

**CALIFORNIA
COMMERCE
CENTER**

AT ONTARIO

**IV. SUMMARY OF EXISTING
CONDITIONS**

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A. PROJECT LOCATION

1. REGIONAL CONTEXT

The California Commerce Center encompasses approximately 1400 acres of agricultural land in Southern California, and is located in the southwest corner of San Bernardino County within the City of Ontario (see Exhibit 1, State of California, and Exhibit 2, Southern California Regional Map). This area is part of the Chino Basin, formed by the San Bernardino Mountains, the Jurupa Mountains, and the Santa Ana Mountains, separated on the west from the Los Angeles Basin by the San Jose Hills. The project is centrally located, being approximately 40 miles from downtown Los Angeles, 20 miles from downtown San Bernardino, and 30 miles from Orange County. Neighboring cities include Rancho Cucamonga, Upland, Fontana, Chino, and Montclair (see Exhibit 3, Regional Context). Land uses in the region range from former agricultural lands devoted to citrus/grape production and the raising of dairy cattle, to areas of industrial and residential expansion.

2. AREA CONTEXT

The California Commerce Center is located in the eastern portion of the City of Ontario, immediately adjacent to Ontario International Airport. All development proposals shall be consistent with the Ontario International Airport Land Use Compatibility Plan. The site is bounded by the Southern Pacific Railroad mainline to the north, Haven Avenue to the west, the San Bernardino County Sanitary Landfill site along Mission Boulevard to the south, and Day Creek Channel to the east (see Exhibit 4, Area Context, and Exhibit 5, Project Site).

EXHIBIT 1

STATE OF CALIFORNIA

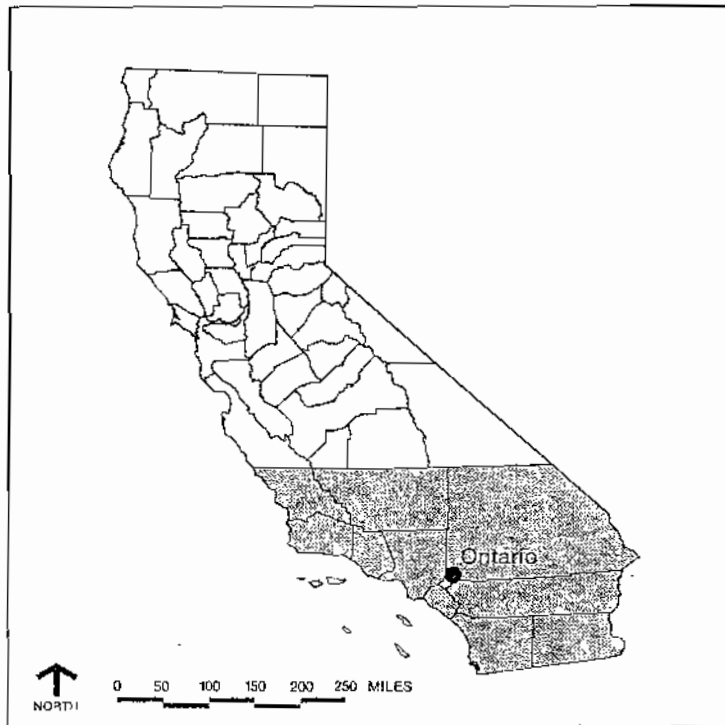


EXHIBIT 2

SOUTHERN CALIFORNIA REGIONAL MAP

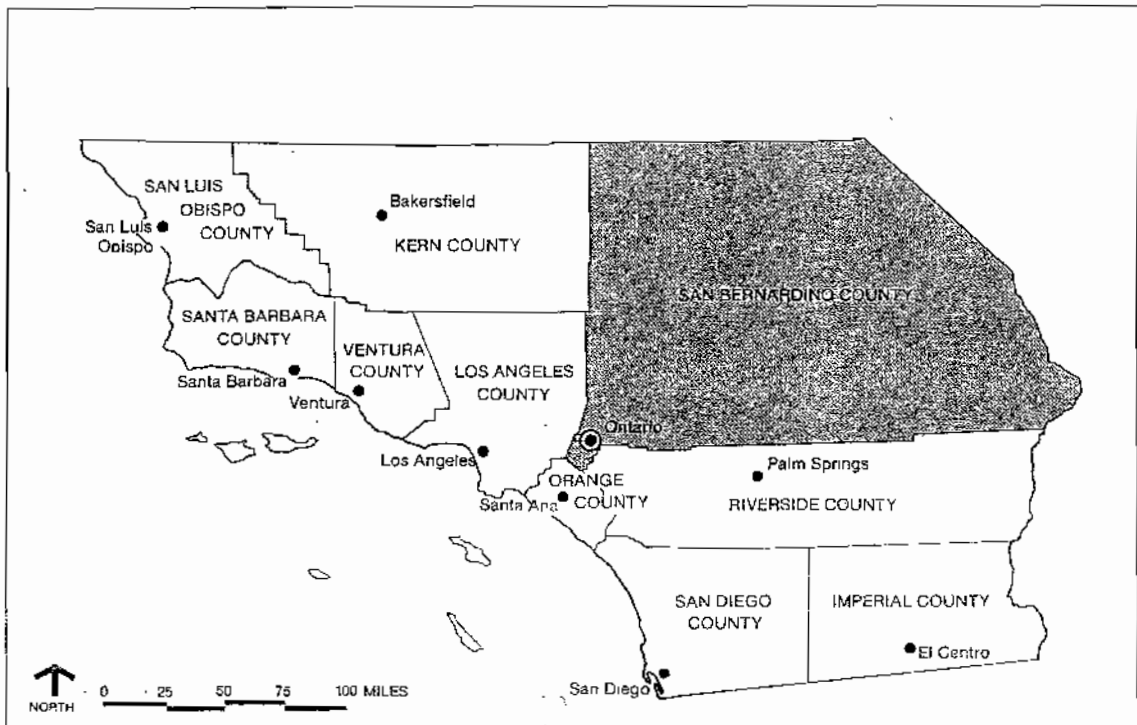


EXHIBIT 3

REGIONAL CONTEXT

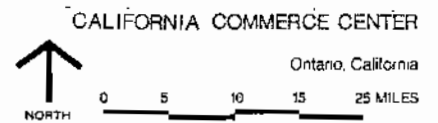
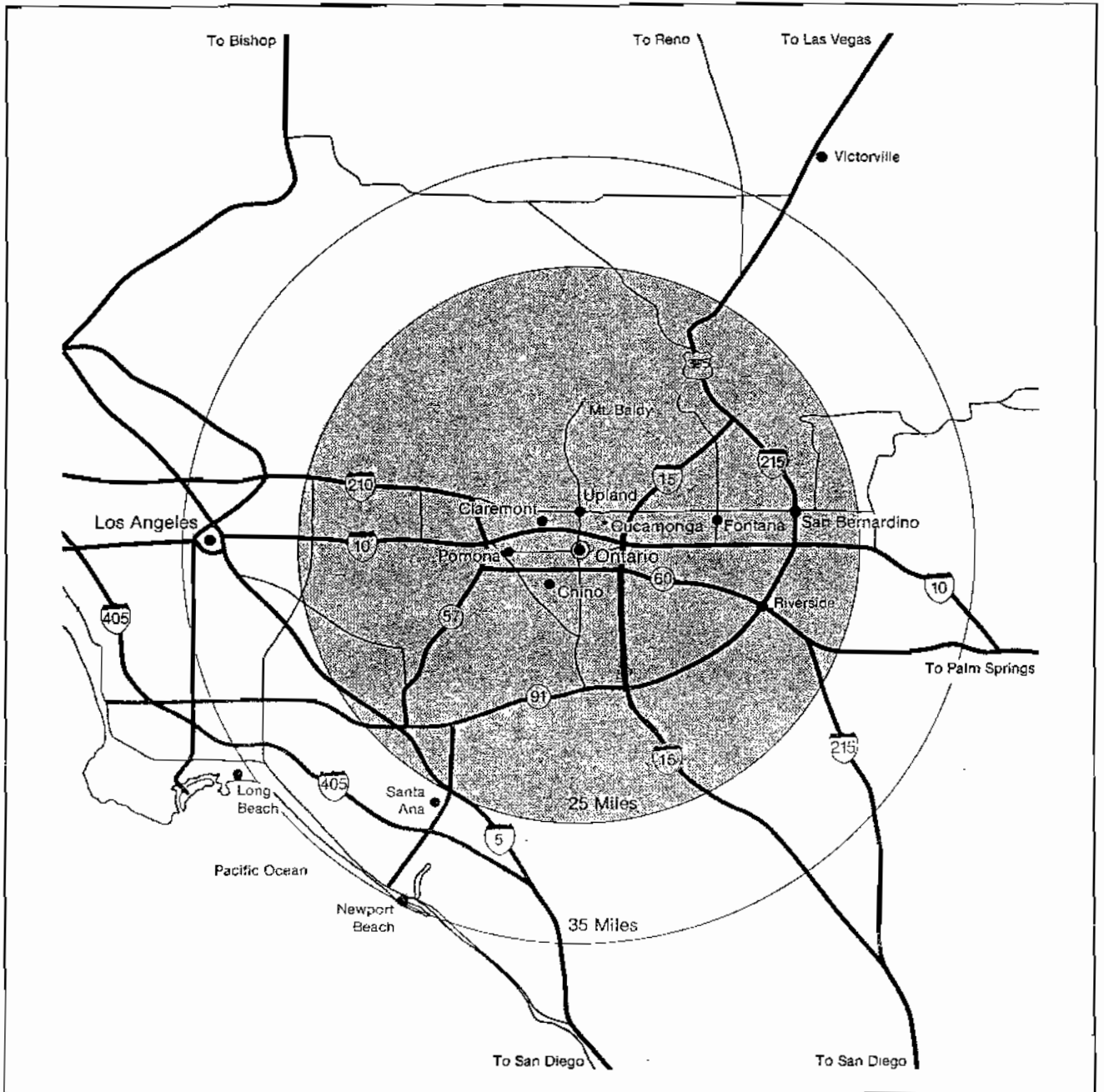


EXHIBIT 4
AREA CONTEXT

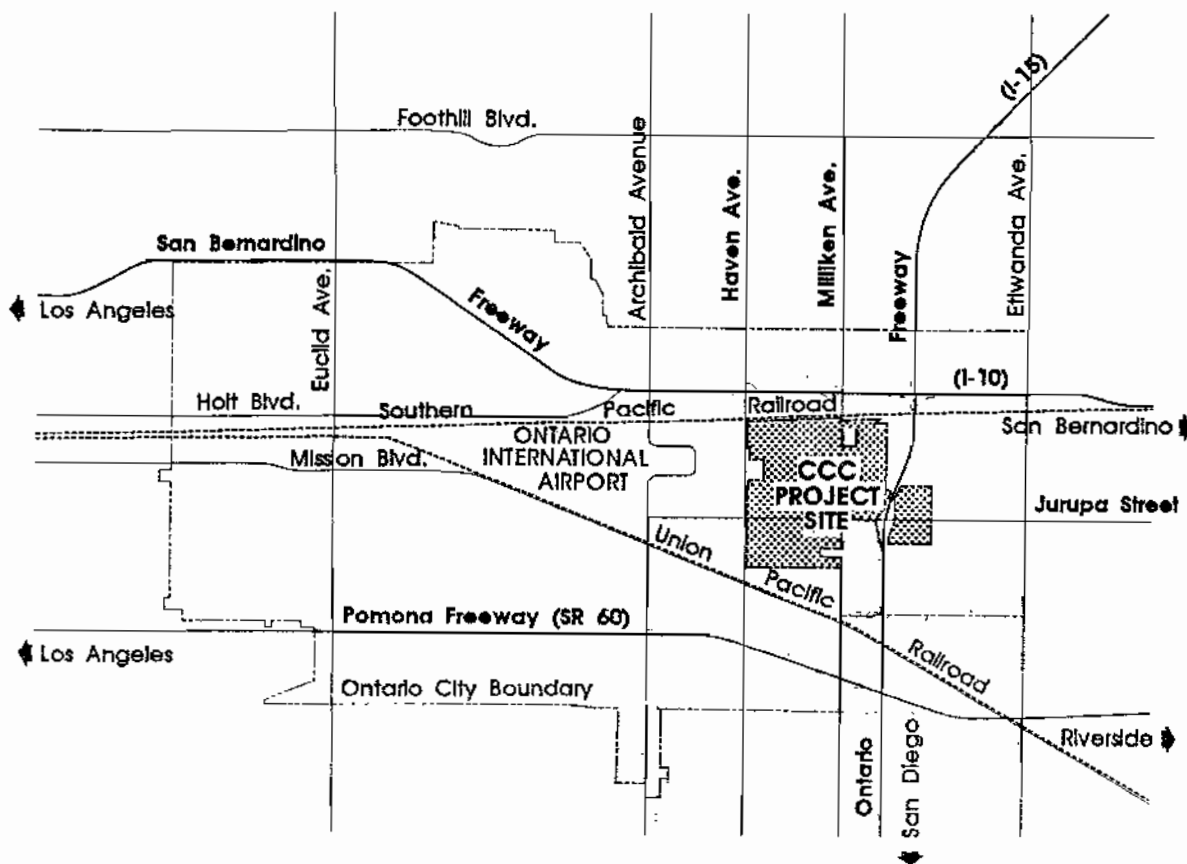
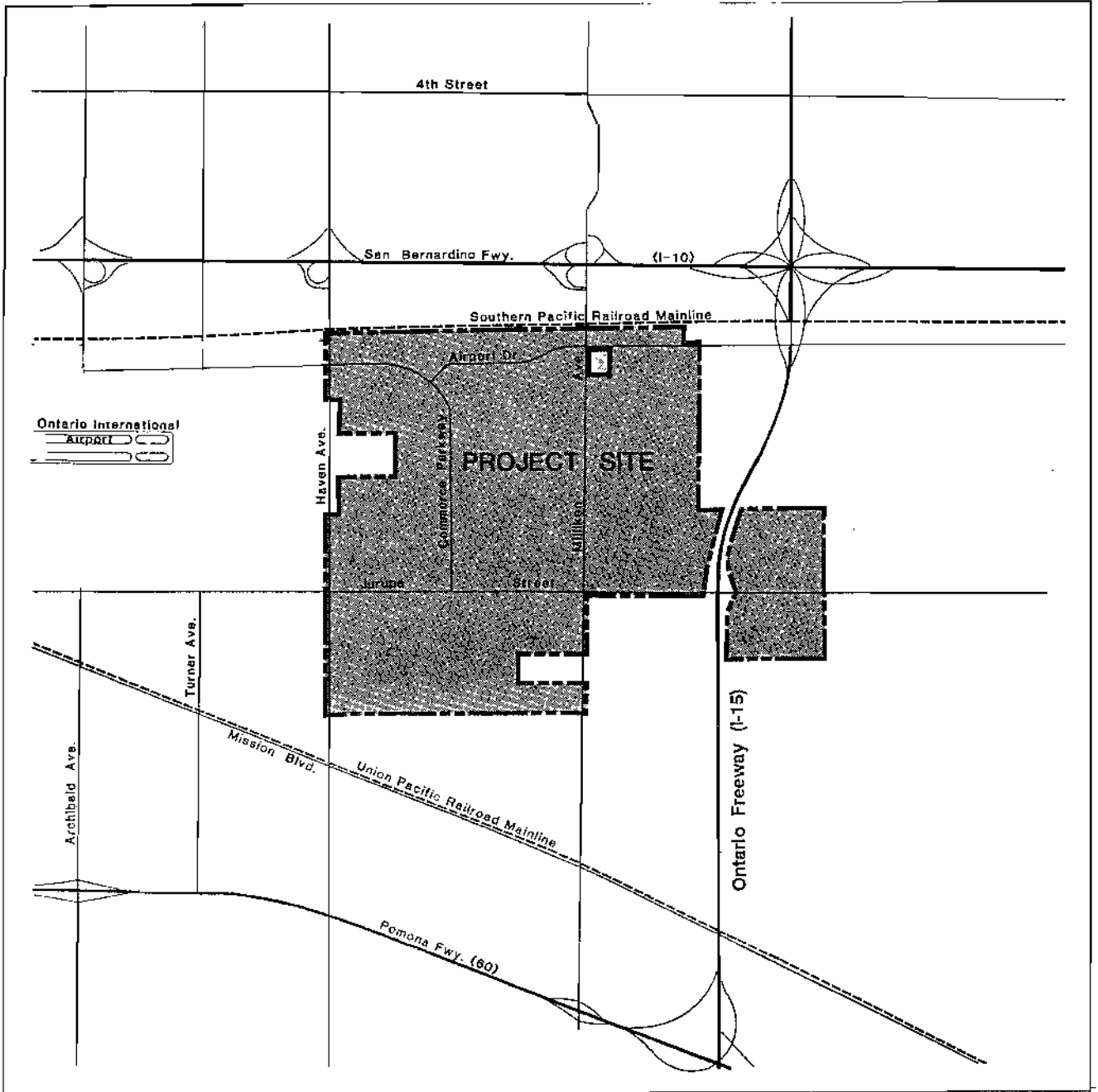


EXHIBIT 5
PROJECT SITE



CALIFORNIA COMMERCE CENTER

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B. SITE CONDITIONS-EXISTING LAND USES

The project site consists primarily of vacant land and abandoned vineyards. Nordstrom, Inc. occupies a fifteen-acre parcel in the southern portion of the site, and Quaker Paint Company owns ten acres in the northern portion. Both of these uses operate primarily as distribution centers. A major utility easement owned by Southern California Edison Company is located southeast of the site, with transmission lines traversing the eastern section of the project area (see Exhibit 6, Existing Land Uses).

C. EXISTING CIRCULATION

1. REGIONAL CIRCULATION

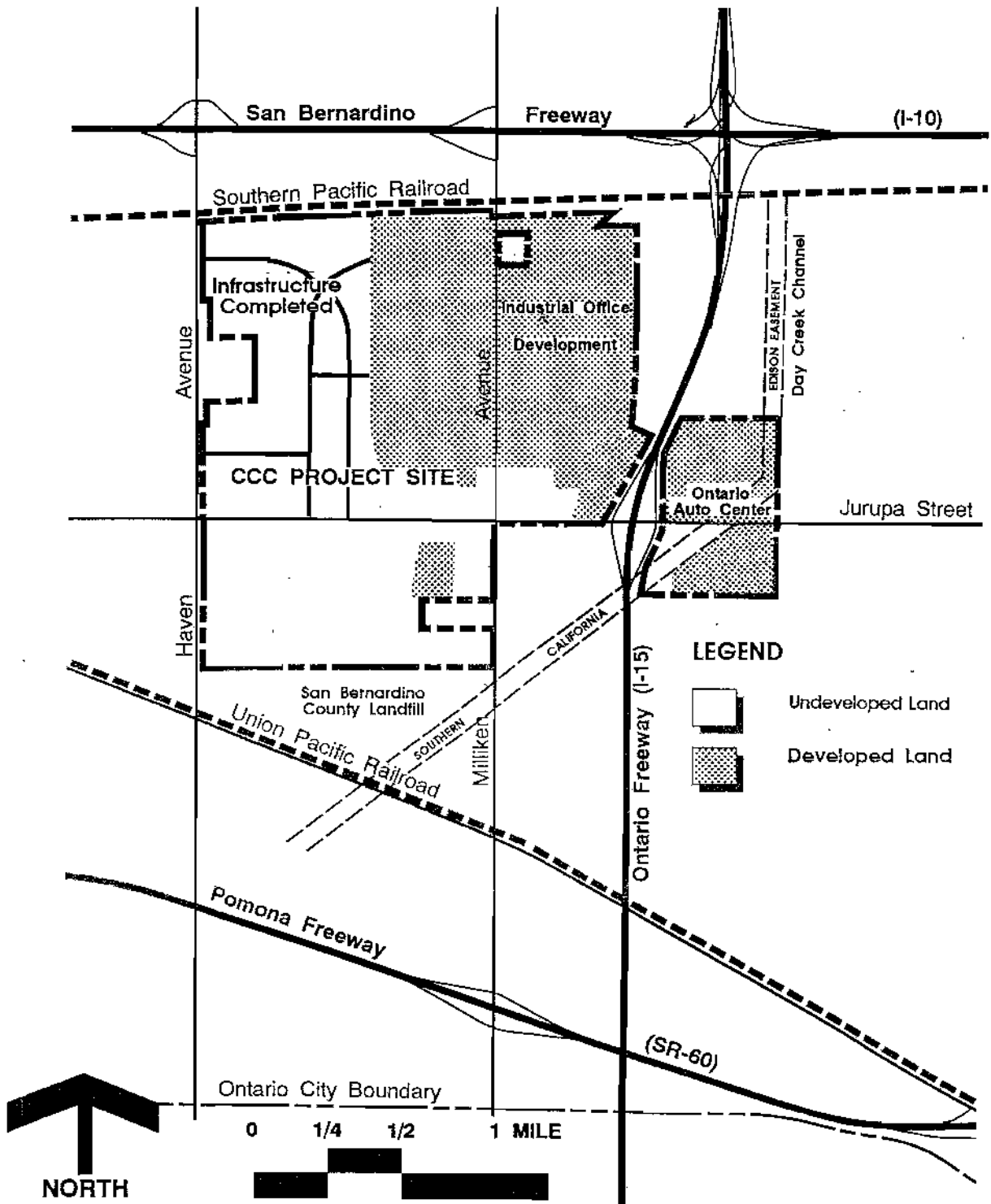
The project site has excellent regional accessibility, located within close proximity to the San Bernardino Freeway (I-10), the Ontario Freeway (I-15), and the Pomona Freeway (SR 60). The San Bernardino Freeway provides a major route to Los Angeles on the west and San Bernardino to the east. The Ontario Freeway provides north-south regional circulation. In addition, the site is serviced by two major railroads, the Southern Pacific and the Union Pacific (see Exhibit 7, Regional Circulation).

2. LOCAL CIRCULATION

Existing local circulation includes services of discontinuous north-south and east-west streets. North-south access to the site is provided by Milliken Avenue, a two-lane highway with interchanges at both the San Bernardino and Pomona Freeways. In the east-west direction, Airport Drive traverses the project site near its northern boundary. Jurupa Street will provide a connection from the Ontario Freeway to Haven Avenue. Haven Avenue, at the western boundary of the site, is discontinuous, terminating at rail lines at both the north and south boundaries of the site (see Exhibit 8, Local Circulation). In addition, the City of Ontario's Master Plan of Streets and Highways is provided for reference (see Exhibit 8A, City of Ontario, Master Plan of Streets and Highways).

EXHIBIT 6

EXISTING LAND USES



REGIONAL CIRCULATION

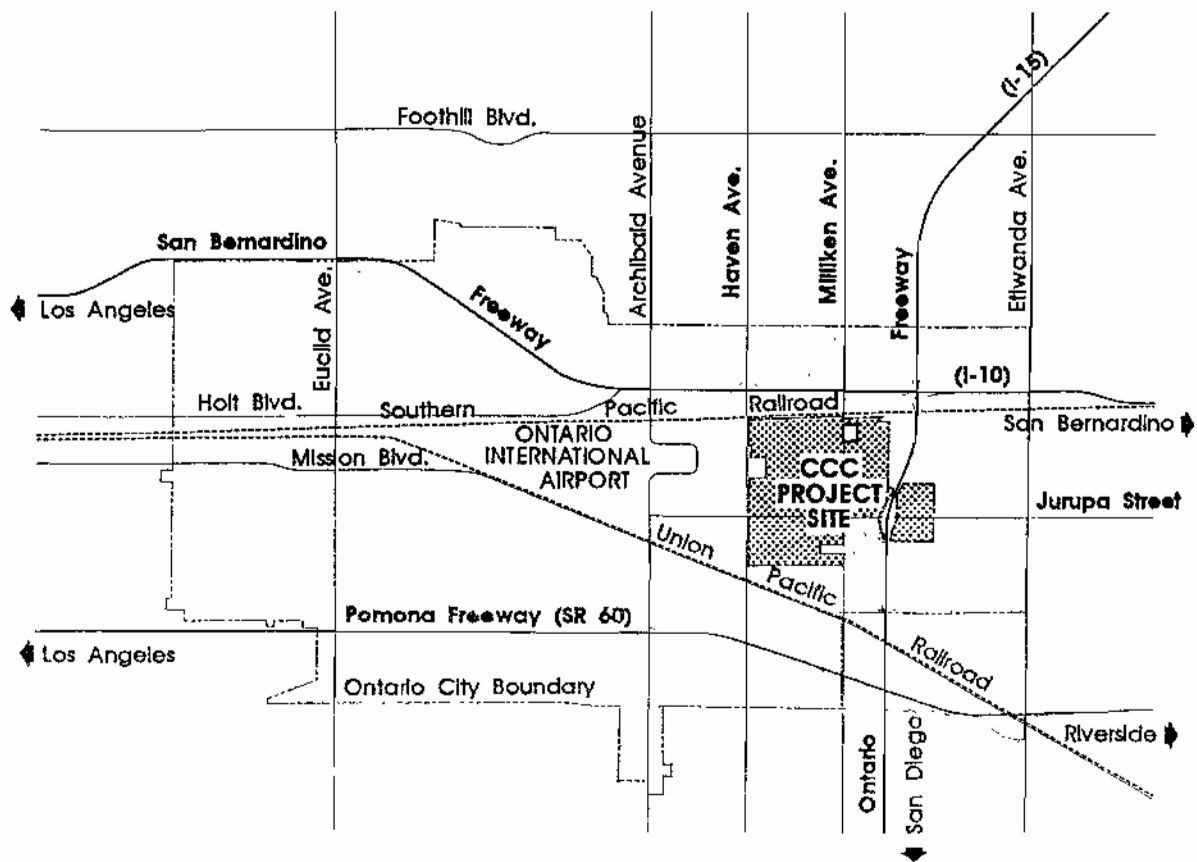
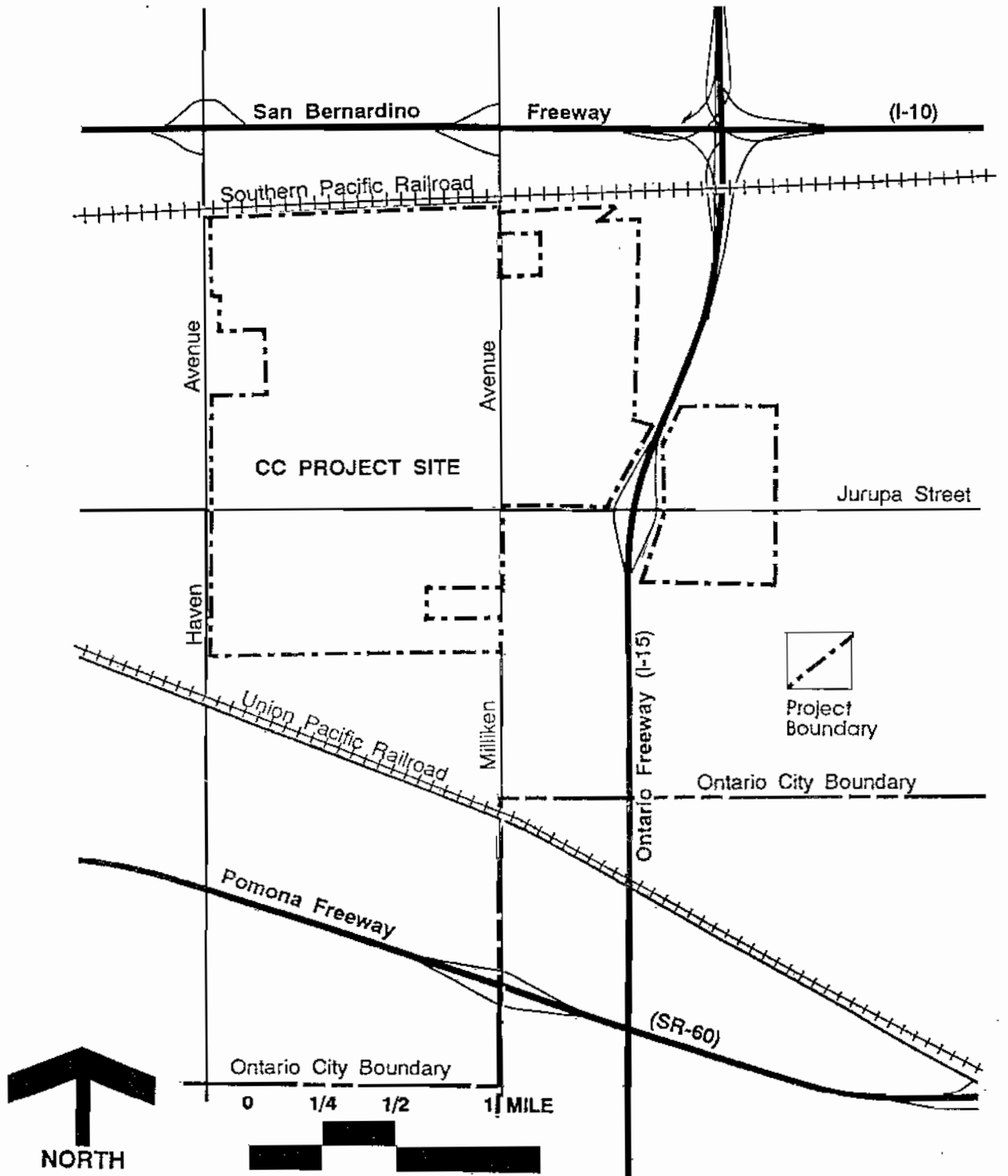
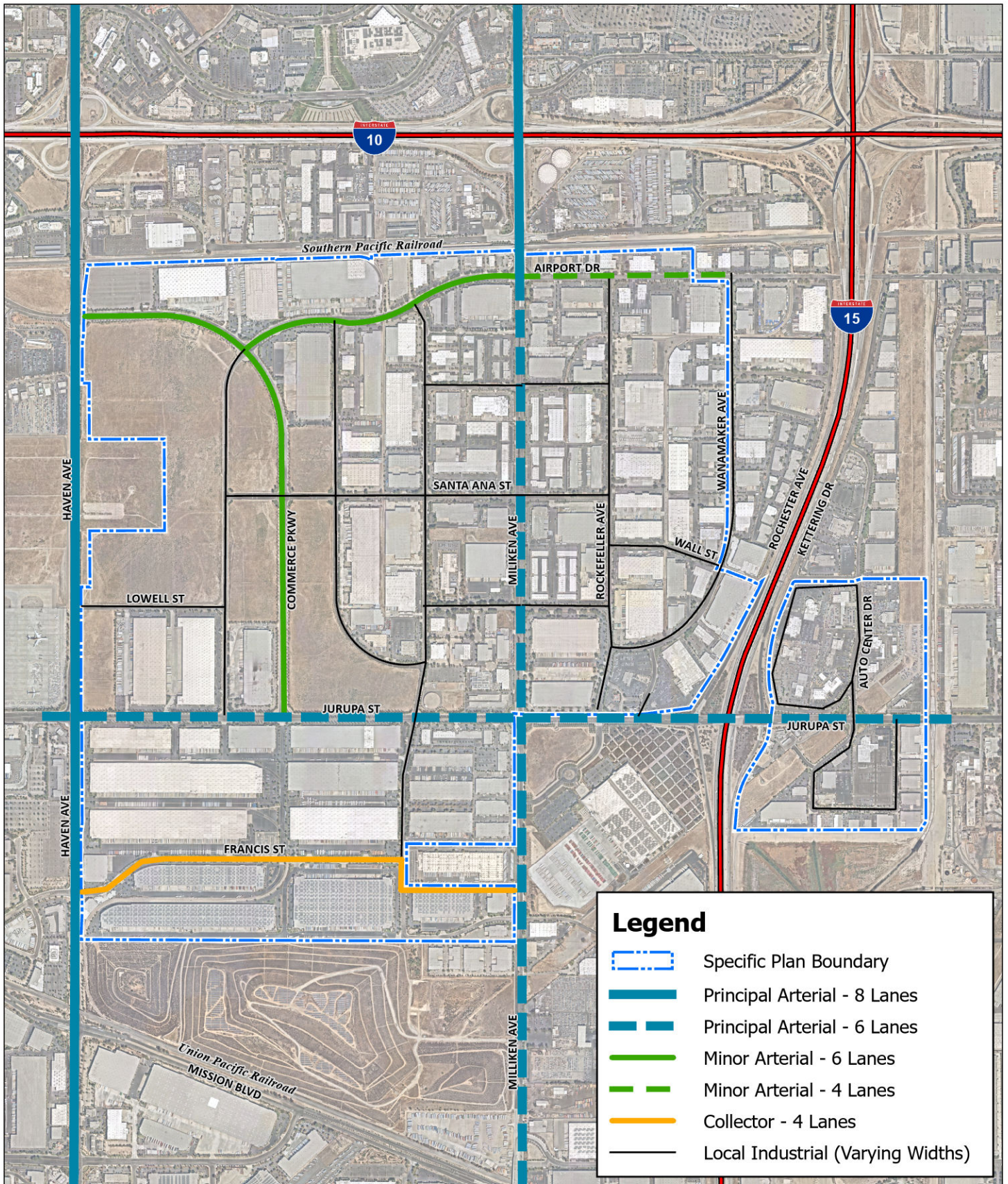


EXHIBIT 8

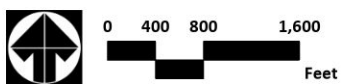
LOCAL CIRCULATION





Source(s): Esri, Nearmap Imagery (September 2022), The City of Ontario (05-2022)

Exhibit 8A



Master Plan of Streets and Highways

D. EXISTING PHYSICAL CONDITIONS

1. TOPOGRAPHY

The site is basically flat, sloping slightly to the south at an average grade of one to two percent. Elevations on-site range from approximately 980 to 870 feet (see Exhibit 9, Topography (U.S.G.S., 1981)).

2. GEOLOGY AND SOILS

Major soils of the project site have been classified as part of the Delhi Association, with minor soils being of the Tujunga series.

3. CLIMATE

The climate in the area is dominated by the region's Pacific high pressure system, and is characterized by hot, dry summers and mild winters.

4. SEISMICITY

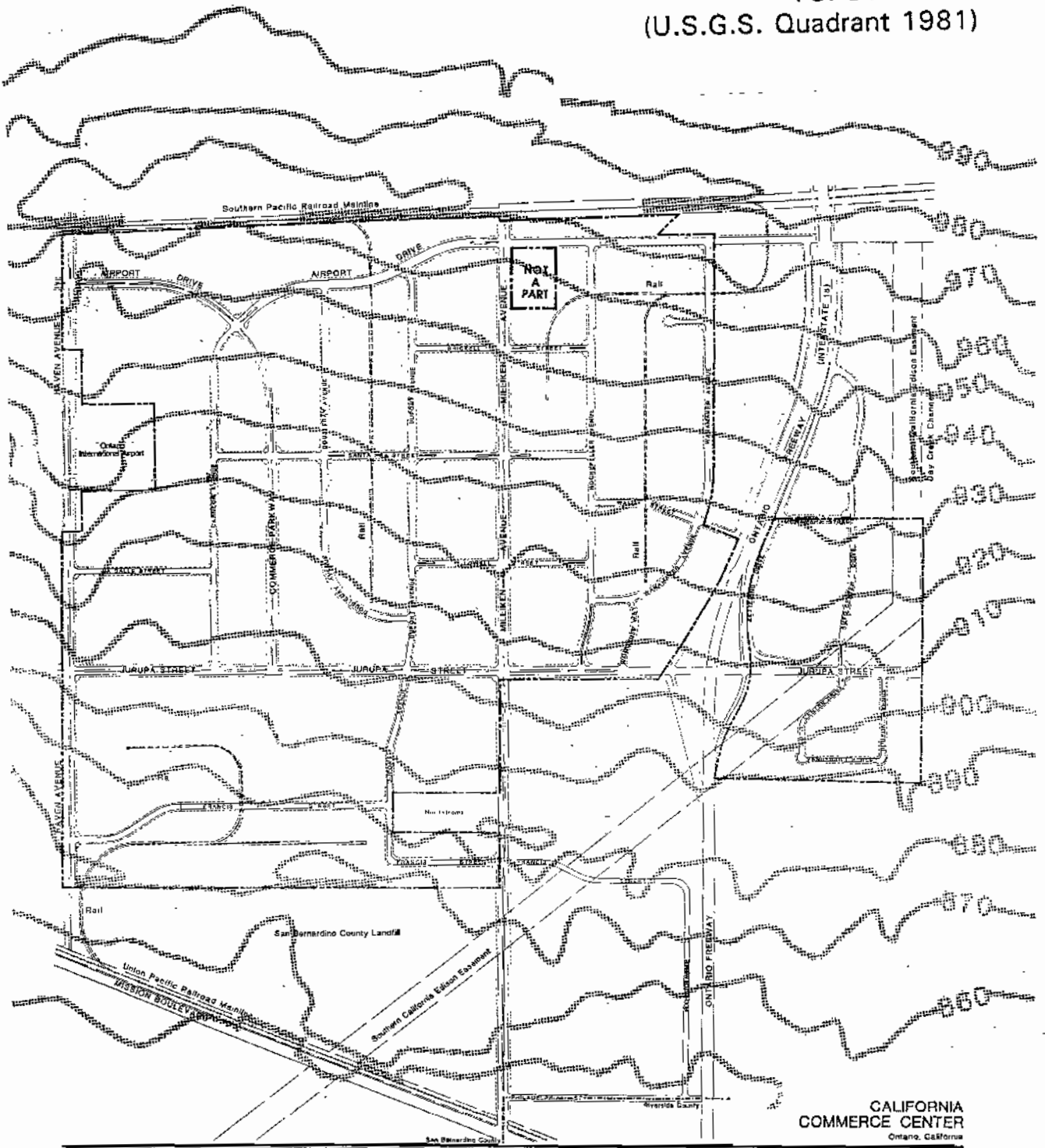
No geologic faults are known to occur in, or to cross, the immediate boundaries of the project; however, the area is subject to earth shaking as a result of known active faults in the region. Cucamonga, Red Hill, San Jose, Indian Hill, and Chino-Elsinore are potentially active faults within a ten- to fifteen-mile radius of the site. San Jacinto and San Andreas Faults are historically active faults located approximately twenty-five miles northwest of the area (see Exhibit 10, Seismic Faults).

5. HYDROLOGY

The project site was subject to infrequent flood hazards. A portion of the site, 119.5 acres, was identified as a flood hazard area by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program, dated December 2, 1980. With the completion of the Lower Deer Creek Channel system, the City of Ontario has applied to FEMA to revise the Flood Insurance Rate Map for this area. Major storm flooding problems within the project site are reduced by the site's location south of the San Bernardino Freeway and the Southern Pacific Railroad mainline. Both of these structures are constructed at a slightly higher elevation than the surrounding area and, therefore, serve as barriers to northerly flood flows. The completion of the upper reaches of Lower Deer Creek Channel in 1987 has reduced flood hazards to the project site from those shown on the current flood insurance rate map (see Exhibit 11, Flood Boundary (Flood Insurance Rate Map, 1980)).

EXHIBIT 9

TOPOGRAPHY
(U.S.G.S. Quadrant 1981)

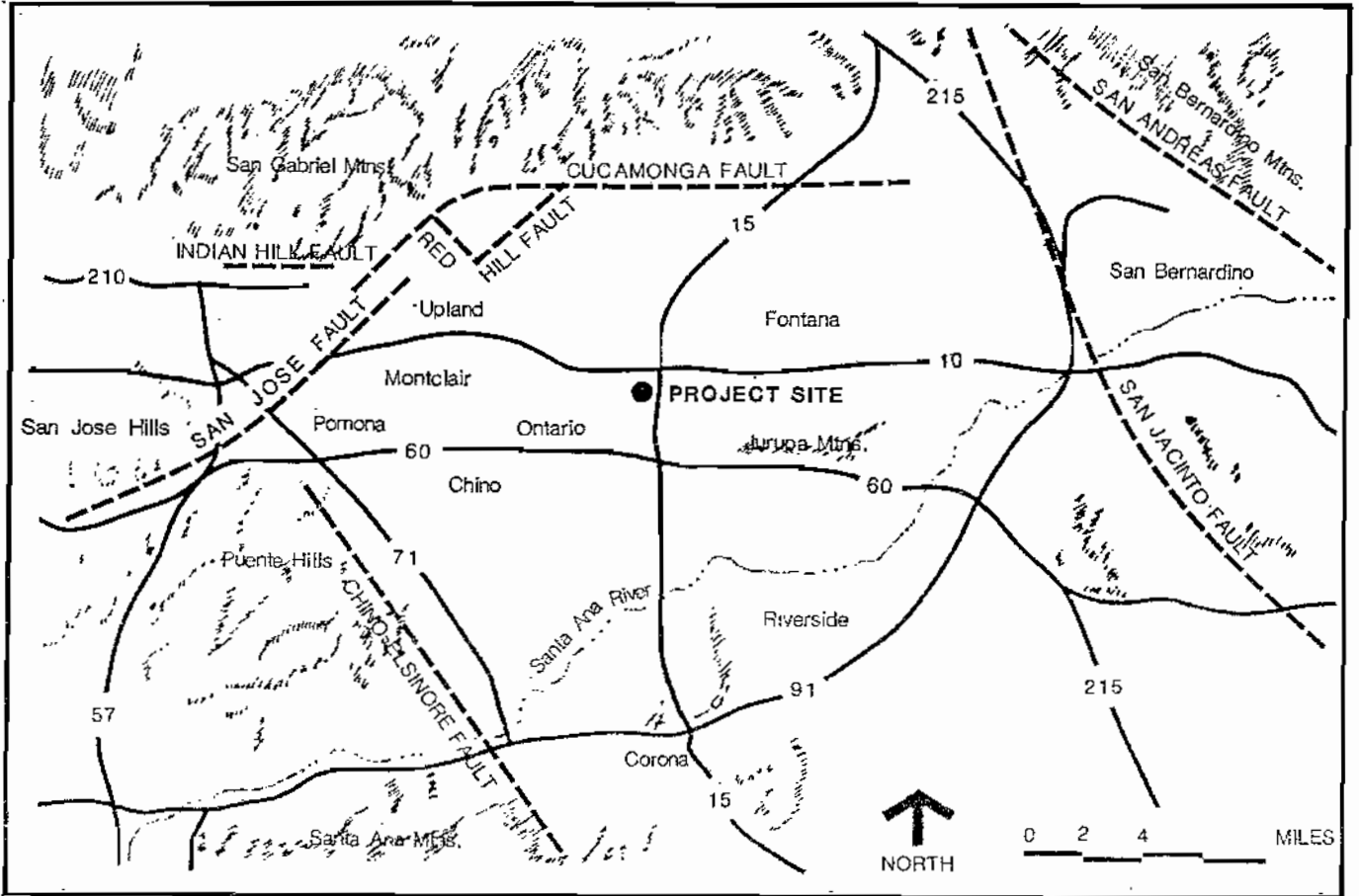


SOURCE:
Quast 7.5 Minute Quadrangle, revised 1981
United States Geological Survey.



EXHIBIT 10

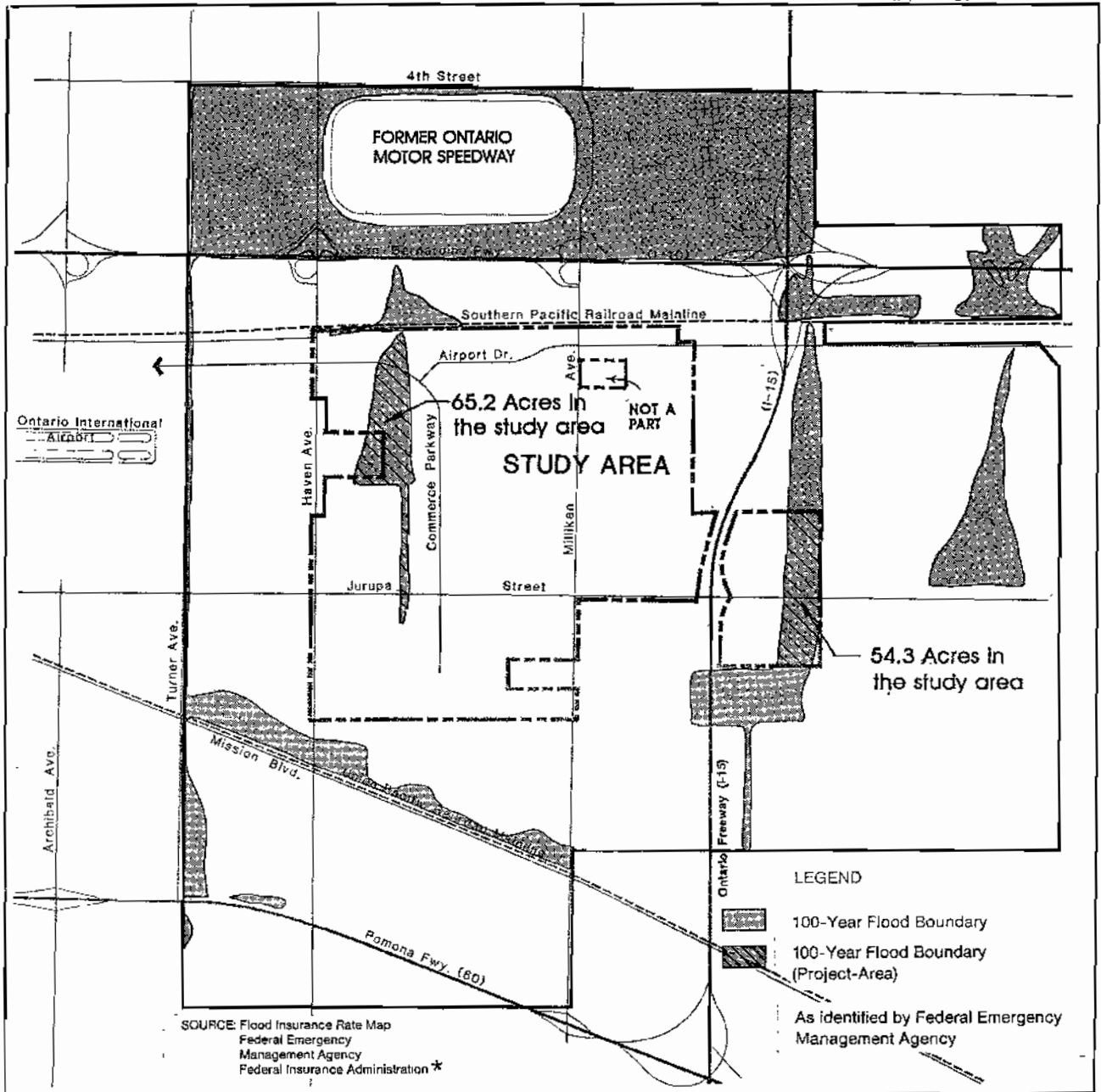
SEISMIC FAULTS



Source: Ontario Industrial Center EIR No. 80-3

EXHIBIT 11

FLOOD BOUNDARY
(Flood Insurance Rate Map, 1980)



*Since the map was prepared by FEMA, storm drain improvements have been made to alleviate the 100-year flood condition. A letter, dated March 1, 1991, is on file with the City Engineering Department which identifies the status of the 100-year flood condition affecting the project site. For detailed storm drain improvements see Exhibit 26.

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The Army Corps of Engineers has master planned the Specific Plan area to drain into Cucamonga Creek at the confluence with Lower Deer Creek. Cucamonga Creek was constructed to receive these flows, and there are no capacity limitations in Cucamonga Creek which would prevent the 100-year flows from discharging at the confluence. C.C.C. has prepared a Comprehensive Master Plan for drainage and water conservation of the Specific Plan area, and other tributary areas within the watershed of Lower Deer Creek. This Master Plan includes hydrology, sizing of facilities, developing cost estimates, and identification of property ownership within the watershed boundaries. This Master Plan has been approved by the Corps of Engineers, San Bernardino County Flood Control District, and the City of Ontario.

C.C.C. shall be responsible for constructing the Master Planned facilities as follows:

- (1) Within the Specific Plan area.
- (2) From the Specific Plan area to the point of connection at Lower Deer Creek, including right-of-way acquisition.
- (3) Lower Deer Creek and any retention/water conservation facilities will be developed pursuant to the following criteria as approved by the City Engineer:
 - (a) Drainage flows to Lower Deer Creek should be retained/restricted, not to exceed the functional 100-year capacity of the existing "improved" channel facilities of Lower Deer Creek.
 - (b) Lower Deer Creek should be improved to prevent continued erosion, siltation, and potential flood damage to downstream properties.

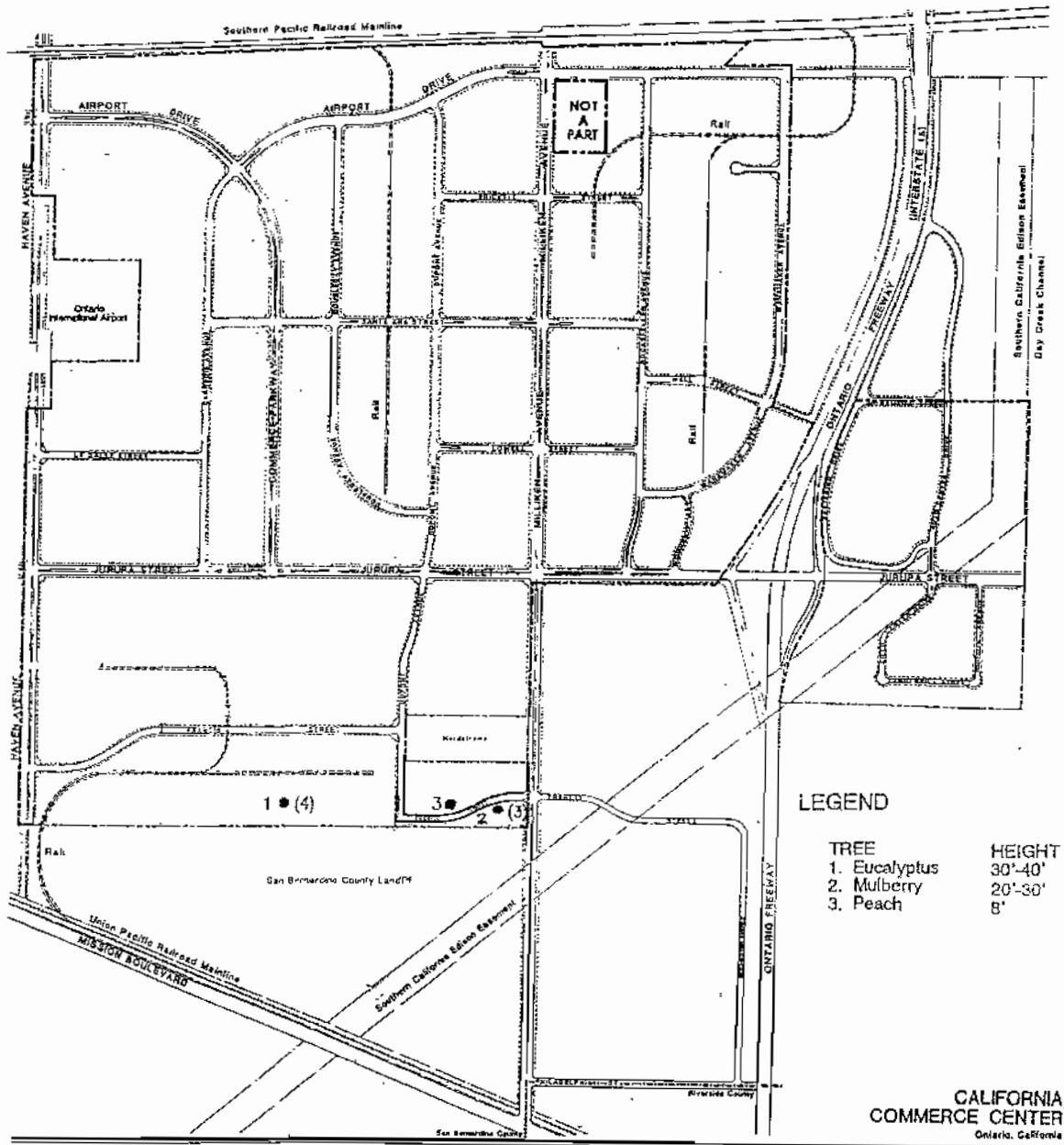
6. VEGETATION

The project site consist primarily of vacant land and old vineyards. Most of the area's native vegetation has since long been modified or displaced by the introduction of agriculture (see Exhibit 11A, Existing Vegetation in Undeveloped Project Areas, Trees Over 6' in Height).

Refer to the Draft Environmental Impact Report No. 81-4 prepared for this project for a detailed description of topography, geology and soils, climate, seismicity, hydrology, and vegetation.

EXHIBIT 11A

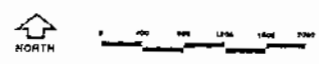
EXISTING VEGETATION IN UNDEVELOPED PROJECT AREAS
(Trees Over 6' in Height)



LEGEND

TREE	HEIGHT
1. Eucalyptus	30'-40'
2. Mulberry	20'-30'
3. Peach	8'

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E. EXISTING UTILITIES

1. SOLID WASTE DISPOSAL

The City of Ontario provides solid waste disposal service throughout the city, as well as to the project site. Six refuse trucks currently service the City's industrial areas, and ten trucks service commercial areas.

2. WATER

Groundwater is the source of eighty-five percent of the City of Ontario's water. The wells within the City limits are owned by the City of Ontario and draw from the Chino Basin. Four wells are located near the California Commerce Center site. Currently the developed portion of this site has a water distribution network. Existing waterlines are twelve, sixteen, and eighteen inches, as identified in Exhibit 12, Water Lines Existing Condition. C.C.C. has prepared a Master Plan for water service which relates service demand and system capabilities. Any facilities which may need to be constructed, shall be done by C.C.C. on a phase basis, as approved by the City Engineer.

3. GAS

The Southern California Gas Company provides natural gas service to the area. The existing natural gas distribution system consists of two high pressure distribution lines located in Airport Drive and Milliken Avenue, connecting up to a line at Jurupa Street, and then to a transmission line at Riverside Drive, south of the project area (see Exhibit 13, Southern California Gas Existing Condition).

4. ELECTRICITY

Electricity in the project area is provided by Southern California Edison, with existing distribution lines in Airport Drive and a major feeder in Milliken Avenue. This distribution is connected to a substation northwest of the site at Sixth Street and Archibald Avenue (see Exhibit 14, Southern California Edison Existing Condition).

5. TELEPHONE

Telephone service in the project area is provided by General Telephone Company, with cables located in Airport Drive between Haven and Milliken Avenues. A major feeder system is located along Milliken Avenue; it will be served from a new central facility south of the project (see Exhibit 15, General Telephone Company Existing Condition).

EXHIBIT 12

WATER LINES
EXISTING CONDITION

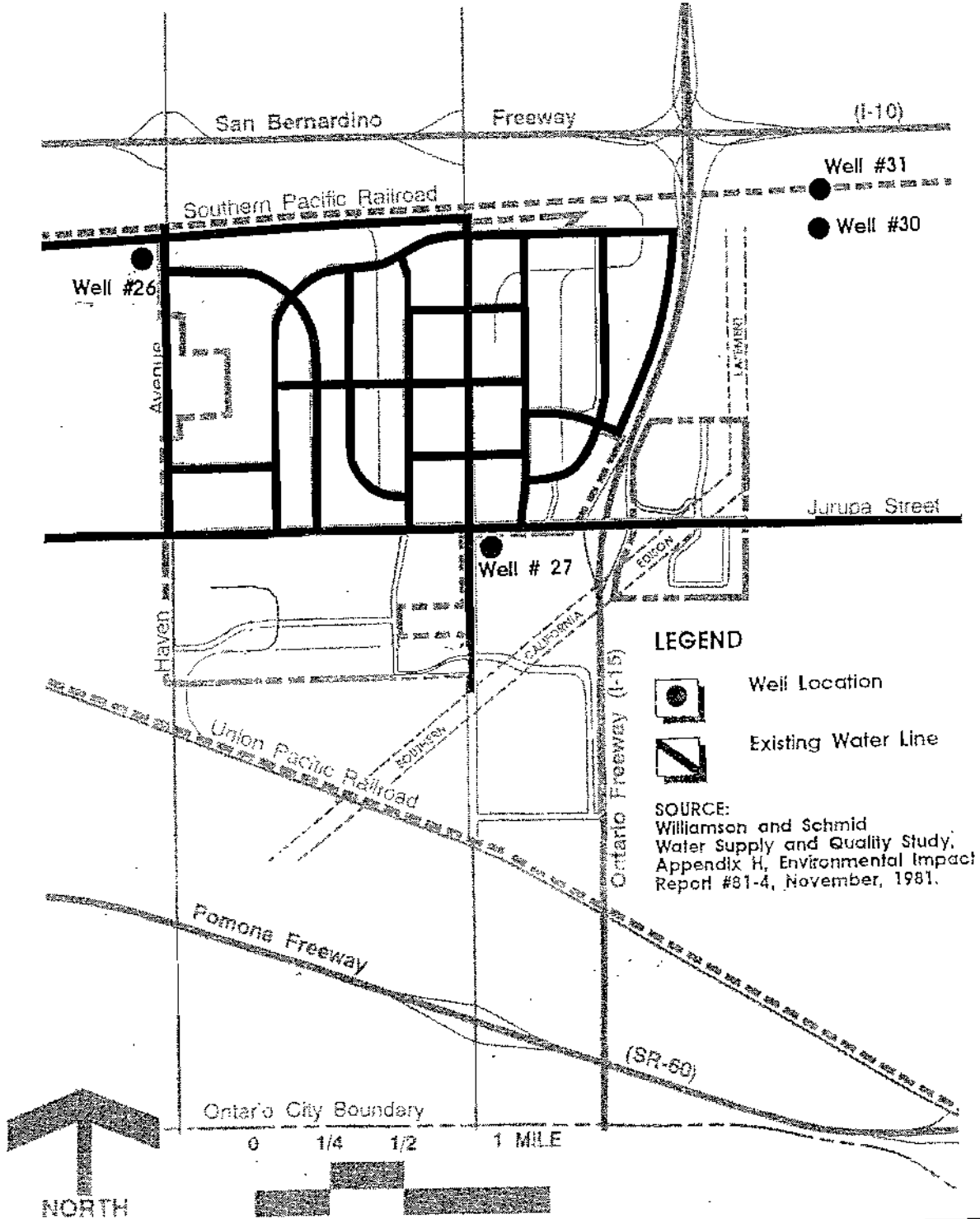
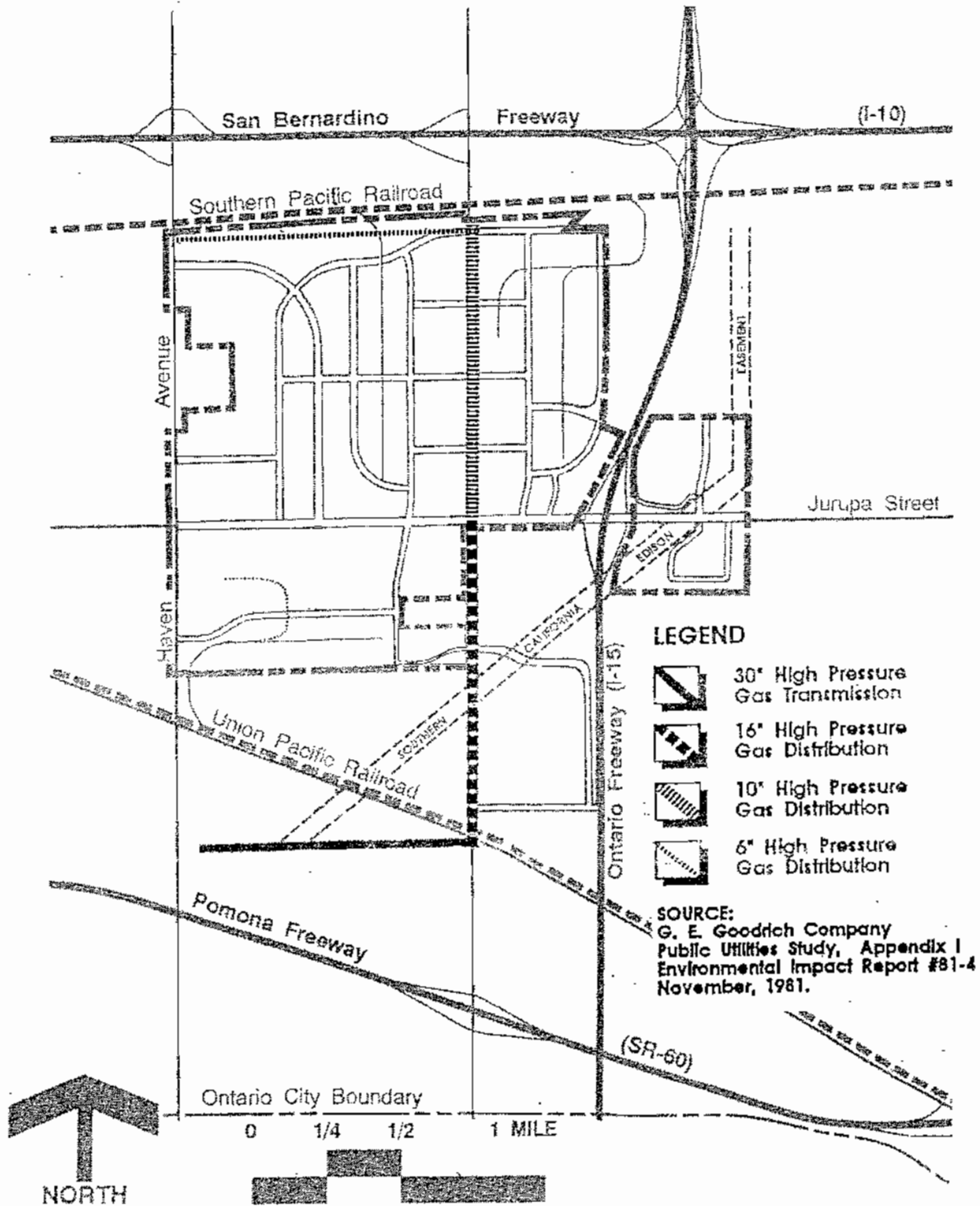


EXHIBIT 13

SOUTHERN CALIFORNIA GAS
EXISTING CONDITION



SOUTHERN CALIFORNIA EDISON
EXISTING CONDITION

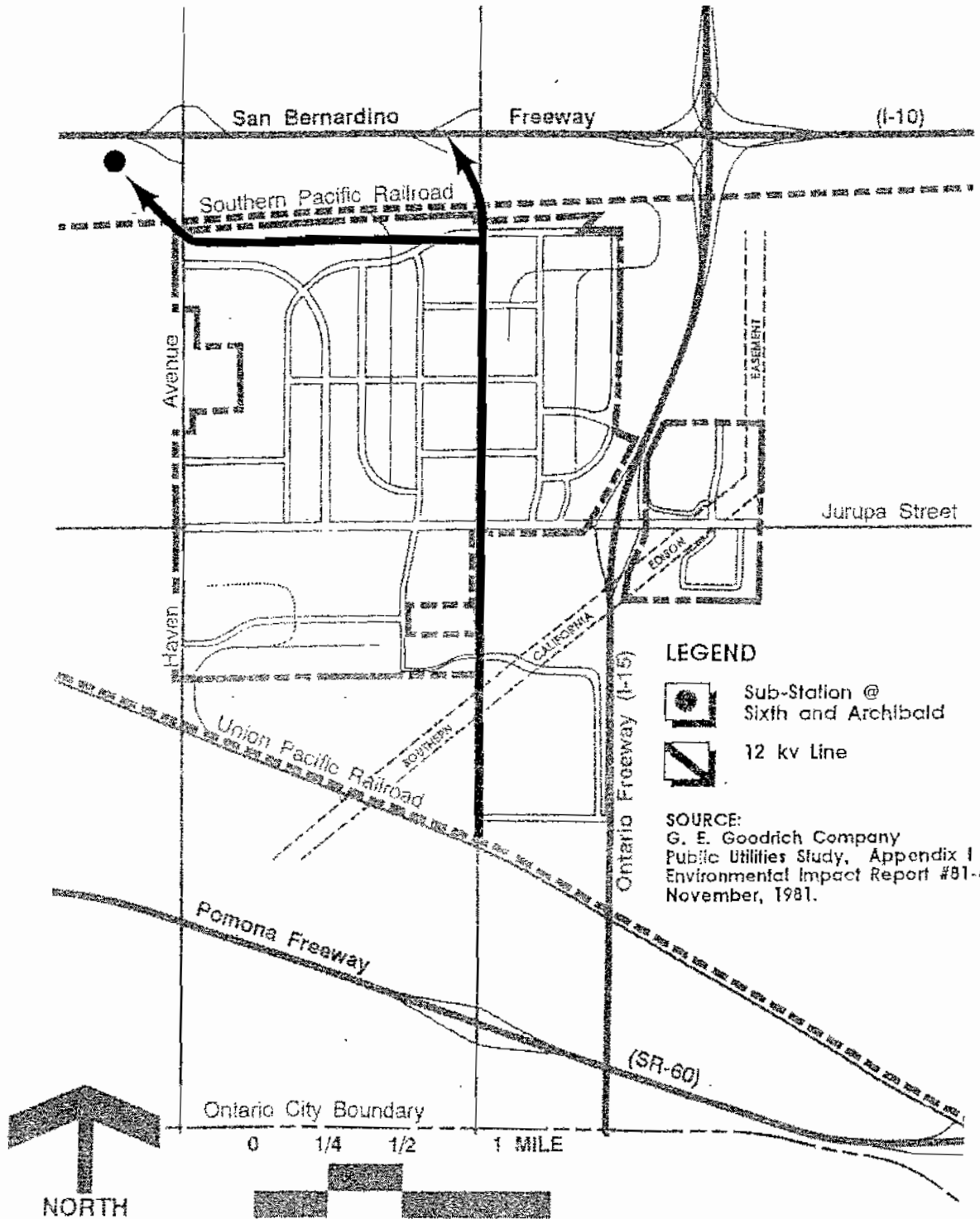
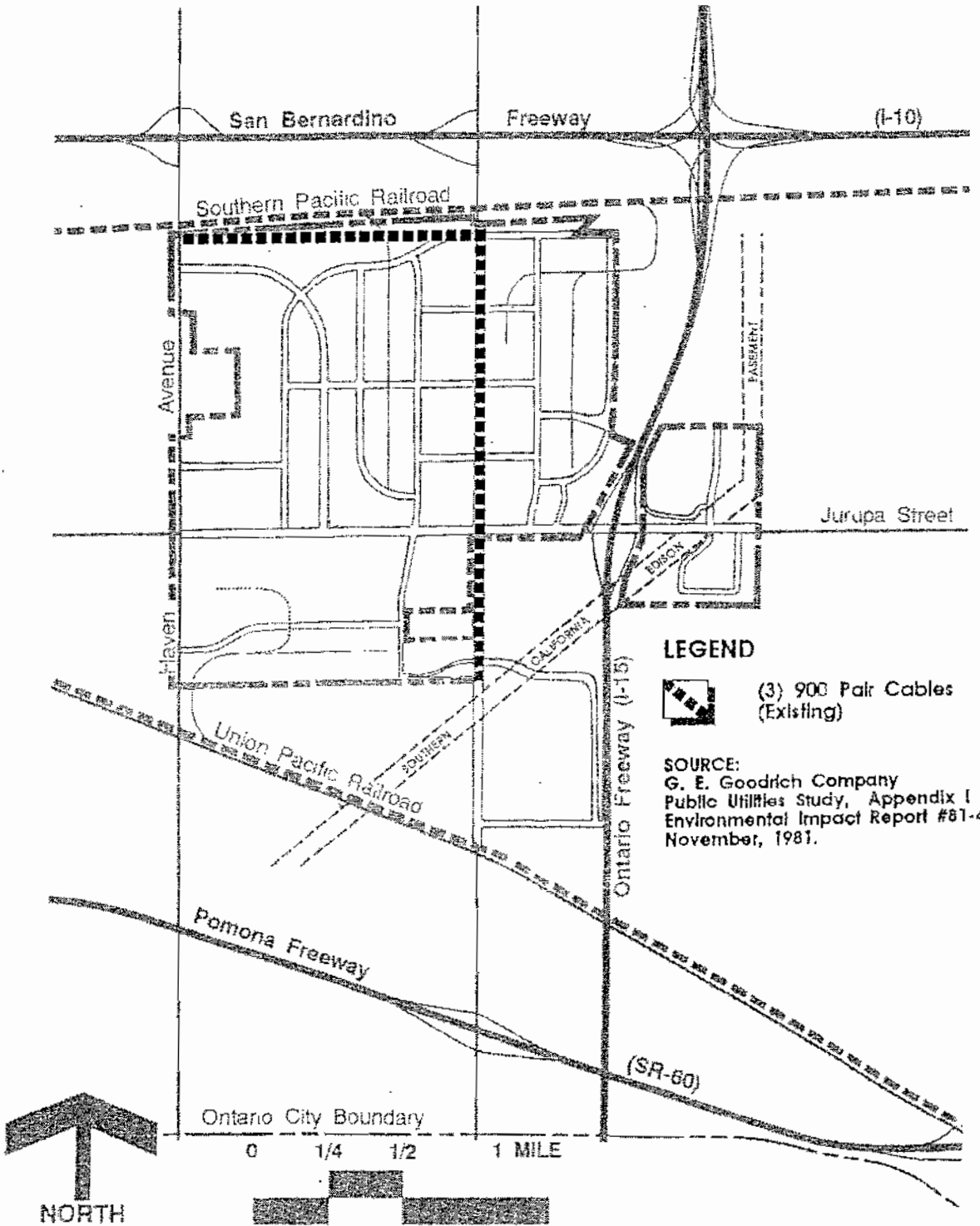



EXHIBIT 15

GENERAL TELEPHONE COMPANY
EXISTING CONDITION



LEGEND

 (3) 900 Pair Cables (Existing)

SOURCE:
G. E. Goodrich Company
Public Utilities Study, Appendix I
Environmental Impact Report #81-4
November, 1981.

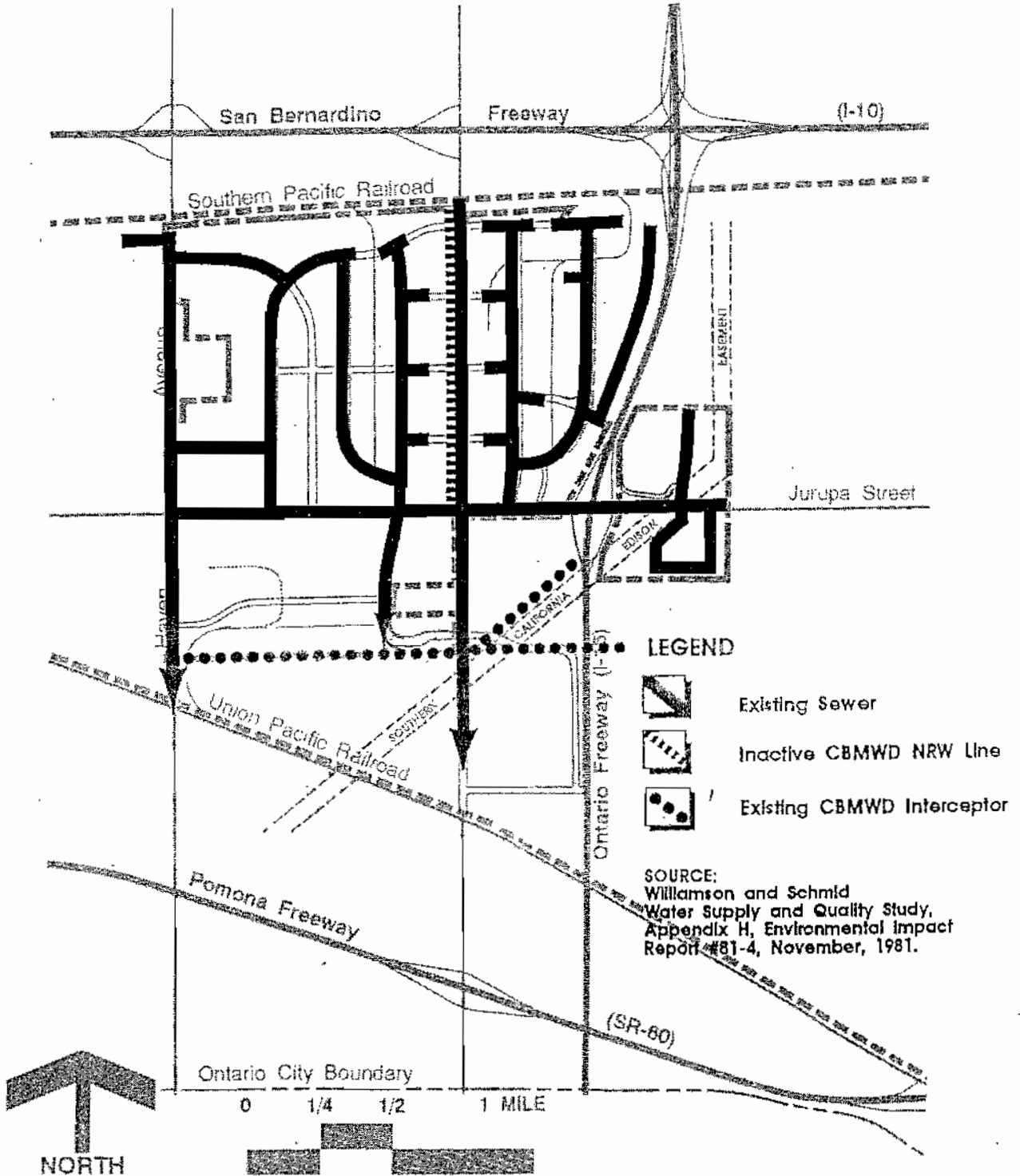
6. WASTEWATER

Existing City sewer lines are located in Milliken Avenue, Haven Avenue and the developed portions of California Commerce Center. There is also an existing CBMWD sewer line in the future alignment of Haven Avenue. This line collects flow from north of the San Bernardino Freeway and carries it to Regional Plant No. 1 (see Exhibit 16, Sewer Existing Condition).

The proposed sewer system is conceptual, and is proposed to utilize the future Fontana Interceptor at various points of connection. These possible connection points are subject to capacity limitations of the proposed Fontana Interceptor, the existing Cucamonga Interceptor, and the existing Regional Plant No. 1. All connections shall be approved by the Chino Basin Municipal Water District. C.C.C. shall pay for all permit and connection fees, as well as oversizing and capacity fees required by CBMWD. The overall sewer system development shall be constructed pursuant to the Comprehensive Sewer Master Plan for the Specific Plan area and tributary areas. All sewer facilities necessary to serve the Specific Plan areas will be provided by C.C.C. The City of Ontario will assist C.C.C. in obtaining requested connections; however, the City of Ontario cannot guarantee approval for connection, or that capacity will be available.

EXHIBIT 16

SEWER
EXISTING CONDITION



SOURCE:
Williamson and Schmid
Water Supply and Quality Study,
Appendix H, Environmental Impact
Report #81-4, November, 1981.