SECTION 3.0: PROJECT DESCRIPTION

A Wal-Mart Supercenter is proposed on a 16.29-acre parcel of land located west of Mountain Avenue and north of Fifth Street, approximately ¼ mile south of the San Bernardino (I-10) Freeway in the northwestern section of the City of Ontario. Figure 3-1, *Project Location*, shows the regional location of the City and the specific location of the project site. The proposed project would involve the demolition of existing on-site structures that are currently not in use and the construction of an approximately 190,803-square-foot building on the western portion of the site, with parking areas on the eastern portion. The proposed Wal-Mart Supercenter would include a general merchandise store, a grocery, the sale of alcoholic beverages, banking services, a game arcade, and an outside garden center. Infrastructure and street improvements would also accompany the project. The Hollywood Video store is located on approximately 1.06 acres at the northeastern corner of the site and will remain in place. The 76 gas station is located on an approximately 0.52-acre parcel at the northwestern corner of the intersection of Mountain Avenue and Fifth Street and is not located within the site. This gas station is located on a separate parcel and will also remain in place.

3.1 OBJECTIVES OF THE PROJECT

The objectives of the proposed Wal-Mart Supercenter project include the following:

- To eliminate the abandoned buildings on-site;
- To remove an aesthetically unpleasing site;
- To rehabilitate the blighted parcel to create a new mix of retail/commercial uses responsive to the City and regional markets;
- To provide retail/commercial uses to serve the needs of residents;
- To increase economic benefits to the City through job creation;
- To augment the City's economic base by providing a variety of tax-generating uses;
- To provide retail/commercial development compatible with nearby land uses;
- To implement needed roadway improvements near the site;
- To upgrade utility infrastructure with redevelopment of the site; and
- To ensure development of the project site in a manner consistent with the City's General Plan, the Redevelopment Plan for Project No. 2, and the Mountain Village Specific Plan.

3.2 PROJECT CHARACTERISTICS

Physical Characteristics

The proposed Ontario Wal-Mart Supercenter would include the demolition of the existing vacant commercial structures and the parking lot at the project site and construction of a new commercial building and parking lot (Design Review – Site Plan, November 2005). The demolition activities would lead to the removal of existing unoccupied structures, including those formerly occupied by Target, Toys R Us, Food 4 Less, and Jack's Key Service. These include an approximately 151,020-square-foot, 19-foot high one story building (with a 12,600-square-foot outdoor garden center) formerly occupied by Target and Food 4 Less at the western section of the site, a 37,765-square-foot, 21-foot high one-story building formerly occupied by Toys R Us at the southeastern section of the site, and a 225-square-foot kiosk formerly occupied by Jack's Key Service at the northeastern section of the site (ALTA/ACSM Land Title Survey, 2004).

The surface parking area would also be demolished, with the pylon sign removed, and abandoned on-site utility line connections and removed. The Hollywood Video store would remain in place.

Ontario Wal-Mart Supercenter

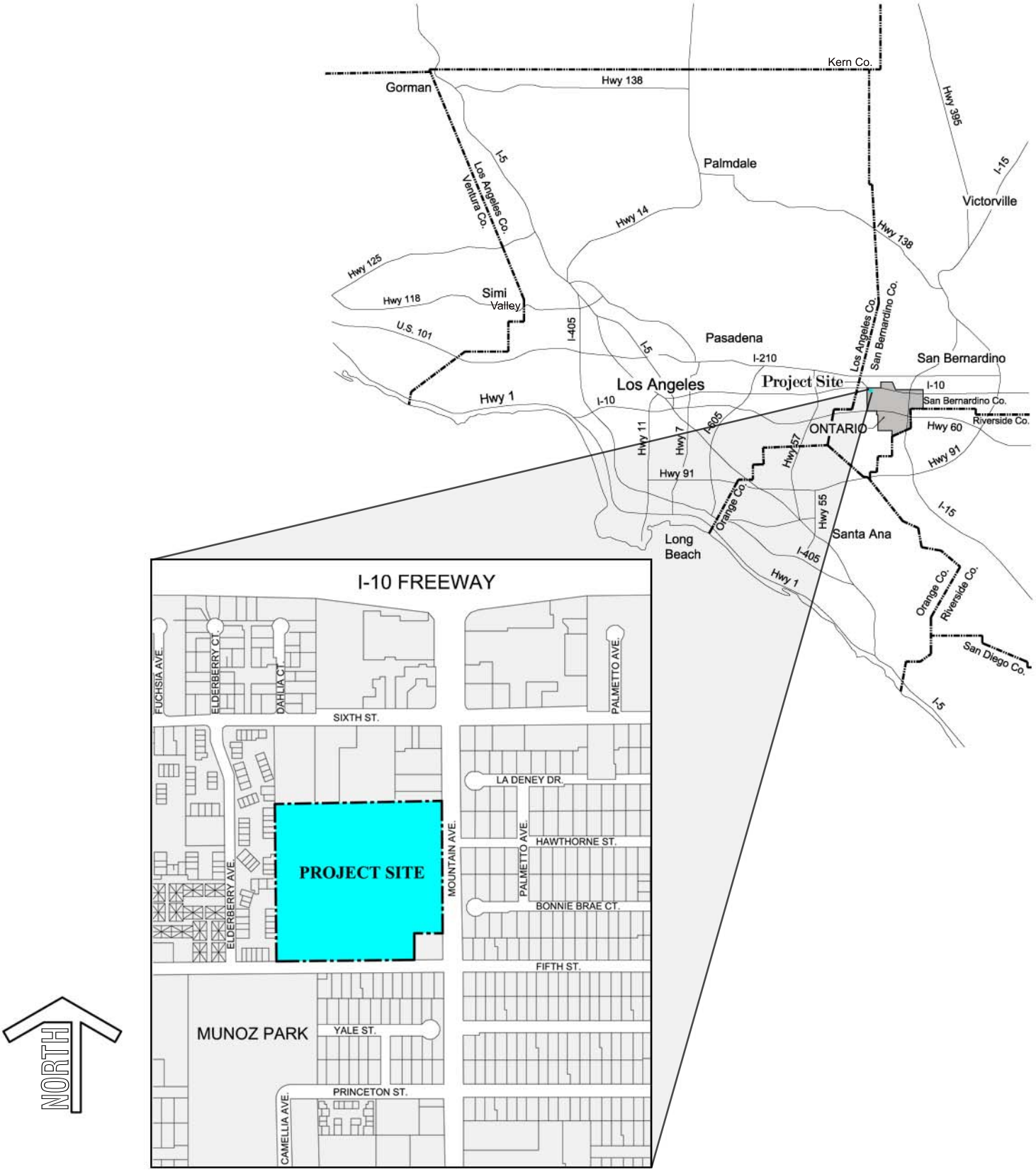

Figure 3-1 **Project Location**

Figure 3-2, *Proposed Site Plan*, shows the proposed development on the site. As shown, the proposed building would be constructed on the western section of the site and would face Mountain Avenue. The proposed structure would have approximately 190,803 square feet of floor area, of which approximately 178,486 square feet would be located within the building and approximately 12,317 square feet would be within the proposed outdoor garden center to be located at the northern end (Design Review – Site Plan, November 2005). The proposed building would be approximately 29.3 feet high, with decorative towers rising up to approximately 35 feet, as allowed under the Mountain Village Specific Plan (Conceptual Elevations, 2/14/2007).

The facade would be split-faced masonry blocks in the natural stone colors, with painted concrete walls and brick veneers for columns and building wall variation. Decorative towers with gable roofs would be provided above the building entrances, featuring exposed corbels, tile accents, archways, and clay tile roofs. Lower towers along the southern and western façades would also be provided. Benches would be placed at various locations along the building façade, with a cart storage area and bicycle rack along the southeastern corner of the building. A trellis and planter area would screen the cart storage area. Awnings would be provided above glass windows at the building façade (Conceptual Elevations, 2/14/2007).

The outdoor garden center would be walled in with painted columns and metal fencing between columns, but would not have a roof. A separate entry into the garden center would be provided at the northeastern end of the building. Wall signs would be provided along the building's front façade (Conceptual Elevations, 2/14/2007). Figure 3-3, *Proposed Building Elevations*, shows the exterior facades of the proposed building.

Loading docks would be provided at the southwestern and northwestern corners of the building, with the south docks facing east and the north docks facing north. The north dock would be used for the unloading of general merchandise and the south dock would be used for the unloading of grocery merchandise. The docks would be approximately 4 feet below grade and equipped with doors to seal in the containers and minimize noise. Ten-foot high walls would be provided along the western side of the north dock and along the southern side of the south dock to screen trucks and trailers (Chuck Mercier, pers. comm. 11/1/2006).

Two trash compactors would be located at the western wall of the proposed building, near the loading docks. Two outdoor storage areas would also be provided along the western boundary, with an 8-foot high screen wall on three sides. These areas would be used for containers that would store layaway items during the Christmas season.

A service drive aisle and a landscaped buffer would separate the proposed building from the multi-family homes to the west. The overhead utility lines on wooden poles along the northern and western site boundaries would also be placed underground as part of the project.

Surface parking areas would be provided north, east and south of the proposed building. Approximately 770~~2~~2 parking spaces would be provided on-site, with 18 of the spaces nearest the building frontage reserved for handicapped parking. The northwestern corner of the site would be paved and would serve as a truck turn-around (Design Review – Site Plan, November 2005 and Chuck Mercier, pers. comm., 8/8/2007).

Cart corrals enclosures made of metal tube frames would be provided at strategic locations in the parking lot. Parking lot lighting would include 18-foot poles with single- or double-arm downward-facing fixtures, consisting of green, round cast aluminum ballasts, with horizontal openings and flared shields,

and a clamshell base cover (Lighting Specifications, 3/8/2007). These are similar to those present within the Gateway at Mountain Village, the Ontario Mountain Village Entertainment Center, along Mountain Avenue and Sixth Street, and in the parking lot of the Hollywood Video store.

Access driveways on Fifth Street and Mountain Avenue would be maintained at the same locations as existing, with two driveway entrances on Fifth Street and four driveway entrances on Mountain Avenue. However, the southern driveway of the Hollywood Video store would be relocated slightly south to align with Hawthorne Street to the east and Hawthorne Street would extend into the site before connecting to the proposed Main Street, which would run north and through the existing north-south drive aisle of the Sixth Street Center office building property. Hawthorne Street and Main Street would serve as roadways separating the Hollywood Video store from the rest of the project site (Design Review – Site Plan, November 2005).

The two driveways on Fifth Street and proposed Hawthorne Street would be full access driveways, but the two southern driveways on Mountain Avenue and the northern driveway of the Hollywood Video store would be restricted to right-turn in and right-turn out movements only.

The Specific Plan calls for the replacement of the pylon sign on-site with the decorative tower, which has been incorporated as part of the project. An approximately 50-foot high decorative tower would be constructed just south of the intersection of Hawthorne Street and Main Street. The towers would feature step back levels, with the top expressing focal elements and the base providing visual interest to the pedestrian. The tower would be made of concrete stucco, masonry, tile, or stone to express durability, as required under the Specific Plan. No signs are proposed on the tower, in accordance with the Specific Plan.

A colonnade structure would be provided at the western side of Main Street to provide a hard edge that would connect Main Street to the outdoor garden center (Chuck Mercier, pers. comm. 3/5/2007). Landscaping would be provided along the site perimeters and within the parking lot and would include street trees, accent trees, shrubs, perennials, vines, and ground cover. These areas would cover a total of approximately 72,250 square feet or 10 percent of the total site area or 15 percent of the net site area (site area minus Hollywood Video area, street dedications, and building coverage). Proposed planting materials would include hybrid fan palms and crape myrtle trees along the building façade, with African sumac, crape myrtle, and aristocrat pear trees throughout the parking lot. Flowering vines would be planted at the garden center façade and a row of crape myrtle trees would be planted along the southern wall of the south loading area (Conceptual Landscape Plan, October 2004).

The western boundary of the site would feature a 20-foot wide landscaped setback area planted with Afghan pine, London plane, and flame trees. The northern boundary would also be planted with Afghan pine, London plane and flame trees, shrubs and groundcover.

The existing landscaping along the site boundaries at Mountain Avenue and Fifth Street would be replaced with alternating sycamore maple and crape myrtle trees, with shrubs and groundcover in the understory. The northern portion of the existing sidewalk along Fifth Street would be removed and made part of the landscaped parkway and a 4- to 4.5~~four~~-foot high sloped berm~~retaining wall~~ constructed along the southern site perimeter. Additionally, three- to four-foot high textured block wall with pilasters every 12 feet would be constructed along Mountain Avenue and Fifth Street, with vines spilling over the top of the wall (Conceptual Landscape Images/Elevations, October 2004 and Chuck Mercier, pers. comm., 8/8/2007). Due to grade differences, an 8-foot retaining wall would be provided along the northern boundary. Street trees would generally be provided at one tree per 30 feet or less along the street frontage, with 21 trees along Mountain Avenue and 28 trees along Fifth Street (Conceptual Landscape Plan, October 2004).

Within the site, the edges of Hawthorne Street and Main Street would be planted with aristocrat pear, hybrid fan palm, crape myrtle, and jacaranda trees. A patio seating area would be provided on Main Street at the northern end of the site. The landscaped corners at entry driveways would be planted with jacaranda and hybrid fan palm trees, with seasonal color in the understory. Entry monument signs would also be provided at the Hawthorne Street driveway. Landscaping around the Hollywood Video store would be improved to include Queen palm and jacaranda trees and various shrubs and groundcover, per City requirements (Conceptual Landscape Plan, October 2004).

Figure 3-4, *Conceptual Landscape Plan*, shows the proposed plant materials and location of proposed landscaped areas on the site.

Interlocking pavers would be provided at the driveway entrances on Mountain Avenue, Fifth Street, Hawthorne Street, and Main Street and on the internal drive aisle along the building frontage. The intersection of Hawthorne Street and Main Street would also feature paved bands.

The existing low walls and landscaping along the site boundaries on Mountain Avenue and Fifth Street would be removed and replaced, as Mountain Avenue is widened to accommodate an additional southbound through lane. The block wall along the western perimeter would also be replaced with an 8-foot block wall and a new retaining block wall provided along the northern perimeter (Design Review – Site Plan, November 2005). A 4- to 4.5-foot high sloped bermretaining wall would be built along Fifth Street. The berm wall would taper to the east and westbe a stepped design, consisting of a 3-foot wall behind the sidewalk, which steps up to another retaining wallandand will be topped with a 3- to 4-foot highthe village wall, making the overall height approximately 7.5 feet (Chuck Mercier, pers. comm. 3/22/2007 and 8/8/2007).

Street improvements that would be implemented as part of the project include the widening of Mountain Avenue from Sixth Street to Fifth Street to add a new southbound through lane. A 10-foot wide strip along the site boundaries on Mountain Avenue would be dedicated to the City and used for the new parkway and sidewalk for the street, with the existing parkway and sidewalk area utilized for the new southbound through lane. A traffic signal is also proposed at the Hawthorne Street and Mountain Avenue intersection (which would be interconnected with adjacent signals on Mountain Avenue), along with a traffic island provided on the east leg to prevent east-west through traffic. In addition, a raised roadway median would be constructed from Fifth Street to Sixth Street. This median would prevent left turns from the southern driveway on Mountain Avenue (Design Review – Site Plan, November 2005).

In accordance with the Mountain Village Specific Plan, Main Street and Hawthorne Street would be improved at the northeastern section of the site, as two-lane roadways. The existing southern driveway to the Hollywood Video store would be realigned to Hawthorne Street and would become the westerly extension of Hawthorne Street for approximately 325 feet, at which point it ends and connects to Main Street, which will run northerly toward the site boundary and ultimately toward Sixth Street (Design Review – Site Plan, November 2005). The segment of Main Street north of the project site would be improved by the City of Ontario as a separate project, as this would be located on another parcel, the Sixth Street Center property. In addition, a bus shelter shall be provided at the existing bus stop on Fifth Street, southeast of the site (Chuck Mercier, pers. comm. 11/14/2006). Figure 3-5, *Proposed Street Improvements*, shows these project components.

Storm drain lines would be provided around the proposed building, generally conveying runoff easterly toward a Vortechs filtration vault near the main driveway on Mountain Avenue and connecting to a Rainstore^3 underground detention system, which would be located in a segment of the drive aisle along the site's eastern boundary (Design Review – Utility Plan, November 2005).

From the Rainstore[3] underground detention system, overflows would go into a storm drain line on Mountain Avenue that would be constructed as part of the project. This storm drain line would connect to the existing 84-inch line that currently ends at Sixth Street. The proposed 84-inch storm drain line would run from Sixth Street to just south of the intersection of Fifth Street, where it would end in a catch basin that has a 36-inch line outlet. At this point, low-flow nuisance water would continue within the underground storm drain, with high flows bubbling out into the street gutter (Chris Chew, pers. comm. 2/1/2007).

The landscaped areas behind the wall along Fifth Street would be utilized as infiltration areas for stormwater at the site, with runoff flows entering the landscaped areas through curb cuts. Another landscaped strip within the parking lot would serve as an infiltration basin, with easterly flows toward a storm drain line that would connect to the Vortechs filtration vault and Rainstore[3] underground detention system, prior to the release of runoff into the storm drain line proposed on Mountain Avenue (Design Review – Utility Plan, November 2005).

The existing 6-inch water line on Fifth Street (from Mountain Avenue to Elderberry Avenue) would have to be upgraded to an 8-inch line and the aged 12-inch water line on Mountain Avenue (from Fifth Street to Sixth Street) replaced with a new 12-inch water line, to provide adequate water service to the project. Lateral connections on these water lines would also have to be replaced at the same time.

The existing 8-inch sewer line running along an easement that runs along the alignment of Cypress Avenue/Granite Avenue, where it intersects with Hollowell Street, would be upgraded to a 12-inch line.

Operational Characteristics

Upon entitlement, the project would begin with demolition activities, which are expected to take approximately 12 weeks, starting as early as 90 days after project approval and issuance of the demolition permit or by late 2007 at the earliest. This would involve the demolition of existing vacant commercial buildings, parking lot pavement, curbs and gutters and swales, and removal of utility lines not needed for the project. After demolition, infrastructure lines would be constructed, along with the re-grading of the site. A maximum of two feet of cut and fill is expected, with the site remaining relatively flat. Building construction would follow and is expected to take approximately 13 months to complete, including landscaping and the proposed street improvements. The proposed building would be constructed with masonry block walls and steel interior columns. The anticipated store opening date is around October/November 2008 (Brent McManigal, pers. comm. 9/28/2006 and Richard Ayala, pers. comm. 6/18/2007).

After construction, the Wal-Mart Supercenter would be open for business 24 hours per day, 7 days a week. The store operations would include the sale of general merchandise, groceries, alcoholic beverages, and garden supplies. It would also include a pharmacy, vision center, food service, photo studio, bank, and game arcade. Approximately 450 persons would be employed by the project on staggered working hours, corresponding to customer shopping patterns. Thus, employees would be coming in every hour, with most employees arriving at 7 AM, 11 AM, 4 PM, and 10 PM (Brent McManigal, pers. comm. 1/16/2007).

A total of 85 to 94 trucks are expected to deliver goods to the project weekly. Of this total, approximately 22 semi-trucks delivering general merchandise would come to the site each week, with four to six additional trucks delivering weekly during the holiday season. In addition, 13 semi-trucks delivering grocery items would come to the store weekly, with 2 to 3 more trucks during the holiday season. Local vendor deliveries would occur regularly, estimated at 40 to 50 small delivery trucks per week. Maintenance and cleaning activities would occur at the parking lot and landscaped areas on a weekly basis (Glenn Chung, pers. comm. 3/23/2006).

To prevent the taking of the shopping carts outside of the site, an electronic barrier would be provided along the site perimeter, which will automatically lock the wheels of shopping carts before they can be brought off-site. This would replace the use of a cart retrieval service to collect shopping carts brought off-site (Richard Ayala, pers. comm. 12/4/2006)

After completion of roadway improvements, the segments of Main Street and Hawthorne Street at the northeastern section of the site and the 10-foot wide strip along Mountain Avenue, where the widening to add a new southbound through lane is proposed, would be dedicated to the City of Ontario as public rights-of-way (Chris Chew, pers. comm. 2/1/2007). Upgraded water lines, sewer line, and the new storm drain line would also be dedicated to the City for long-term maintenance. The improvements on Main Street within the Sixth Street Center office building site would be implemented by the City, separately from this project (Ontario Capital Improvement Program [CIP], 2005 p. 187).

A wider easement for the sewer line running through the site would also be needed by the City. Thus, the applicant would need to dedicate a 15-foot wide easement (or according to standards, as may be modified by the City) along the sewer line (where there is an existing 10-foot wide easement), coupled with the abandonment of the 10-foot wide easement at the southern section where an old sewer line was previously located (Dean Williams, pers. comm. 3/27/2007).

3.3 DISCRETIONARY ACTIONS

A discretionary action is a decision taken by a government agency that calls for the exercise of judgment in deciding whether to approve or deny a project. For the proposed Ontario Wal-Mart Supercenter, the government agency with discretionary approval authority is the City of Ontario. The following discretionary approvals would be required from the City of Ontario:

- Approval of Development Plans by the Development Advisory Board and Planning Commission
- Approval of a Conditional Use Permit for a game arcade, banking services, and the sale of alcoholic beverages by the Planning Commission

In addition,

- A National Pollutant Discharge Elimination System (NPDES) General Permit from the State Water Resources Control Board would also be needed for construction

Other non-discretionary permits needed for the project include:

- Alcoholic Beverage Control (ABC) license from the California Department of Alcoholic Beverage Control
- Approval from the Southern California Edison Company (SCE) for the undergrounding of power lines along the northern and western boundaries of the site
- Hazardous materials handler permit from the San Bernardino County Fire Department
- Permit from the Southern California Metropolitan Water District (MWD) for work on or near the MWD Upper Feeder
- Permit from the Inland Empire Utilities Agency (IEUA) for work on or near the sewer main on Fifth Street and the brine lateral on Mountain Avenue

- Parcel Map approval, street dedication, demolition, grading, encroachment, building and occupancy permits from the City of Ontario
- Water and sewer connection permits from the City of Ontario Utilities Department