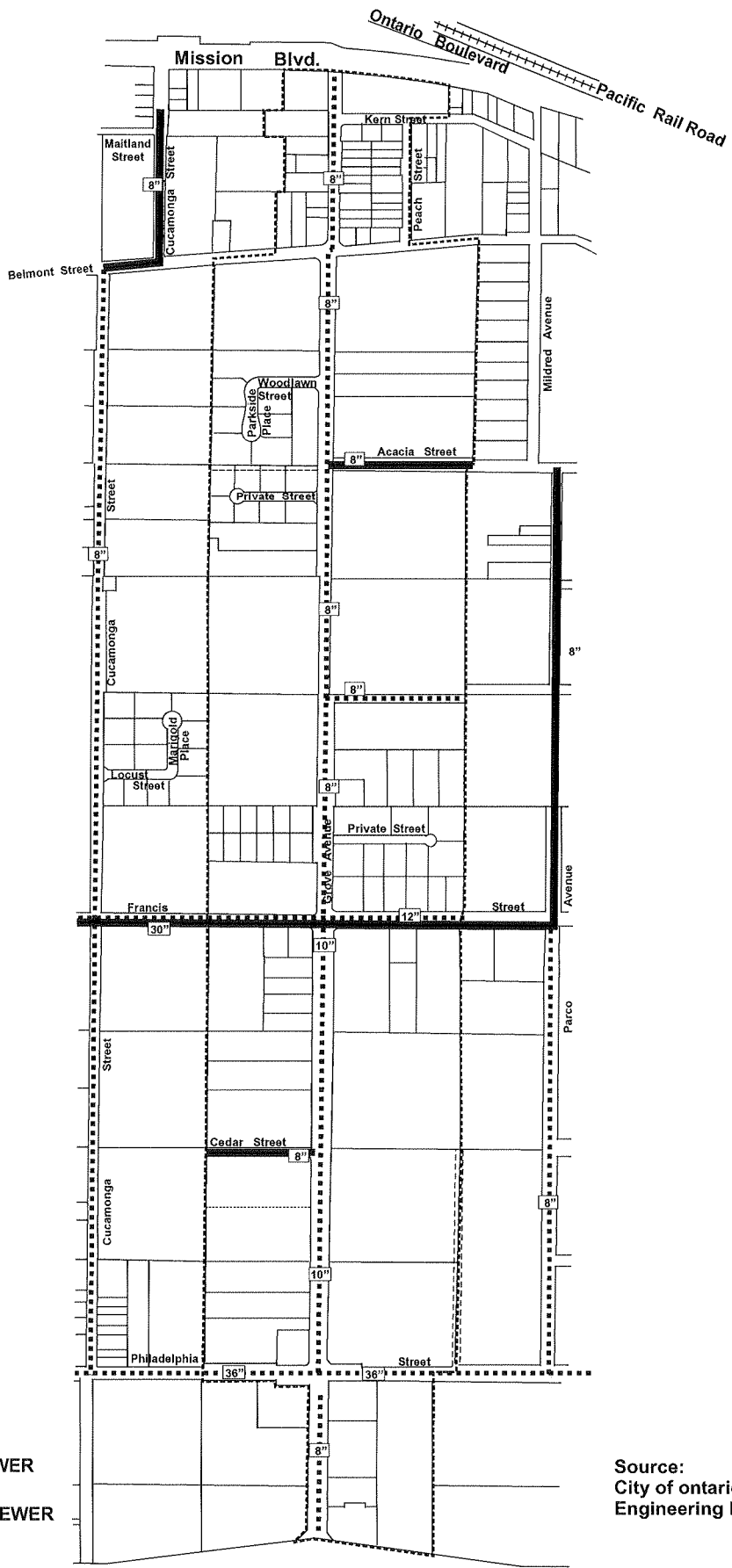
<u>Land Use</u>	<u>Usage Factors</u>	<u>Square Feet</u>	<u>Total Demand (gallons)</u>
Business Park	100 gal./day/1,000 sq. ft.	1,952,403	195,240
Office/Commercial	100 gal./day/1,000 sq. ft.	1,060,207	106,020
Total:		3,012,610	301,260



Source: Ontario General Plan Environmental Impact Report, October 1990.

Storm Drain Facilities

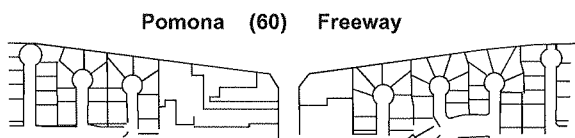
The Grove Avenue Specific Plan area is within the West Cucamonga Creek Drainage area. West Cucamonga Creek is a San Bernardino County Flood Control facility and is built to carry the 100-year design flow. West Cucamonga Creek is located approximately one-half mile east of Grove Avenue.

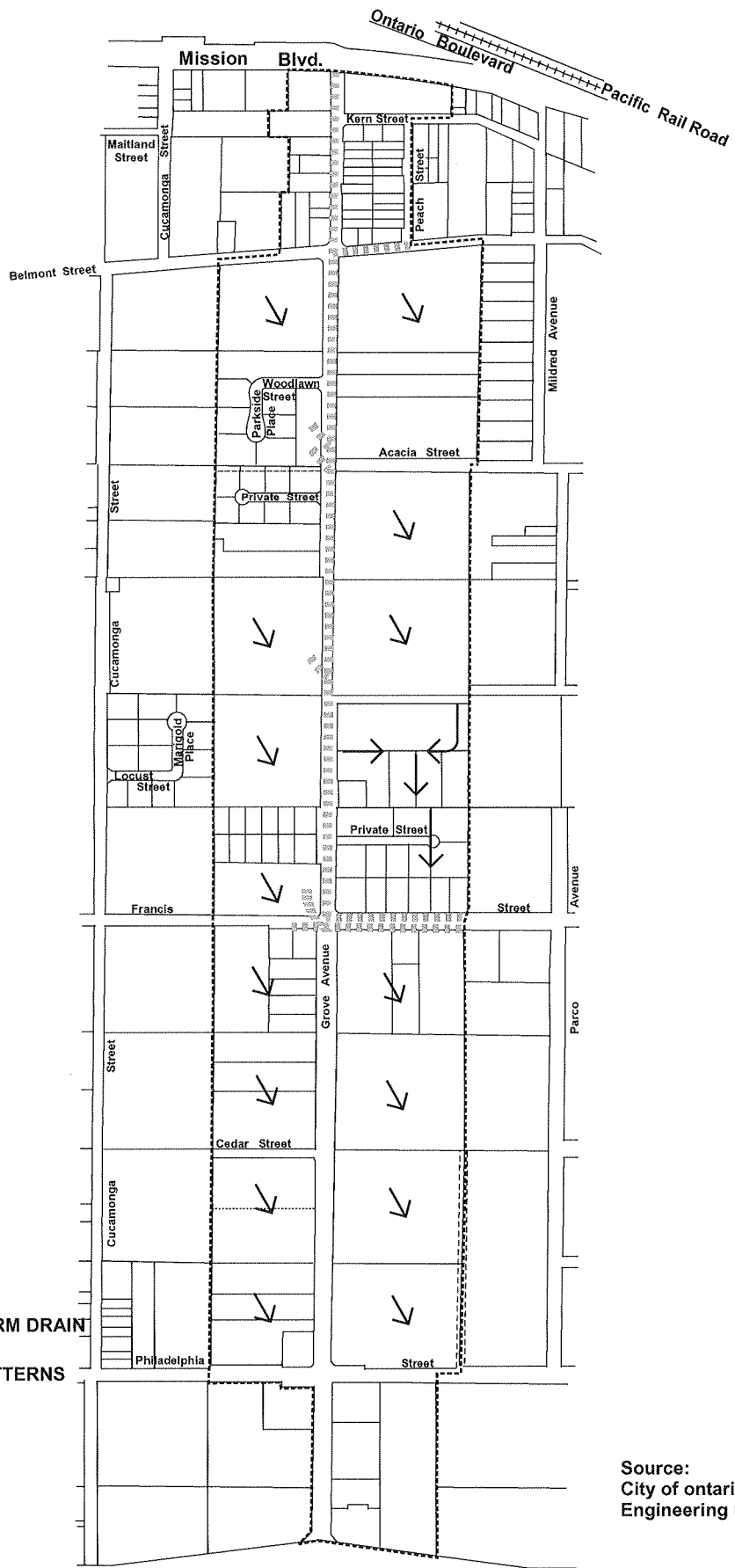
The Concept Storm Drain Plan is shown on **Exhibit 15**. As part of the Grove Avenue assessment district, storm drain facilities were installed in Francis Street and Grove Avenue north of Francis; however, this system was primarily designed to handle the storm water from the area west of Grove Avenue and north of Francis Street. The following storm drain improvements are needed to serve the Specific Plan area and surrounding areas:



-  EXISTING SEWER
-  PROPOSED SEWER

Source:
City of Ontario
Engineering Department





1. A 66-inch reinforced concrete pipe system from West Cucamonga Creek, westerly in Acacia to approximately 300 feet west of Mildred Avenue;
2. A 54-inch reinforced concrete pipe system, beginning at West Cucamonga Creek, extending west in Locust Street to 300 feet west of Parco Avenue; and
3. A 72-inch reinforced concrete pipe system in Philadelphia, beginning at West Cucamonga Creek, going west all the way to Grove Avenue.

As precise plans for development along Grove Avenue are submitted to the City, complete hydrology studies and storm drain designs will be required.

Solid Waste Disposal

The City of Ontario provides solid waste disposal service throughout the City, including the project site. Four and one-half refuse trucks currently service the City's commercial areas. Three refuse trucks currently serve the industrial areas. Solid waste collected within the project site will be transported to San Bernardino County's Milliken Landfill. The Solid Waste Superintendent will approve the type, size, quantity, and location of all solid waste receptacles and recyclable facilities. All refuse and recyclable facilities enclosures shall be constructed to City specifications.

Natural Gas

The Southern California Gas Company provides natural gas service to the City of Ontario. There is presently a two- to four-inch, high pressure gas main within the Grove Avenue right-of-way. Service will be in accordance with the Company's policies and extension of service rules on file with the California Public Utilities Commission.

Electricity

Electricity to the Grove Avenue Specific Plan is provided by the Southern California Edison Company. Electric power lines along Grove Avenue are being undergrounded as part of the Grove Avenue Improvement Plan.

Telephone

Telephone service to the Specific Plan area is provided by the General Telephone Company (GTE). There are existing facilities on Grove Avenue that will serve the site. All telephone

lines within the site will be placed underground within dedicated public streets, dedicated public utility easements along streets, or in dedicated easements within private streets, as approved by the City engineer and GTE. General Telephone will maintain telephone facilities.