

2. ENVIRONMENTAL SETTING

EXISTING LAND USES

Existing land uses in the Grove Avenue Specific Plan area are shown on **Exhibit 4**. Approximately one-half of the Specific Plan area is vacant. Industrial land uses are located throughout the specific plan area. There are scattered commercial land uses located in the southern half of the Specific Plan area. Additionally, a limited amount of governmental/public land uses are located north of Philadelphia Street on the west side of Grove Avenue. **Table 1** provides a statistical summary of the existing land uses in the Grove Avenue Specific Plan area.

The Grove Avenue Specific Plan includes the majority of parcels which are adjacent to Grove Avenue in the area between the Pomona Freeway on the south and Mission Boulevard on the north. The length of the Grove Avenue Corridor is approximately 1.5 miles. Existing land uses in the 250.15 acre Specific Plan area are summarized below:

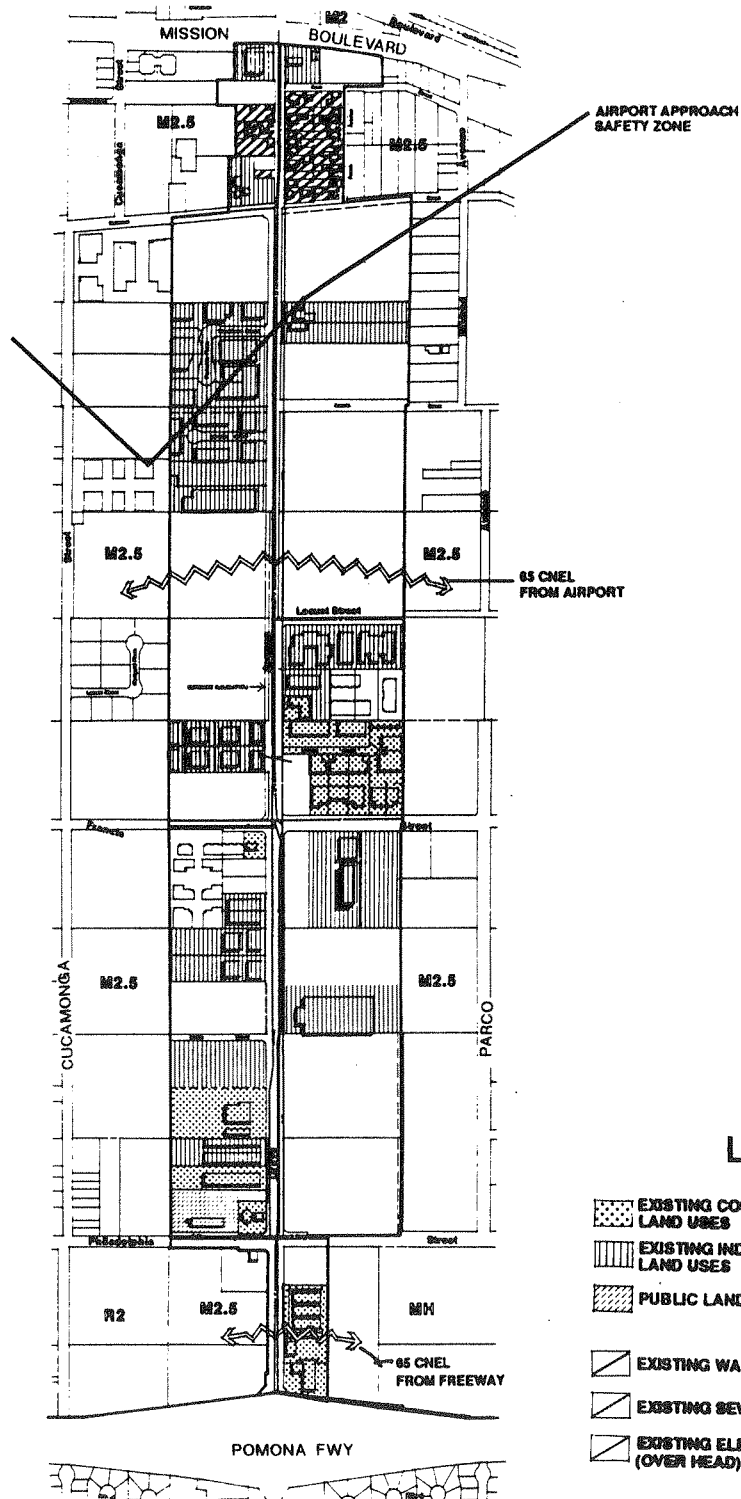
**TABLE 1
EXISTING LAND USE SUMMARY**

Commercial	27.84 acres
Industrial	61.74 acres
Public	3.43 acres
Vacant	119.85 acres
Residential	7.56 acres
Circulation	29.72 acres
Total:	250.15 acres

The majority of the land uses surrounding the Specific Plan area are industrial, although there are some residential uses to the southwest and southeast (mobile home park) of the Specific Plan area. **Exhibit 5** shows the industrial/commercial and retail development that is currently underway in the vicinity of the Specific Plan area.

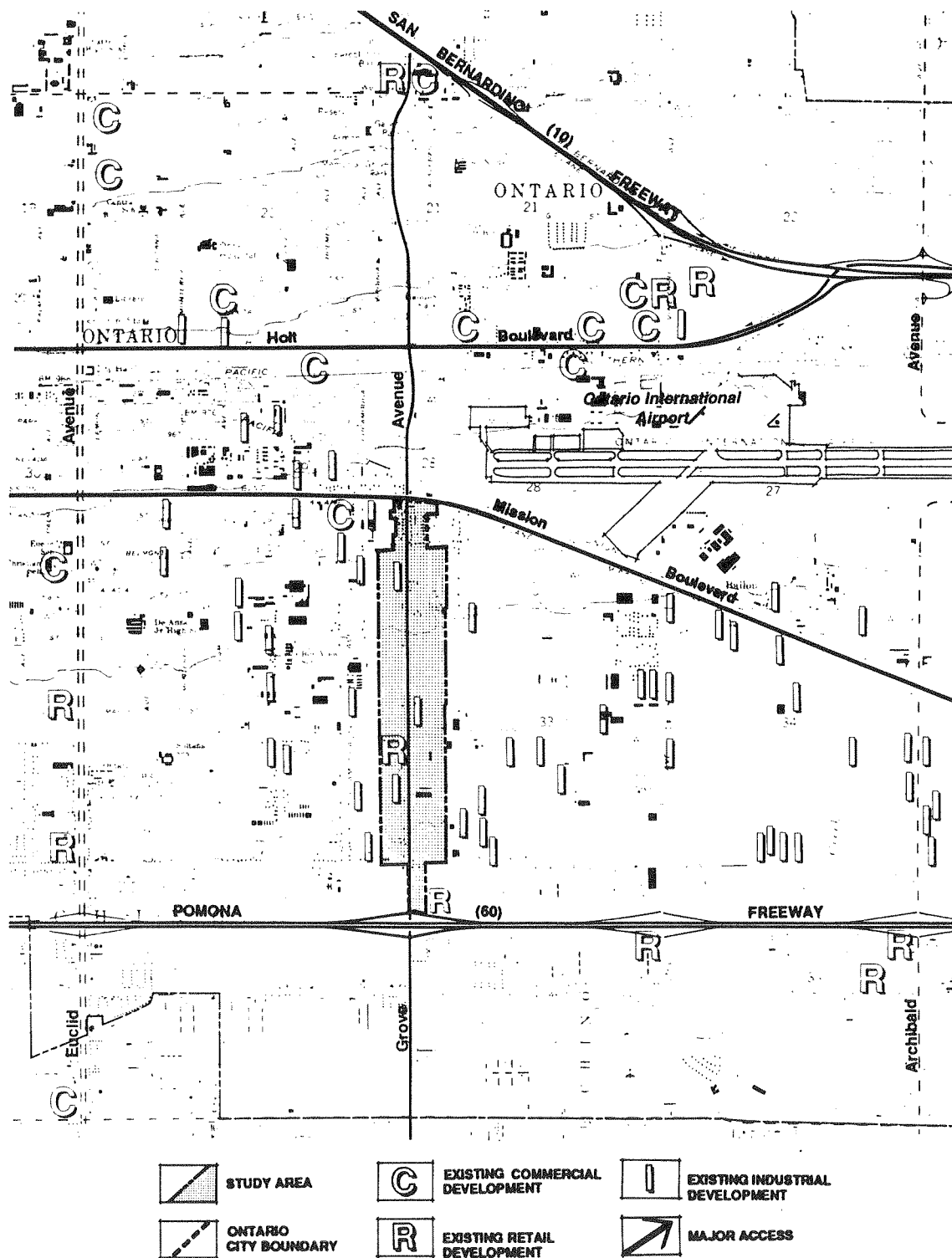
GENERAL PLAN AND ZONING DESIGNATIONS

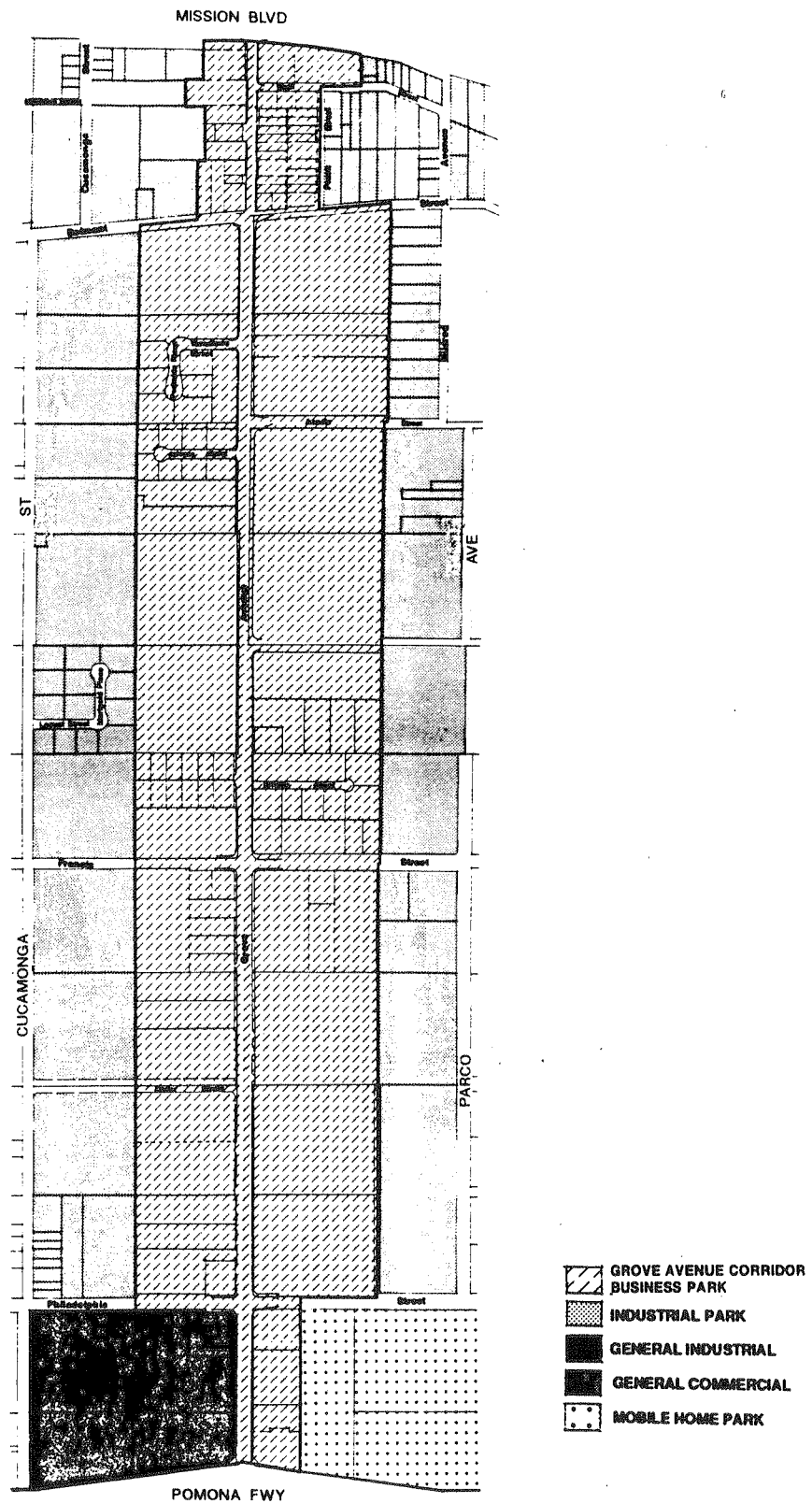
The City of Ontario General Plan was updated in September of 1992. Under the General Plan, the entire Grove Avenue Corridor is designated "Grove Avenue Corridor Business Park"



LEGEND

	EXISTING COMMERCIAL LAND USES		RESIDENTIAL LAND USE
	EXISTING INDUSTRIAL LAND USES		EXISTING STRUCTURES
	PUBLIC LAND USE		PROPOSED STRUCTURES
	EXISTING WATER		65 CNEL CONTOURS
	EXISTING SEWER		M2 SURROUNDING ZONING
	EXISTING ELECTRIC (OVER HEAD)		VACANT LAND USE





(Exhibit 6). The General Plan contains the following information on the Grove Avenue Corridor Business Park:

"The Grove Avenue Corridor Business Park is the subject of a special planning effort that has been undertaken by the City. This effort on development of a Specific Plan is to establish superior design guidelines and development standards for the Grove Avenue Corridor. These guidelines and standards are intended to create a distinctive identity for the Corridor in recognition of its premiere location as the main entrance into the Ontario International Airport from the Pomona Freeway. A variety of light industrial uses with an FAR of 0.35 and professional/administrative offices with an FAR of 0.30 will be permitted. In addition, commercial uses with an FAR of 0.30 will be established at Philadelphia Street and Frances Street. For those northern portions of the Grove Avenue Corridor that are located in the Approach Safety Zones of the Ontario International Airport, building intensity is limited to an FAR of 0.25 and a building height of one story."

The zoning map for the City designates the Grove Avenue Specific Plan area as SP (Specific Plan). The majority of land uses surrounding the Grove Avenue Specific Plan area to the west, north and east are zoned M2.5, except for MH (Mobile Home Park) and R2 (Multiple Dwelling) designations adjacent to the Grove Avenue Corridor at the Pomona Freeway. The Pomona Freeway is located south of the Specific Plan area. The land uses south of the freeway are zoned C1 (Shopping Center Commercial) and R1 (One Family Dwellings).

GEOLOGY AND SOILS

Geology

No geologic faults are known to occur in the Specific Plan area. Ontario, however, is located near six active or potentially active fault zones. These faults are the San Jacinto, Chino, Cucamonga, San Andreas, Red Hill, and Central Avenue faults. The closest known active faults are located less than ten miles from the City. The primary dangers associated with seismic activity are surface rupture, ground failure, liquefaction and ground shaking. The risk of seismic activity within the Specific Plan area is not any greater than that found elsewhere throughout Southern California.

The City of Ontario is situated on the alluvial fan composed of unconsolidated coarse to medium grained soil. This loosely compacted silty, sandy, alluvial soil will cause magnification of ground shaking. The anticipated intense ground shaking generated by an earthquake presents a hazard to the structural integrity of buildings. The Uniform Building Code, however, contains provisions to mitigate impacts of ground shaking on buildings to an acceptable level.

Soils

The soils within the City of Ontario are derived from the alluvial valley floors, fans and terraces which cross areas of San Bernardino County. The major soils in the Specific Plan area are identified as Tujunga-Loamy Sand. There are no soil stability problems associated with these soils, and they are suitable for development.

HYDROLOGY

According to the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency, there are no portions of the Specific Plan area that are within the areas of 100 year flood. There have, however, been problems with periodic flooding on Grove Avenue at Francis Street due to a low spot in the roadway. This localized and periodic problem has been substantially alleviated as part of the Grove Avenue Improvement Plan, which provided a catch basin to convey water into a storm drainage system in Francis Avenue.

DUST, HIGH WIND AND BLOWSAND

The City of Ontario is subject to strong winds between September and April and at unexpected times throughout the year. Hazards resulting from these winds include property damage, wind tunneling and channeling effects of buildings, and blowing sand and soil.

A Soil Erosion Control Area covers much of eastern Ontario, including the entire Grove Avenue Specific Plan area. Grading, plowing or other soil disturbance within this area is regulated by the City of Ontario and a permit is required. Non-agricultural projects larger than fifteen acres must submit a comprehensive dust control plan to be granted a permit for new construction.

NOISE

A noise compatibility study for the Ontario International Airport (ONT), the Part 150 Study, was conducted as part of a collective effort among the City of Los Angeles, the City of Ontario, and other affected agencies. It was undertaken in 1986, and completed four years thereafter to address the problems and concerns of aircraft noise around ONT under Federal Aviation Regulation Part 150 Guidelines. The Part 150 Study identified actions to be taken to achieve noise reduction and land use compatibility in noise impacted areas of Ontario.

A portion of the Grove Avenue Specific Plan area is affected by ONT in an area located north of Acacia Street and south of Mission Boulevard. This area was included in the Part 150 Study as part of Action Area II. For Action Area II, the Part 150 Study recommended the orderly and systematic replacement of incompatible land uses (i.e. residential) with industrial development.

This recommendation has already been implemented because the noise affected residential neighborhood north of Acacia Street is zoned for industrial development. This Specific Plan is a refinement of the allowable industrial land uses for the affected property.

Another method to minimize exposure to noise impacts is via acoustical treatment and building design. All new construction is to be reviewed by an acoustical engineer in an independent report, which is to specify any appropriate noise attenuation measures. These recommendations are to become conditions of approval to be applied to new construction.

HAZARDOUS MATERIALS

The City of Ontario contains many industries which use, produce, and store a variety of hazardous materials. The most prevalent toxic and hazardous materials in Ontario include chemicals used in some manufacturing plants, pesticides and animal waste from agricultural uses, and aviation fuel in storage at Ontario International Airport. In addition, hazardous materials pass through Ontario en route to other destinations, via the City's freeway, rail and air transportation corridors. There are several sites within the Grove Avenue Specific Plan Area which currently (County of San Bernardino, Department of Environmental Health Services, May 2, 1990) have hazardous waste permits, including:

1. 915 South Grove Avenue, Carny Chemical Corporation
2. 1842 South Grove Avenue, Maaco Auto Painting
3. 2124 South Grove Avenue, #A, Gary's Grinding and Hardware
4. 2124 South Grove Avenue, #F, Anesthesia Equipment Service
5. 2124 South Grove Avenue, #H, House of Printing
6. 2124 South Grove Avenue, #N, RVC Shell Company
7. 2156 South Grove Avenue, ARCO Petroleum Prod #5252
8. 2520 South Grove Avenue, 24K Cleaners

No new land uses or changes of use may be initiated on a site where hazardous materials and/or hazardous waste(s) have been stored, used, handled, dispensed, mixed, generated, treated or refined until clearance has been obtained from all appropriate and responsible agencies (including, but not limited to, the Ontario Fire Department and the County of San Bernardino, Department of Environmental Health Services), that the site has been properly remediated and cleaned-up.