

2.0 EXISTING CONDITIONS

2.1 EXISTING AND SURROUNDING LAND USES

The project site is occupied by agricultural uses, including a dairy farm, row crops, and vacant land which was previously used in the same manner. Dairy farming and agriculture (row crops) have been the primary use of the property since the 1930s or earlier. The surrounding uses also include dairy farms, row crops, and vacant, undeveloped land (Exhibit 2.1 Aerial Map of Surrounding Uses). The Parkside Specific Plan is located to the north of the project site. The Ontario Plan has designated the surrounding areas in Ontario Ranch for business park, industrial, and residential uses. The City of Chino abuts the southwest corner of the project site.

Figure 2.1 also shows approved specific plan areas surrounding the site as well as current projects and projects with pending applications. On the north and east side, there are two specific plan areas that will be developed primarily with residential uses and with some supporting commercial and open space uses. To the south of the site there are several industrial projects in progress or with pending applications.

2.2 AIRPORT INFLUENCE AREAS

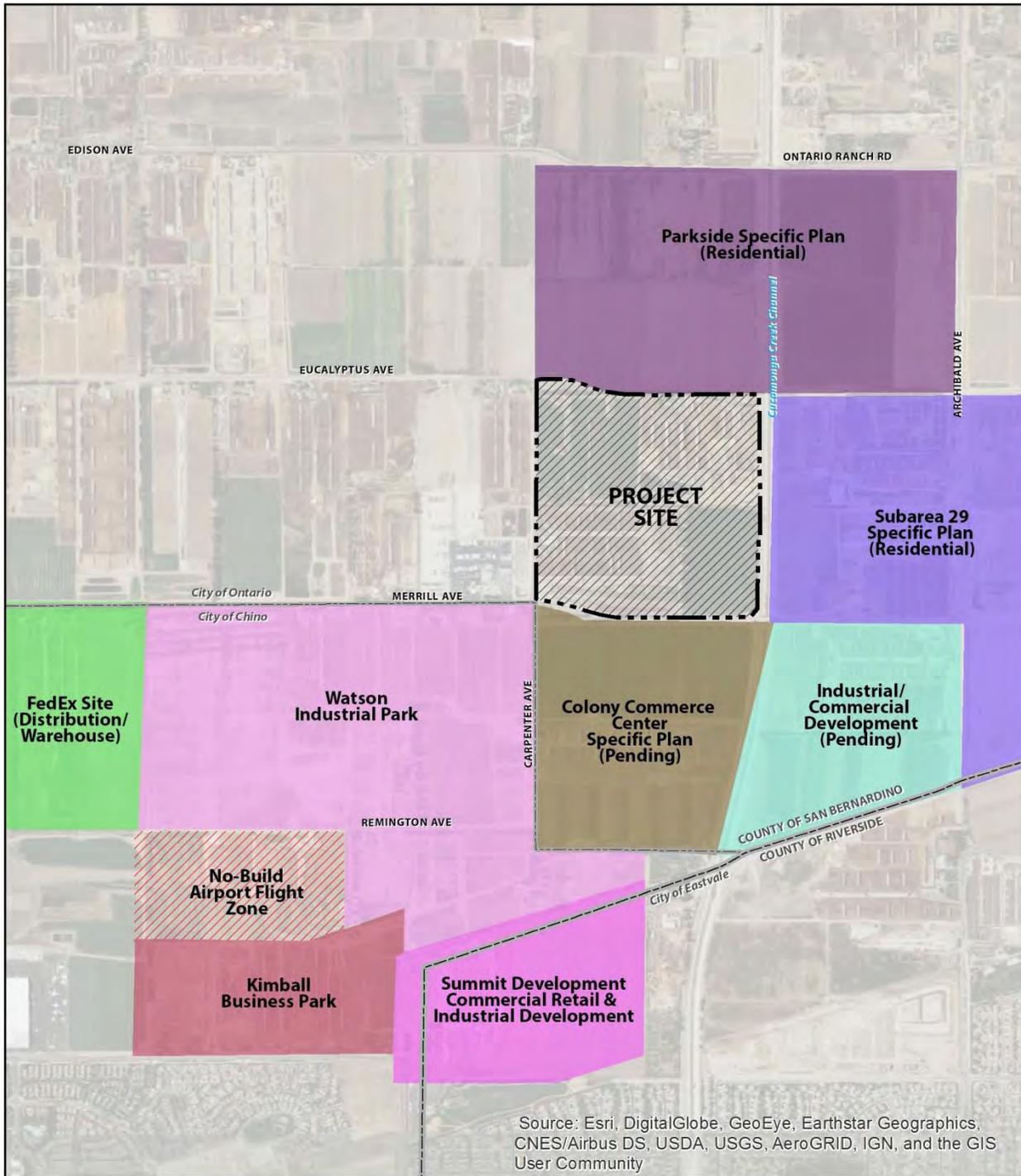
Ontario International Airport Influence Area

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 project site 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 Zone

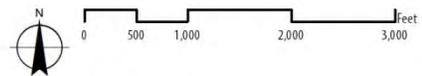
The Specific Plan area is within Safety Zone 6 of the Chino Airport Overlay (Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook). Zone 6 calls for limiting people-intensive uses such as stadiums, large day care centers, hospitals, and nursing homes. The Plan's land uses (industrial and business uses) are compatible with these guidelines. The California Airport Land Use Planning Handbook requires the provision of approximately 10 percent of usable open land or an open area approximately every 1/4 to 1/2 mile with minimum dimensions of 300 feet long by 75 feet wide in projects within Safety Zone 6. The Handbook further indicates that ideal emergency landing sites are ones which are long, level, and free of obstacles, much like a runway. In the Specific Plan area, surrounding roads, drive aisles and truck parking lots address the open land requirement. In addition, the Specific Plan's parking areas and all public streets (Merrill, Eucalyptus, Carpenter, and Hellman Avenues) meet these width and length requirements.

FIGURE 2.1: SURROUNDING LAND USES



Legend

 Specific Plan Boundary



Date: December 2016
 Source: ESRI World Imagery, 2015
 Base Map Prepared by: MIG, Inc.

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 which 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. Landowners may terminate a Williamson Act contract through non-renewal in which the contract winds down over a ten-year period or cancellation under limited circumstances and with the payment of a cancellation fee.

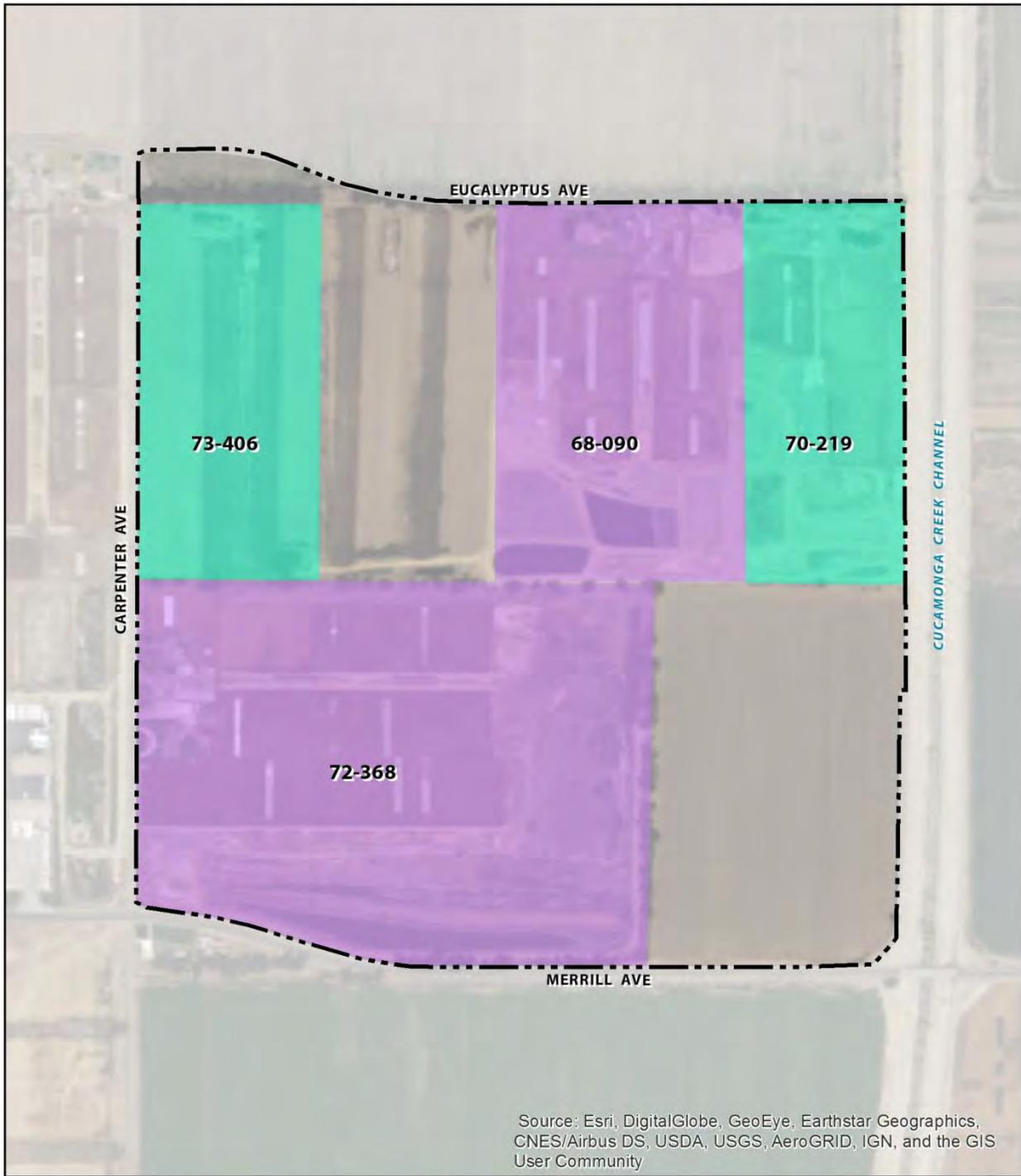
Within the West Ontario Commerce Center Specific Plan area there were four Williamson Act contracts. Two expired in 2011 and two are active, as shown in Exhibit 2.2. Parcels with active Williamson Act contracts may not be used for any purpose other than agriculture or open space until the contract has been terminated either through the non-renewal process or payment of a cancellation fee. Any remaining Williamson Act contracts will need to be retired prior to development of those areas. Cancellation has been requested for parcels in the Specific Plan area subject to Williamson Act requirements.

2.4 EXISTING (2016) ONTARIO PLAN AND ZONING LAND USE DESIGNATIONS

The project site currently carries two Ontario Plan land use designations (Exhibit 2.3 Land Use Plan and Zoning). The two parcels on the southern portion of the site (APNs 0218-261-16 and 0218-261-22), are designated Industrial. The northern parcels (APNs 0218-261-23, 0218-261-22, 0218-261-32, 0218-271-08, 0218-271-13, 0218-221-09) are designated Business Park and (Figure 2.4). The project includes an application for a General Plan Amendment in conjunction with the first phase of the project to increase the area designated Industrial and decrease the area designated Business Park.

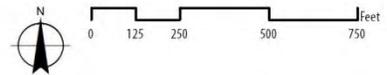
Most of the project site is zoned AG-Specific Plan. The AG-Specific Plan indicates that while the underlying land can accommodate the continuation of agricultural uses, a specific plan is required by the City in order to comprehensively plan for development of uses within the project site. The small parcel (0218-221-09) in the northwest corner of the Specific Plan area is zoned Specific Plan and is currently part of the Parkside Specific Plan, which designates the parcel for residential uses.

FIGURE 2.2: WILLIAMSON ACT CONTRACT STATUS



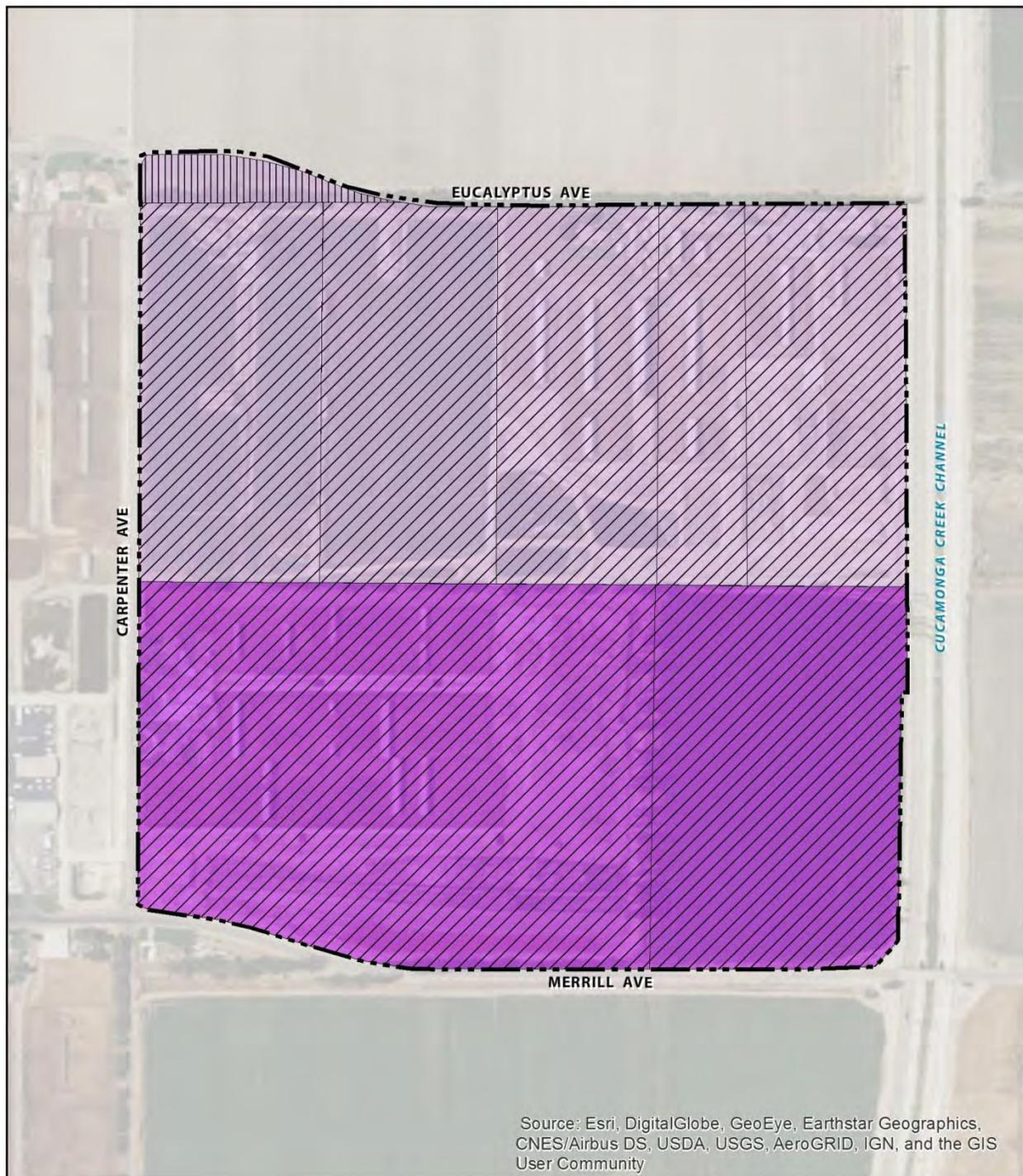
Legend

-  Specific Plan Boundary
-  73-406 Active Contract
-  72-368 Expired
-  Not Subject to Williamson Act



Date: December 2016
Source: City of Ontario, 2010;
ESRI World Imagery, 2015
Base Map Prepared by: MIG, Inc.

FIGURE 2.3: LAND USE PLAN AND ZONING



Legend

Specific Plan Boundary

Land Use Plan Designation

Business Park

Industrial

Zoning Designation

AG-Specific Plan

Parkside Specific Plan



0 125 250 500 750 Feet

Date: December 2016
 Source: City of Ontario, 2010;
 ESRI World Imagery, 2015
 Base Map Prepared by: MIG, Inc.

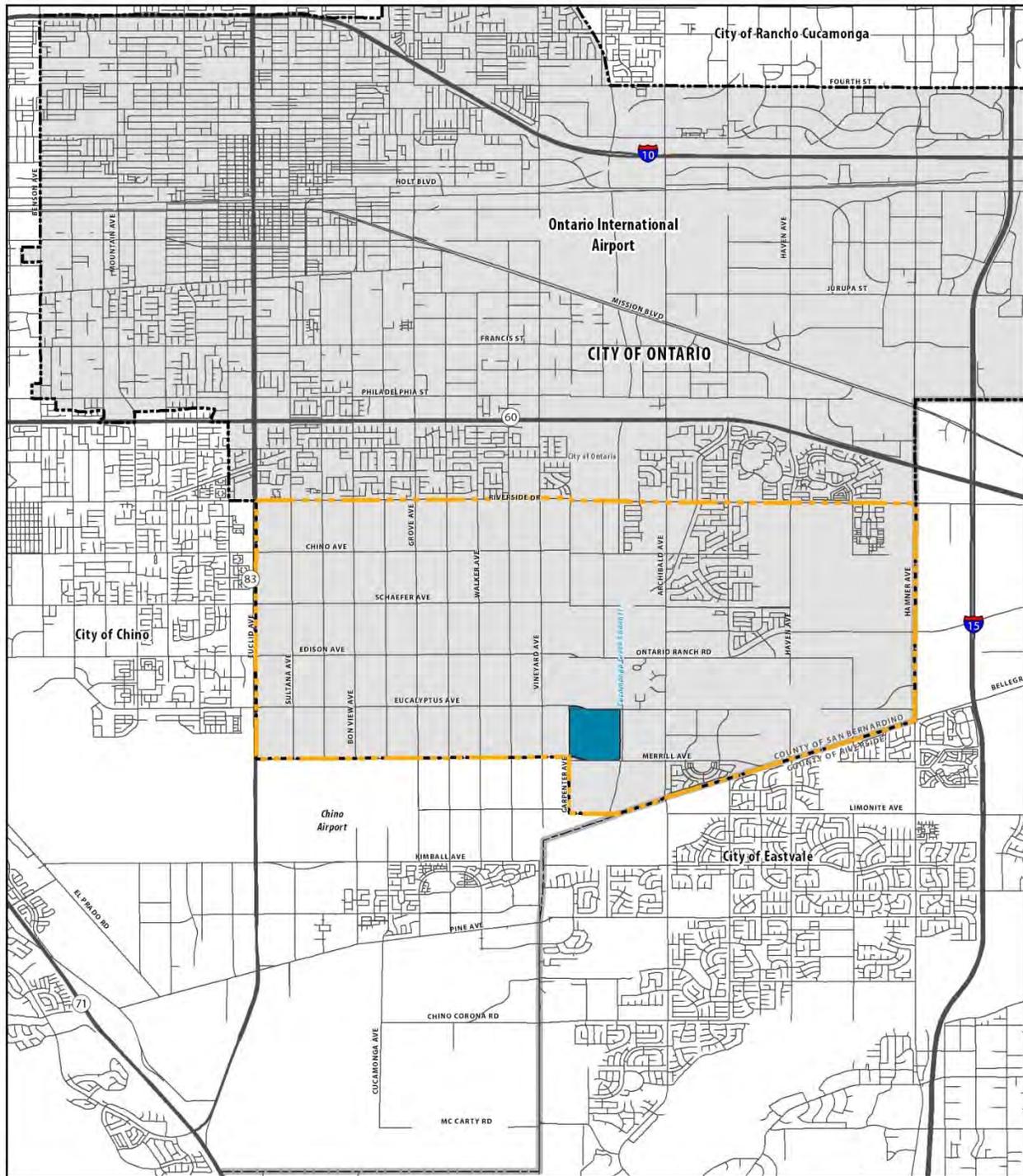
2.5 EXISTING CIRCULATION

The project site is located approximately 3.5 miles due west of Interstate 15 with access via Limonite Avenue, then north to Archibald Avenue and west on Merrill Avenue, which abuts the project site on the south. State Route 60 is located approximately three miles north of the project site via Archibald Avenue. State Route 83 (Euclid Avenue) is located approximately 2.5 miles west of the project site with access from Merrill Avenue.

Local access to the project site is provided from Eucalyptus Avenue on the north, Carpenter Avenue on the west, and Merrill Avenue on the south. Eucalyptus Avenue is currently a two-lane street that terminates at Cucamonga Creek on the east and connects with State Route 83 on the west. The Ontario Plan designates Eucalyptus Avenue as a four-lane collector street running the length of the City and eventually connecting to I-15 to the east, but currently the portion of Eucalyptus Avenue bounding the north portion of the Specific Plan area is an unpaved road. Merrill Avenue is currently a paved two-lane road that is designated by The Ontario Plan as a four-lane collector and a truck route. Carpenter Avenue is currently a two-lane paved road that is not designated in The Ontario Plan. Carpenter Avenue runs along the length of the Specific Plan area beginning at Eucalyptus Avenue and continues to the south. North of the Specific Plan area, Carpenter Avenue is not yet developed. The City of Ontario Functional Roadway Plan also shows Hellman Avenue running from Riverside Drive and south to Merrill Avenue but it is not yet developed. If constructed per the Functional Roadway Classification Plan, Hellman Avenue would bisect the Specific Plan area. No access is available on the east as the project site is bounded by the Cucamonga Creek Channel.

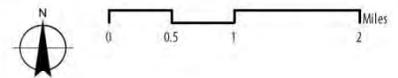
Figure 2.4 shows regional circulation routes. Currently (2016) Interstate 10 and the Ontario International Airport can be accessed from the Specific Plan area via Archibald Avenue and Haven Avenue. State Route 60, located north of the Plan area, can be reached from Euclid Avenue (State Route 83), located west of the Plan area or Archibald Avenue located east of the Plan area. Interstate 15, located east of the Plan area, can be reached via Archibald Avenue and either north to Ontario Ranch Road or south to Limonite Avenue. State Route 71, located eight miles to the west of the Specific Plan area, can be reached by traveling west on Merrill Avenue and South on Euclid Avenue (State Route 83).

FIGURE 2.4: REGIONAL CIRCULATION



Legend

-  Ontario Ranch
-  Specific Plan Area
-  City of Ontario
-  Freeways/Highways
-  Roads



Date: November 2016
 Source: City of Ontario
 Base Map Prepared by: MIG, Inc.

2.6 EXISTING ENVIRONMENTAL CONDITIONS

Topography

Visually, site topography slopes gently downward to the south, at an estimated gradient of one percent. There is an approximately 25-foot change in elevation across the plan area.

Geology, Soils, and Seismicity

An environmental site assessment (ESA) indicates that the soils encountered at the subject site within the approximately explored depth of 30 feet below ground surface consisted of fine, sandy, silty, moderately moist clay. Groundwater was not encountered in any of the soil borings conducted as part of the assessment and no unusual odors were identified in the soil samples. No other unusual conditions were noted during the environmental site assessment field work.

No levels of arsenic, methane, or organochlorinated pesticides were detected in on-site soils including soils sampled on land that is currently in use as a dairy and on land that was formerly occupied by dairy uses. The specific principal findings of the Phase II ESA for all the areas sampled are as follows:

- ❖ No levels of Arsenic (USEPA Method 6061B) were detected that are a concern or that exceed their respective reporting limits and/or any identified action levels.
- ❖ No levels of Methane (USEPA Method 8015B Methane) were detected that are a concern or exceed their respective reporting limits and/or any identified action levels.
- ❖ No levels of Organochlorinated pesticides (Agricultural Chemicals) (USEPA Method 8081A) were detected that are a concern or exceed their respective reporting limits and/or any identified action level.

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 to be 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 Plan area.

Hydrology

There are no major or minor waterways on the project site. Running parallel to the east of the project site is Cucamonga Creek, a concrete-lined flood control channel. Existing topography causes storm water to discharge across the site primarily from north to south. Current storm water runoff is generally contained by berms or discharges into holding ponds on site, which also contain waste water from dairy operations.

According to FEMA Flood Insurance Rate Maps, the project site is located within Zone X (minimal flood hazard), in an area protected by levees from the one percent annual chance flood.

Biological Resources

The project site generally represents low biological resource value, due to highly disturbed site conditions and the long-standing and historic dairy/agricultural uses resulting in low biological diversity. There is limited vegetation on the majority of the site; the vegetation that exists is generally non-native grasses and weeds.

Utilities

Chapter 3 (Development Plan) of this Specific Plan describes the type and location of utility improvements that will serve the West Ontario Commerce Center Specific Plan.

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