

1. INTRODUCTION

PURPOSE AND INTENT

The purpose of the Grove Avenue Specific Plan is to implement the goals and policies of the Ontario General Plan by establishing design guidelines, development standards, and infrastructure requirements to aid in the development of the Grove Avenue Corridor as a light industrial and limited, commercial Business Park.

AUTHORITY

California Government Code (Section 65450 et. seq.) contains provisions for the preparation of specific plans. The Grove Avenue Specific Plan has been prepared in conformance with the Code, as well as all applicable ordinances and resolutions of the City of Ontario. The Code requires that specific plans contain text and diagrams which specify:

- A. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- B. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
- C. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- D. A program of implementation measures including regulations, programs, public work projects, and financing measures necessary to carry out paragraphs A, B and C; and
- E. A statement of the relationship of the Specific Plan to the General Plan.

PROJECT LOCATION

Regional Context

The Grove Avenue Specific Plan area (**Exhibit 1**) is located in the City of Ontario, in San Bernardino County. Orange County and Riverside County lie south of the project area, and Los

Angeles County lies to the west. The Grove Avenue Specific Plan area is adjacent to the Pomona Freeway (State Route 60). It is approximately 51 miles from downtown Los Angeles and 20 miles from downtown San Bernardino. Several major freeways are within 20 miles of the Specific Plan area, including the Corona Freeway (State Route 71), the Ontario Freeway (Interstate 15), the Barstow Freeway (Interstate 215), the Orange Freeway (State Route 57), the San Bernardino Freeway (Interstate 10), the Riverside Freeway (State Route 91), and Interstate 210.

Area Context

Grove Avenue is the primary southern entrance to the Ontario International Airport via the Pomona Freeway. The Ontario International Airport is adjacent the northeast corner of the Specific Plan area, and the Chino Airport is located approximately 4 miles south of the Specific Plan area (Exhibit 2).

BACKGROUND AND HISTORY

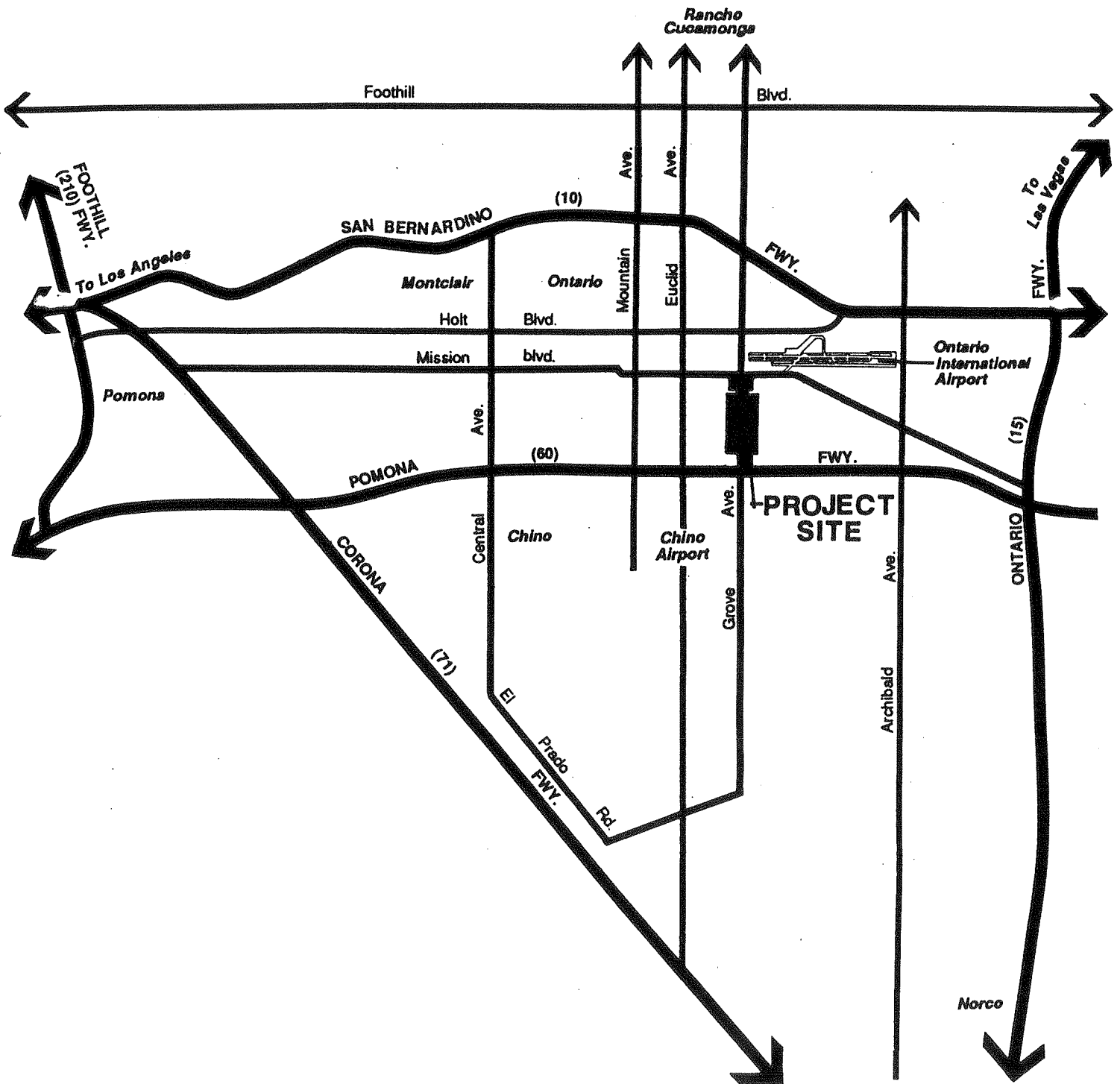
Involvement of the Grove Avenue Property Owners in the Planning Process

For the past couple of years, several of the property owners in the Grove Avenue Corridor have been involved in the planning for future development along Grove Avenue. A property owners committee was formulated at the inception of the planning process for the Grove Avenue Specific Plan. This property owners committee provided input throughout the specific plan process.

Ontario International Airport Ground Access and Terminal Expansion

A Ground Access and Terminal Expansion Study was prepared by the Southern California Association of Governments in 1982. The purpose of the study was to develop a plan and implementation program to improve those elements of the off-airport ground access system which can best mitigate the anticipated increase in surface traffic generated by the planned expansion of the existing passenger terminal facilities at Ontario International Airport and by non-airport growth in the area.

The expansion will serve a forecasted demand of 12 million annual passengers by 1995. It includes a new 700,000 square foot terminal, parking for an additional 9,000 vehicles, structural pavement for taxiways and parking positions for 36 aircraft, and an internal airport roadway system.



Grove Avenue is a major component of the ground access program. As the major access to/from Ontario International Airport from the south, Grove Avenue will have substantial increases in traffic volume associated with the airport expansion program.

Area Market Overview

In March of 1989, a feasibility study for Grove Avenue was prepared by Wallace, Roberts and Todd. It contained an extensive evaluation of the market conditions in the Specific Plan area. The major findings of the feasibility study are summarized below.

The Ontario International Airport has become the center of a large and rapidly growing business core in Southern California. Building data comparing the valuation of commercial and industrial permits to those in the five county Southern California area demonstrate the strength of the local economy.

In 1985, the number of industrial building permits issued by the City of Ontario equaled about 0.3% of those in the five county area. Similarly, the valuation of commercial permits was about 0.1%. The climb in industrial building activity has been virtually spectacular, ranging between 6% and nearly 10% of all industrial permits in Southern California between 1985 and 1989.

The growth in commercial permits has been slower reaching nearly 1% of the total five county area for the last several years. This figure is more impressive than it seems because commercial permits include both retail and office structures.

Most recently, the valuation of commercial permits in the City of Ontario jumped to over 2% of the Southern California market because of the number of new office buildings being constructed in the vicinity of the Ontario International Airport.

The Ontario International Airport has been a major factor in the concentration of growth in the City of Ontario and surrounding region. It is a center of business activity, and it has promoted Ontario to the rest of the Southern California. Ontario's proximity to Los Angeles, the freeway system, and low land prices have been other factors in the concentration of growth in the City and surrounding region.

The Ontario International Airport presently carries 5.5 million passengers a year or just over twelve percent of the number of passengers accommodated by the Los Angeles International Airport (LAX). In 1977-1978, the total number of passengers at Ontario were less than 6 percent of those at LAX. Similarly, the cargo traffic at the Ontario International Airport is now 20 percent of that at LAX, up from less than one half of one percent in 1977-78.

Large planned developments in Ontario and neighboring communities opened at land prices well below those in Los Angeles and Orange Counties. This comparative advantage still exists.

Recent Development Activity

Several projects have been recently (1986-1989) built, approved, or are pending within the Grove Avenue Specific Plan area, and the immediate vicinity. Recent, proposed development is of an industrial/business park character.

In recent years, Grove Avenue has become the location of several industrial parks including: the Pepper Grove Business Park, Woodlawn Industrial Park, Acacia court, and portions of Grove Avenue Business Park. Together these developments account for approximately 25 acres.

Approved and pending projects account for 5% of all land and 7% of vacant land within the Specific Plan area. Approved projects span six parcels and eleven acres. A total of twelve new buildings are anticipated.

In addition to the development activity within the Specific Plan area, several projects have been approved in the immediate vicinity. Nine parcels have been approved for industrial development and are expected to contain approximately nine new buildings. Just north of the Specific Plan area, twelve industrial buildings and a request for subdivision are pending approval.

PLANNING OBJECTIVES

Below is a synopsis of the existing opportunities that affected the development of the Grove Avenue Specific Plan:

- * A significant portion of the study area is vacant (54%).
- * The vacant parcels tend to be relatively large in size (5 acres or greater) and have significant frontages adjacent to Grove Avenue or other arterial thoroughfares.
- * Several industrial park projects recently constructed within the Specific Plan area are of high quality and would be compatible with higher intensity business park, retail or office uses.
- * Basic utilities (sewer, water, storm drainage) have already been provided by the City of Ontario.
- * The Grove Avenue Corridor area offers excellent regional access to the Ontario International Airport via an interchange at the Pomona Freeway. As part of the Ground Access Program for the Ontario International Airport, access will be improved with the completion of the Grove Avenue/Union Pacific Railroad grade separation in the early 1990's.

The objectives of the Grove Avenue Specific Plan are:

- A. To provide opportunities for the establishment of airport-serving light industrial land uses, airport-related businesses and offices, and retail and support commercial development aimed at serving the needs of airport-bound visitors and nearby workers;
- B. To create a distinctive identity for Grove Avenue in recognition of its importance as the primary transportation link between the Pomona Freeway (State Route 60) and the Ontario International Airport by specifying design standards, as well as landscape and streetscape treatments, for development within the Grove Avenue Corridor; and
- C. To obtain the highest and best use of the properties within the Grove Avenue Specific Plan area by maximizing the opportunities to intensify the existing and proposed land uses without compromising Grove Avenue's function as the primary southern access to the Ontario International Airport via the Pomona Freeway.

RELATIONSHIP TO THE ONTARIO GENERAL PLAN

California State Law (Government Code Section 65450 et. seq.) requires that a specific plan include a discussion of its relationship to the City's General Plan. The Government Code also stipulates that no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan. The following discussion contains a list of the goals and policies of the City of Ontario General Plan that apply to the Grove Avenue Specific Plan. For each identified goal or policy, a statement regarding its consistency with the Grove Avenue Specific Plan is provided.

Hazards Element

Flooding:

Goal 2.0: Identify and reduce flood-related hazards and risks.

The intermittent flooding problems on Francis Street at Grove Avenue have been reduced by the installation of storm drainage improvements associated with the Grove Avenue Improvement Plan.

Infrastructure Element

Goal 5.0: Provide for the adequate, timely and economically sound development of flood protection facilities for Ontario residents and businesses.

Policy 5.2: Continue to give priority to improvement of significant deficiencies in the existing system over new facilities to serve development areas of the City.

All development proposals within the Grove Avenue Specific Plan area will be required to prepare on-site hydrology studies and to make the required improvements per the City's Master Plan of Drainage. An assessment of the ability of the existing and planned facilities to accommodate the proposed development shall be completed and any necessary modifications shall be identified.

Dust, Wind and Blowsand:

Goal 4.0: Reduce damage to life and property from dust, wind, and blow-sand.

Policy 4.1: Require new development to demonstrate permits from the Agricultural Commissioner's office and comply with their provisions before issuing permits for new construction within the soil erosion control area.

The entire Specific Plan area is located in an area identified by the General Plan as a soil erosion control area. As such, development within the Specific Plan area will be required to adhere to dust control measures during construction.

Airport Environs Element

Goal 3.0: Protect residents and workers within air safety zones from excessive exposure to accident potential.

Goal 5.0: Encourage and accelerate the orderly and systematic replacement of incompatible uses by industrial development within action area II west of the airport.

Policy 5.2: Purchase nonconforming residential uses from willing sellers.

Policy 5.3: In areas of extreme noise impact, vacate and demolish acquired residential units and relocate occupants to safer, quieter housing.

Policy 5.4: Land bank and assemble developed residential parcels for future industrial development.

- Policy 5.5: Acquire and land bank vacant land for future industrial development. Offer acquired properties for sale with development controls and aviation easements.
- Policy 5.6: Under the administration of the City of Ontario Redevelopment Agency, assist willing sellers participating in the acquisition program.
- Policy 5.7: Give priority in City housing programs to relocating renters from Action Area II in need of housing assistance.

A portion of the Grove Avenue Specific Plan area (that area north of Francis Street) is identified as Airport Action Area II (**Exhibit 3**). No residential uses are proposed in the area north of Francis Street. Existing residential uses are currently nonconforming uses. The Grove Avenue Specific Plan contains an overlay zone for the purpose of specifying appropriate restrictions to protect workers within air safety zones from excessive exposure to aircraft crash hazards. A separate program, the Ontario International Airport Part 150 Study, is responsible for minimizing exposure to aircraft noise. Options to address the existing residences along Grove Avenue north of Belmont Street, including relocation, is part of the City of Ontario's implementation program for the Ontario International Airport Part 150 Study.

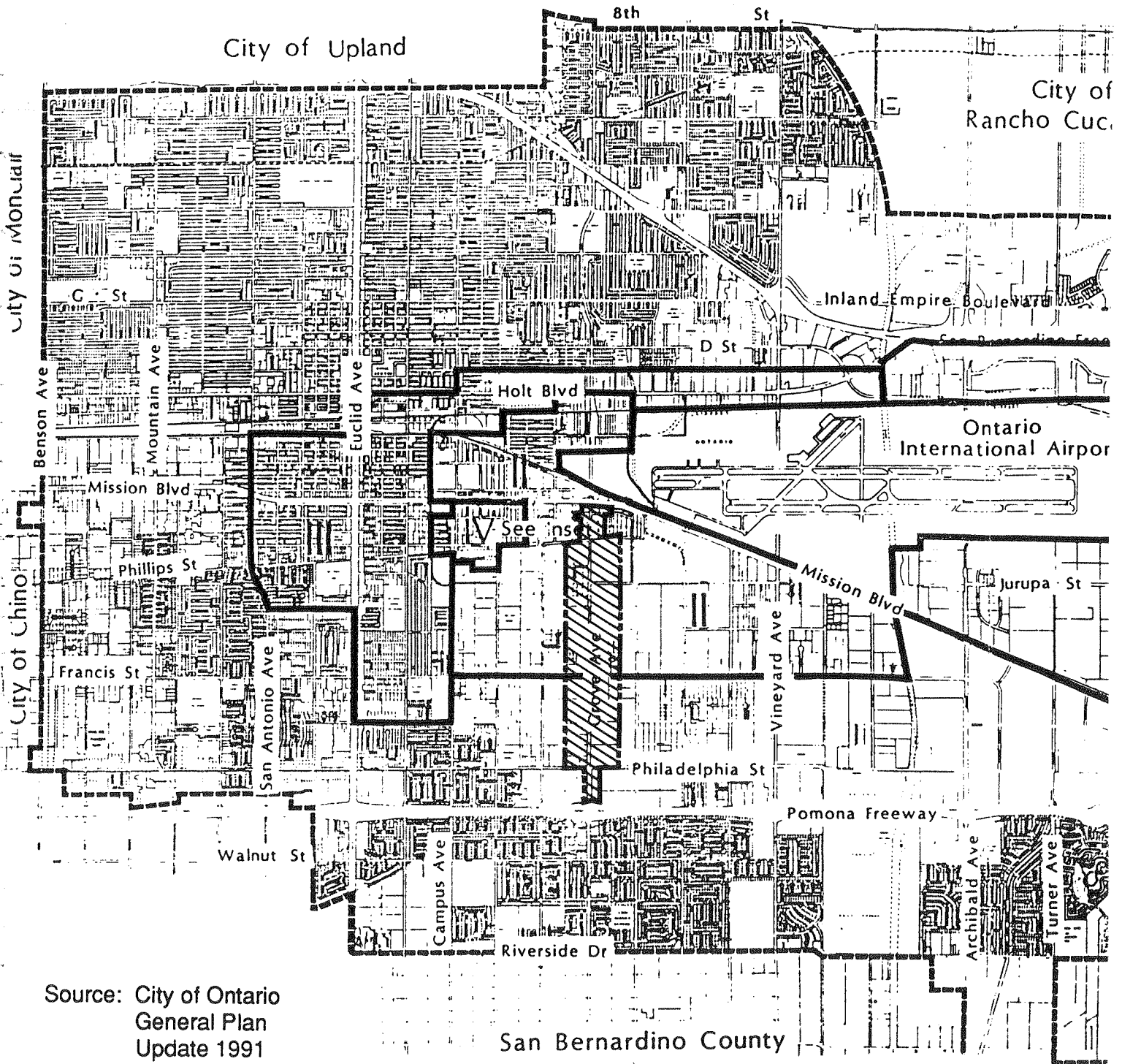
Natural Resources Element

- Goal 2.0: Support and reinforce regional air quality plans and programs.
- Policy 2.4: Promote the growth of "clean" industry which does not increase pollution from point services.
- Policy 2.5: Work with Omnitrans to expand bus services. Require bus-related improvements (shelters, turnouts, etc.) as part of new specific plan developments.

The Grove Avenue Specific Plan land use plan allows industrial land uses which are of a limited nature such as those contained in business parks. Noxious industrial uses are not allowed. Bus-related improvements are discussed under the circulation guidelines contained within the design guidelines of the Grove Avenue Specific Plan.

Aesthetics, Cultural, Open Space and Recreational Resources Element

- Goal 4.0: Protect and expand the city system of trails and bikeways.



Source: City of Ontario
General Plan
Update 1991

Goal 4.2: Include new pedestrian and equestrian trails and bikeways in new development under development code and specific plan procedures.

The General Plan includes a proposed Class 3 bikeway along Mission Boulevard and along Philadelphia Street. These have been incorporated into the Circulation Plan for the Grove Avenue Specific Plan and will be implemented as part of site plan review.

Goal 5.0: Preserve and protect Ontario's scenic highways and vistas as community assets.

Policy 5.2: Designate Euclid Corridor and Mission Boulevard as City scenic landmarks.

Policy 5.5: Complete proposed landscape improvements to Mission Boulevard.

The Specific Plan includes a discussion of Mission Boulevard as a scenic landmark and identifies the proposed landscape improvements to Mission Boulevard. These improvements have been incorporated into the Specific Plan, to help preserve and protect the scenic character of Mission Boulevard.

Community Development Element

Goal 1.0: Develop and maintain a balance of residential, commercial, industrial, open space and recreational land uses which will encourage a healthy variety of economic, social and cultural opportunities.

Policy 1.1: Permit only such new development, as is compatible with the existing and planned growth of Ontario International Airport, consistent with the Airport Environs Element of this General Plan.

The Airport Environs Element of the General Plan designates that portion of the Grove Avenue Specific Plan area north of Francis Street as General Industrial. The Grove Avenue Specific Plan land use plan allows for business park uses, consistent with the Airport Environs Element. The development of industrial (business park), office and limited commercial land uses will encourage economic opportunities in the City.

Goal 6.0: Utilize Ontario's proximity to the airport and its inventory of vacant industrial and commercial land to develop uses which maximize employment opportunities.

Policy 6.1: Encourage a pattern of land uses to establish an economic base which provides sufficient jobs for those who choose to both live and work in Ontario.

Policy 6.2: Require new Specific Plans and revisions to existing Specific Plans which include commercial and/or industrial development and demonstrate compatibility with the goals and implementation policies of the General Plan, and in particular with Policy 6.1, immediately above.

The Grove Avenue Specific Plan includes predominantly commercial and business park uses. The Specific Plan is compatible with the goals and implementation policies of the General Plan, including those of the Airport Environs Element, and embodies a pattern of land uses to supplement the City of Ontario's economic base.

Infrastructure Element

Goal 1.0: Ensure an adequate supply of safe water for Ontario residents and businesses.

Policy 1.5: Require financing plan for water system capital improvements in large developments as a condition of approval.

As development occurs along Grove Avenue, the individual development will be conditioned to build its portion of required water lines. The Specific Plan also requires that parcels of ten acres or more prepare a planning area plan prior to subdivision approval. This planning area plan would address, among other things, water system requirements.

Goal 2.0: Provision of adequate wastewater lines and treatment facilities which serve Ontario residents and businesses and protect the environment.

Policy 2.6: Require financing plans for sewerage system capital improvements in large developments as a condition of approval.

As development occurs along Grove Avenue, the individual development will be conditioned to build its portion of required sewerage improvements. The Specific Plan also requires that parcels of ten acres or more prepare a planning area plan prior to subdivision approval. This planning area plan would address, among other things, sewerage system requirements.

Goal 3.0: Continue to provide for the environmentally sound collection and disposal of solid waste from Ontario's residents and businesses.

Policy 3.1: Expand the recycling program to include multi-family residences, commercial and industrial uses. Establish and maintain incentives which encourage residents and businesses to participate.

Businesses within the Specific Plan area will participate in any City-required recycling program and will be a part of the City's system for collection and disposal of solid waste.

Goal 4.0: Provide for the adequate, timely and economically sound development of flood protection facilities for Ontario residents and businesses.

Policy 4.2: Continue to give priority to improvements of significant deficiencies in the existing system over new facilities to serve developing areas of the City.

As part of the Grove Avenue assessment district, storm drain facilities were installed in Francis Street and Grove Avenue north of Francis. As precise plans for development along Grove Avenue are submitted to the City, complete hydrology studies and storm drain designs will be required.

Goal 8.0: Provide a system of streets that meets the needs of current and future residents of Ontario and facilitates the safe and efficient movement of people and goods throughout the City.

Policy 8.7: Maintain and improve circulation to and from Ontario International Airport by carrying out the recommendations of the Ground Access Study.

Grove Avenue is a major component of the ground access program. The Grove Avenue Specific Plan was prepared to respond to the role of Grove Avenue as the major access to Ontario International Airport from the south.

Goal 10.0: Support and pursue transit service expansion and other alternatives to automobile travel, including pedestrian and bicycle facilities.

Policy 10.5: Require provision of an accessible and secure areas for bicycle storage at all new commercial and industrial developments.

As part of the site plan review process, all proposed developments along Grove Avenue will be reviewed for their provision of pedestrian and bicycle facilities, (including bicycle storage areas), and other facilities to encourage use of alternative travel modes.

Housing Element

- Goal 4.0:** Promote and encourage the rehabilitation of deteriorated dwelling units and conservation of the currently sound housing stock.
- Objective 4.1:** Promote the rehabilitation of deteriorated dwellings at an average annual rate of 150 units over the next five years.
- Policy 4.1:** Continue to pursue housing programs offered by the State and Federal governments.

Options to address the existing residences along Grove Avenue north of Belmont Street, including relocation, is part of the City of Ontario's implementation program for the Ontario International Airport Part 150 Study.