# II. EXISTING CONDITIONS

## A. PROJECT LOCATION

### 1. Regional Context

California Commerce Center South encompasses approximately 505 acres of land in Southern California, and is located in the southeast corner of San Bernardino County within the City of Ontario (see Figure 1, State of California and Southern California Regional Map). This area is part of the Chino Basin, which is formed by the San Bernardino Mountains, the Jurupa Hills, and the Santa Ana Mountains, separated on the west from the Los Angeles Basin by the San Jose Hills.

The project is centrally located, 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 Figure 2, Regional Context). Land uses in the region range from agricultural lands devoted to citrus/grape production and the raising of dairy cattle, to industrial and residential land uses.

### 2. Area Context

The California Commerce Center South is located in the eastern portion of the City of Ontario, south of the Ontario International Airport. The site is generally bounded by Mission Boulevard to the north, the Cucamonga Creek Channel to the west, the Pomona Freeway to the south, and Haven Avenue to the east. (See Figure 3 and Figure 4.)

## B. SITE CONDITIONS: EXISTING LAND USES

Prior to construction, the project site consisted primarily of active and abandoned agricultural uses, including vineyard and row crop production. The only significant structures in the project area were a single-family home and related structures, an abandoned farm-related concrete structure. The site has since been graded and improved with streets and utilities. The former sewage treatment ponds have been removed and reclaimed.

## C. EXISTING CIRCULATION

### 1. Regional Circulation

The project site has excellent regional accessibility, since it is 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 is a major transportation route between Los Angeles on the west, and San Bernardino and the desert areas to the east. The Ontario Freeway provides north-south regional circulation. The Pomona Freeway also provides a major route to Los Angeles on the west and Riverside and desert areas to the east. In addition, the site is located adjacent to a Union Pacific railroad main line (Figure 6, Regional/Local Circulation).

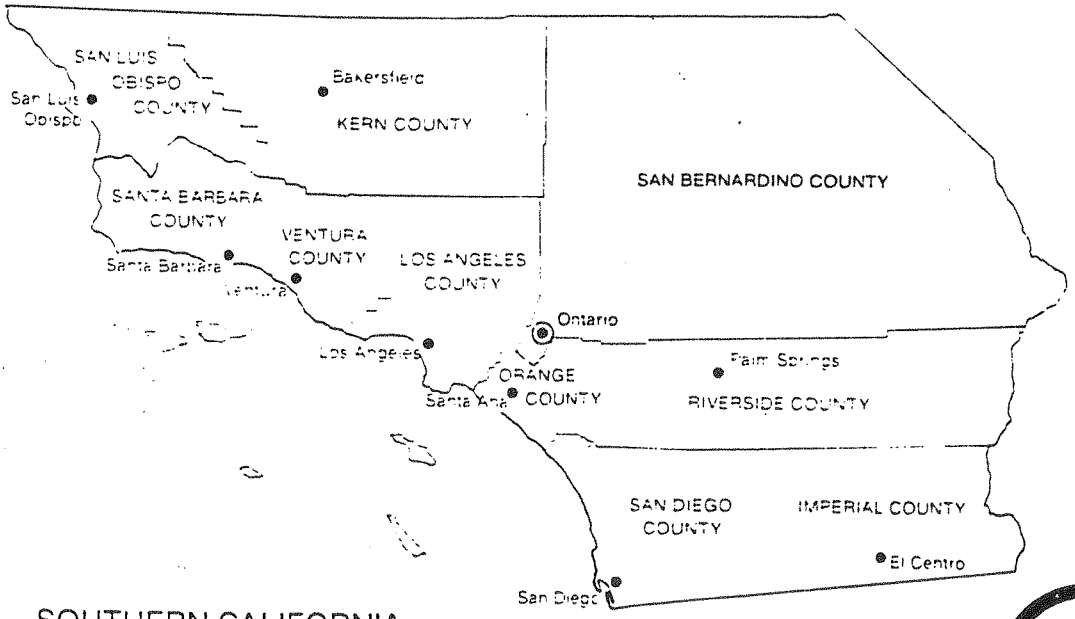
### 2. Local Circulation

Existing local circulation providing north-south access to the site include Archibald and Haven Avenues. In an east-west direction, Mission Boulevard forms the northern boundary of the Specific Plan Area. (See Figure 6, Regional/Local Circulation) In addition, the City of Ontario's Master Plan of Streets and Highways is illustrated in Figure 7.

# REGIONAL CONTEXT

Figure 1


STATE OF CALIFORNIA



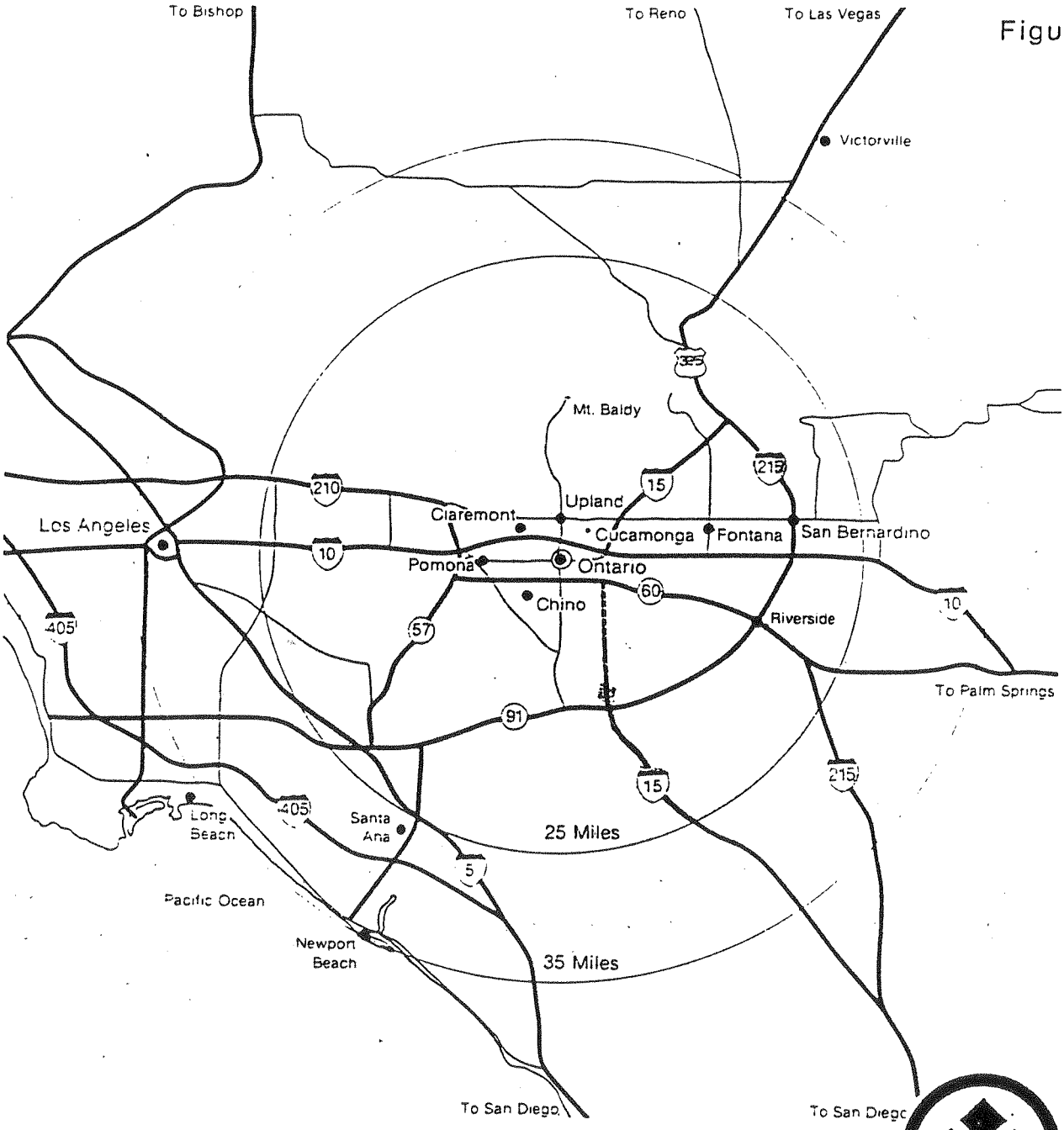

SOUTHERN CALIFORNIA REGIONAL MAP

**CALIFORNIA COMMERCE CENTER** *SOUTH*

AT ONTARIO

# REGIONAL CONTEXT

Figure 2

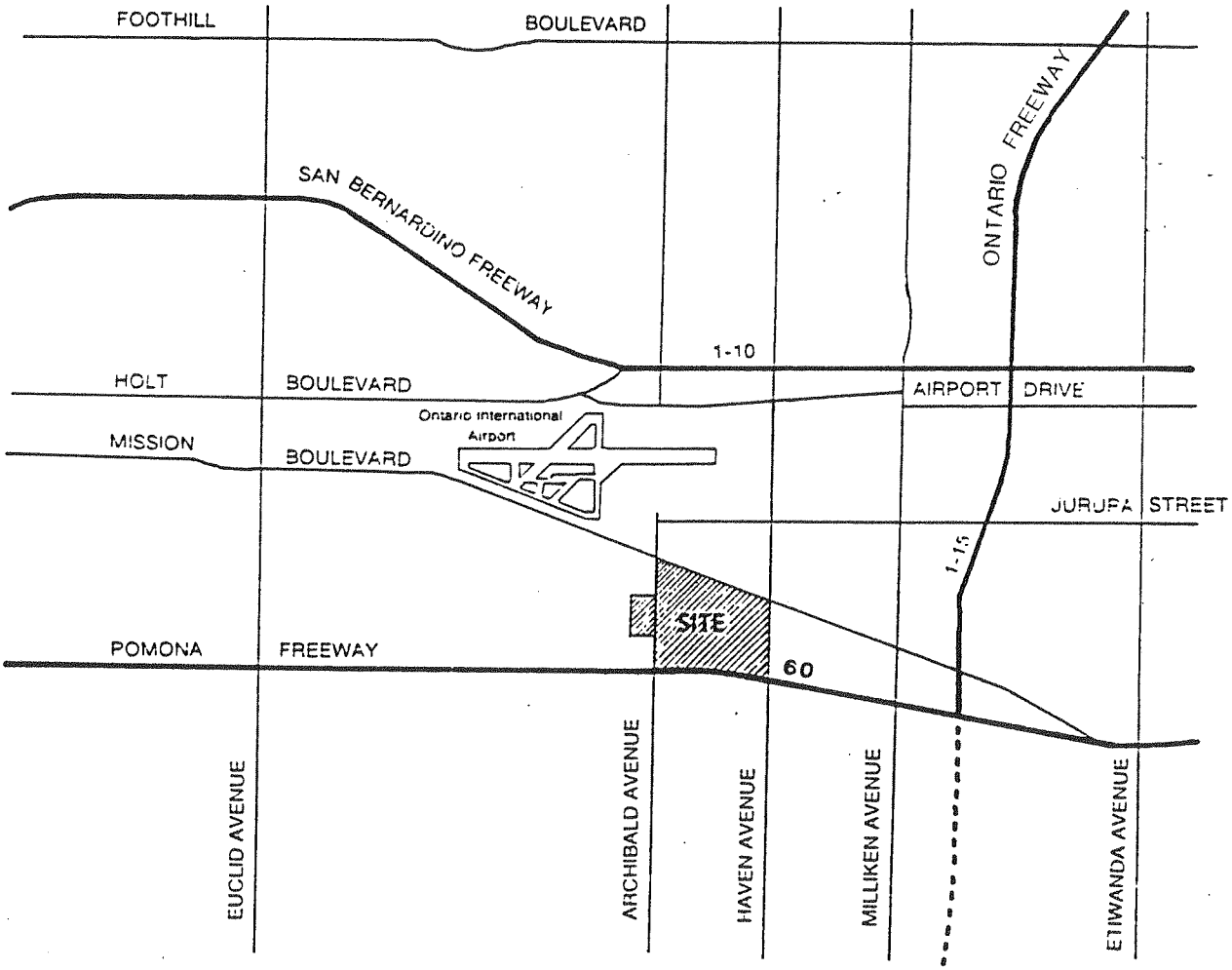



**CALIFORNIA COMMERCE CENTER** *SOUTH*

AT ONTARIO

# AREA CONTEXT

Figure 3

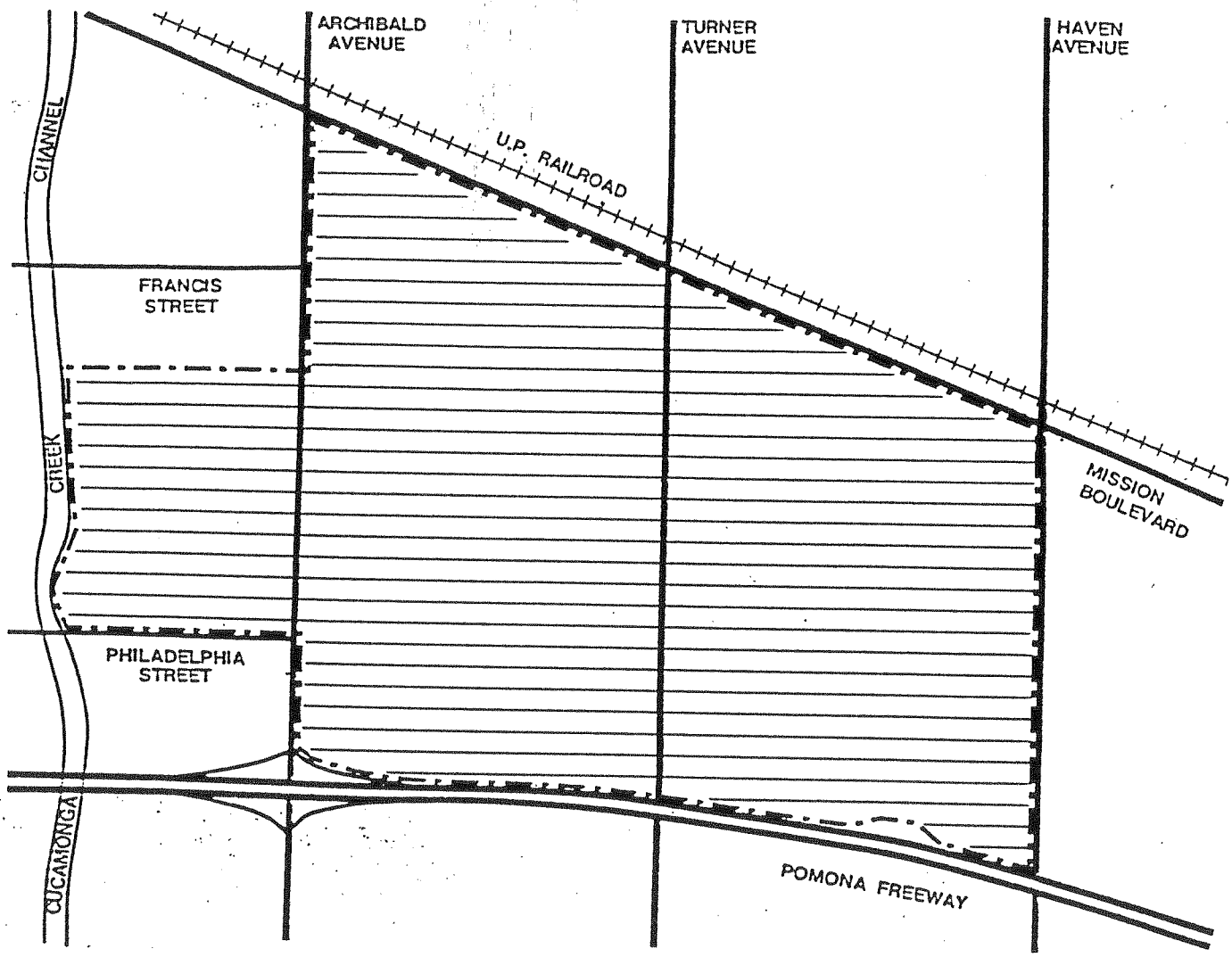



**CALIFORNIA COMMERCE CENTER *SOUTH***

AT ONTARIO

# PROJECT SITE

Figure 4




PROJECT SITE

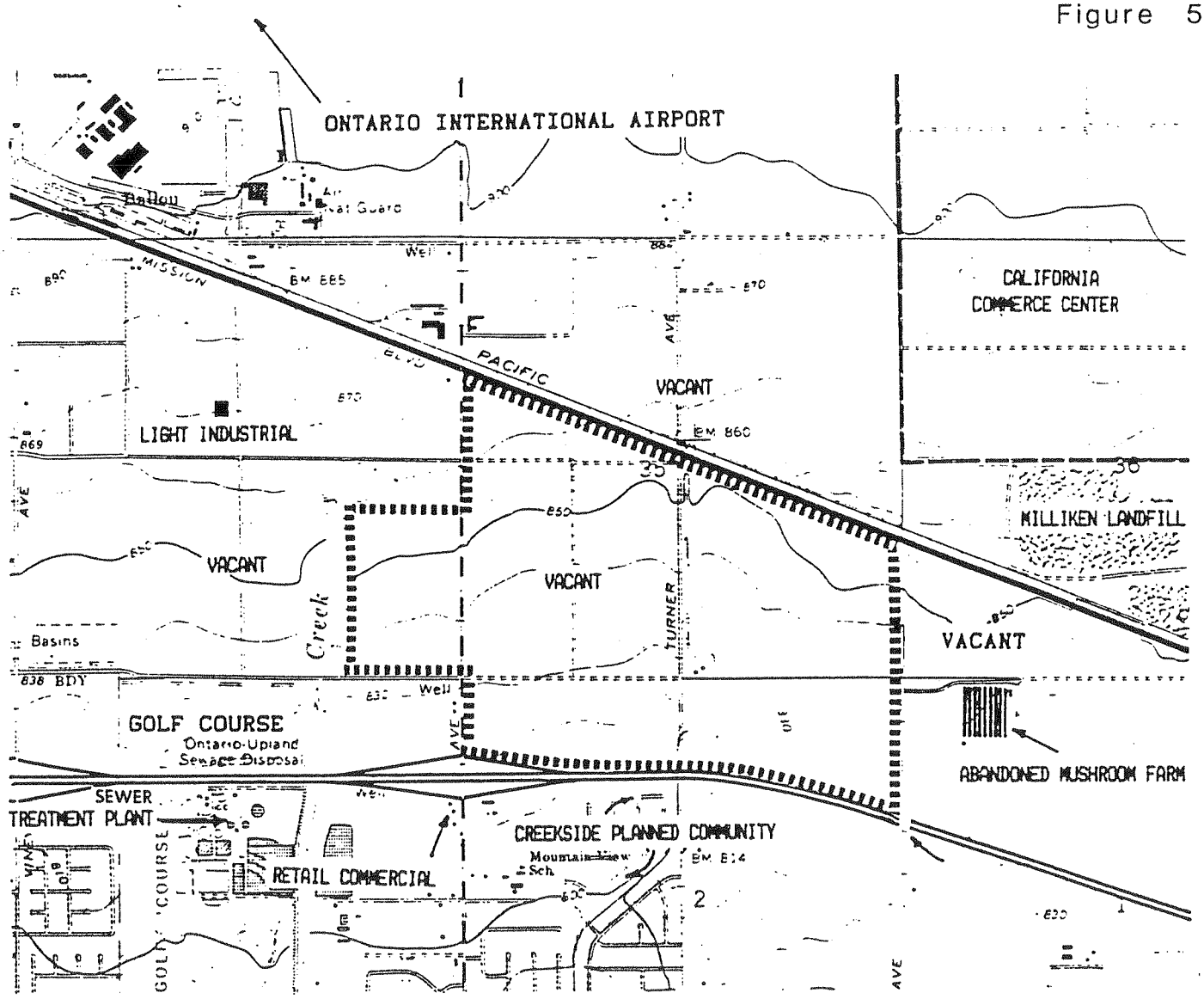
SCALE: 1" = 1,250'

**CALIFORNIA COMMERCE CENTER** *SOUTH*

AT ONTARIO

# EXISTING LAND USE

Figure 5



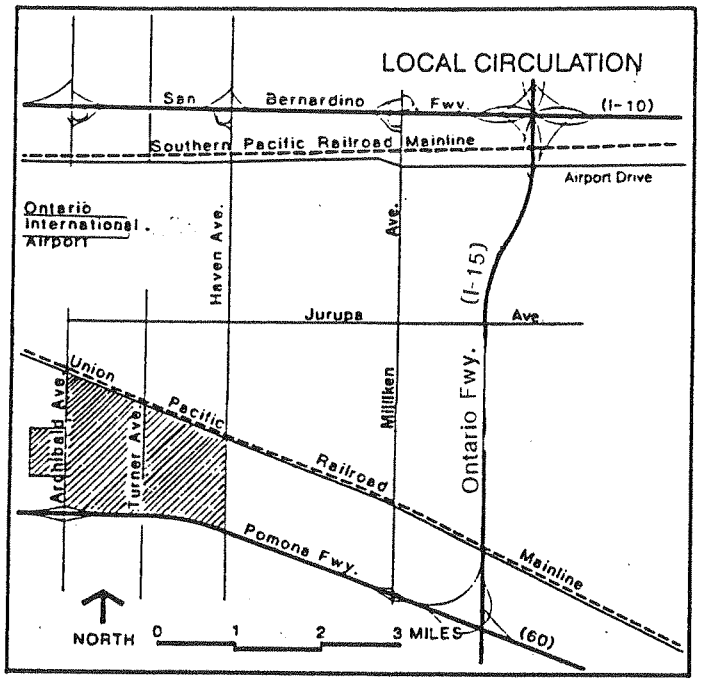

PROJECT AREA BOUNDARY

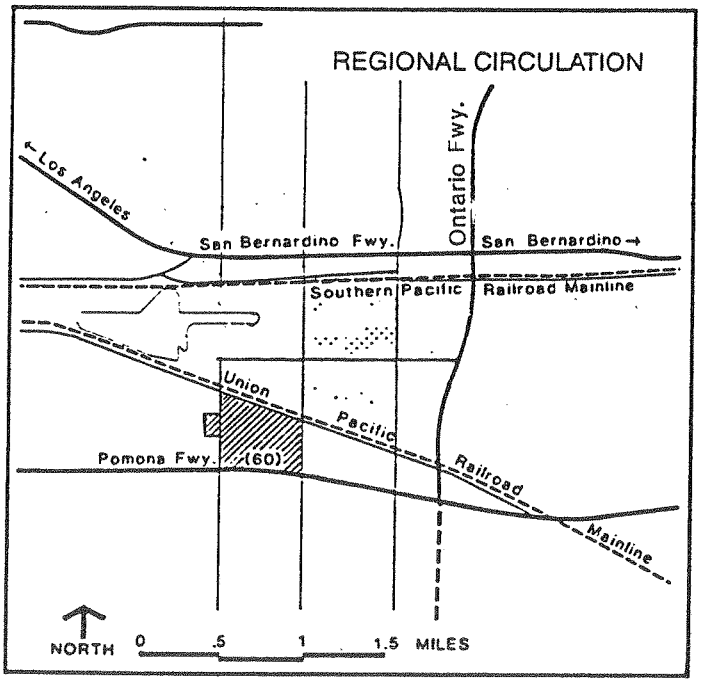
CALIFORNIA COMMERCE CENTER *SOUTH*

AT ONTARIO

# REGIONAL/LOCAL CIRCULATION

Figure 6



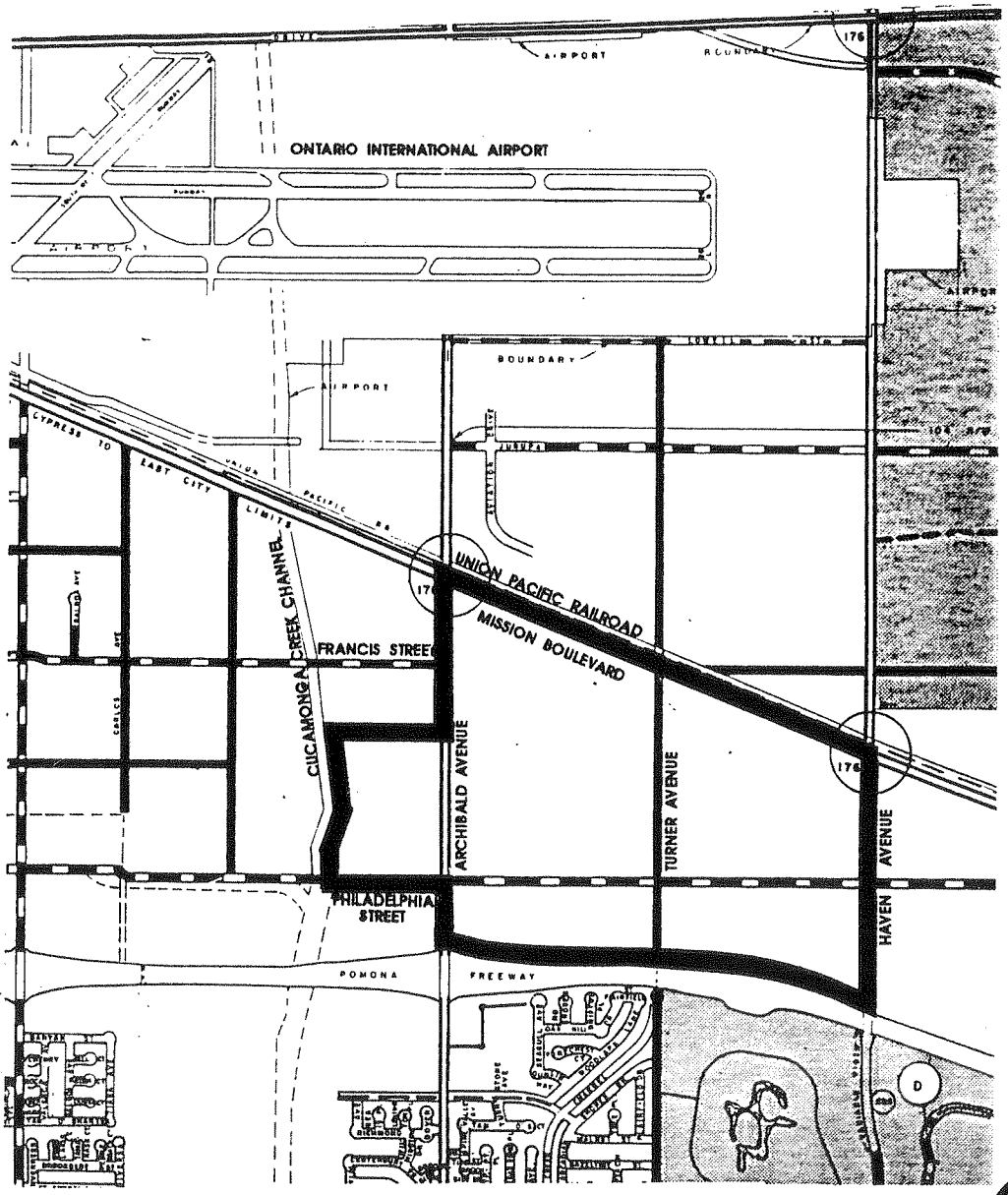




**CALIFORNIA COMMERCE CENTER** *SOUTH*

AT ONTARIO

# CITY OF ONTARIO MASTER PLAN OF STREETS AND HIGHWAYS (PROJECT AREA)

Figure 7




INDICATES PROJECT BOUNDARY

STANDARD ARTERIAL

DIVIDED ARTERIAL

COLLECTOR STREET

LOCAL STREET

NOTE: APPLICANT WILL NEED TO CONTACT THE ENGINEERING DEPARTMENT OF THE CITY OF ONTARIO FOR THE OFFICIAL DESIGNATIONS BECAUSE THE CITY'S MASTER PLAN OF STREETS IS AMENDED FROM TIME TO TIME.

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AT ONTARIO

## 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 860 to 960 feet above mean sea level.

### 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. A potential for wind erosion has been identified.

### 3. 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 15-mile radius of the site. The San Jacinto and San Andreas Faults which are historically active and located approximately twenty-five miles northwest of the area.

### 4. HYDROLOGY

According to the Flood Insurance Rate Map (FIRM) for the City of Ontario prepared by the Federal Emergency Management Agency (FEMA), the majority of California Commerce Center South is within Zone B or C. Zone B indicates areas between the limits of the 100-year and 500-year floods. Zone C indicates areas outside of the 500-year flood zone.

According to the FIRM, the portion of the project area directly adjacent to Lower Deer Creek is within Zone AO, indicating areas of shallow flooding during 100-year storms. The AO Zone also extends westward along the Pomona Freeway from Deer Creek, and indicates that flood waters carried by the creek would pond against the freeway embankment before flowing to the south along Archibald Avenue. Subsequent to the preparation of the FIRM, flood control improvements were constructed along Lower Deer Creek. This construction will remove flood hazards within the previously existing AO zone.

A Master Plan for drainage which outlines facilities needs and system capabilities has been prepared, and is included in this document. Any facilities which may need to be developed will be constructed by the project sponsor on a phased basis, as approved by the City Engineer.

## 5. VEGETATION

Vegetation within the project site consists primarily of vineyards and row crops, and fallow lands (see Figure 8). Most of the area's native vegetation has been modified or displaced by the introduction of agriculture.

East of the intersection of Archibald Avenue and Philadelphia Street, a blue gum windrow extends to lower Deer Creek. While the trees in this windrow are taller than those along the freeway, they are multiple-trunked and heavily suckered.

Although they appear to be in good health from an aesthetic standpoint, their condition is presently poor. Trunks are disguised by a heavy growth of lateral branches. Trees grow crowded together in many parts of the row, and many individuals are small and spindly. Some larger trees have leaning trunks or off-balance laterals.

In March, 1987, a report was prepared by the firm of Landscape and Water Management Consultants examining the feasibility of preserving this windrow as part of the development of California Commerce Center South. This report, and the City's response to the report, is included in the appendices to this document.

As outlined in the horticultural report, while it may be possible to preserve the windrow, the arguments against retaining these trees outweigh the benefits of keeping them. Field inspection of the trees indicates some problems with pests attacking the trees, some of which are now dead. In addition, the close placement of the trees within the windrow lends opportunities for disease or pests to spread, and makes it difficult to selectively remove individual trees without damaging others. Finally, it is likely that additional damage could be done to root systems in the course of grading the road bed and adjacent development areas.

Along Mission Boulevard are several groupings of trees. West of Turner Avenue are a number of desert gums. East of Turner along Mission are a group of black walnuts and a California pepper tree. A small grove of English walnut trees is maintained adjacent to the farm residence on the east side of lower Deer Creek. Some trees have become established along the creek.

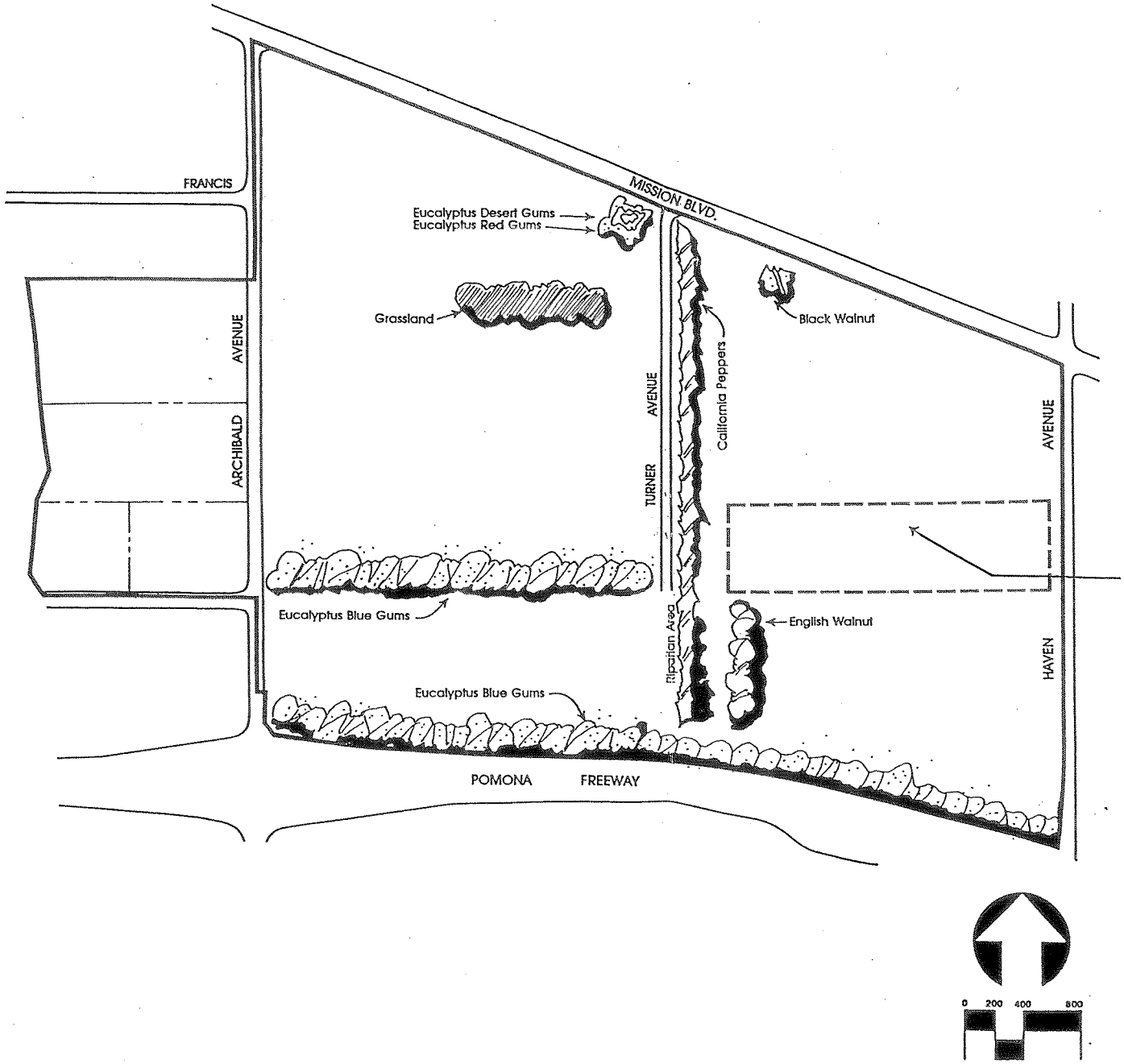
In addition to the above, a row of eucalyptus trees is located within the Pomona Freeway right-of-way between Haven and Archibald avenues.

## 6. CLIMATE

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

# EXISTING VEGETATION

Figure 8







## LEGEND

- Grasslands
- Lower Deer Creek Riparian Habitat
- Eucalyptus Windrows

**CALIFORNIA COMMERCE CENTER** *SOUTH*

AT ONTARIO

## E. EXISTING UTILITIES

### 1. WATER

Water service to the project site will be provided by the City of Ontario. Groundwater is the source of 85 percent of the City's water supply. The wells within the City limits are owned by the City of Ontario, and draw from the Chino Basin.

Because the project site is currently undeveloped, only a portion of the area has a water distribution network. There are 12-inch existing water lines located contiguous to Philadelphia Street and Mission Boulevard (west of Archibald Avenue) and in Archibald Avenue adjacent to the site. In addition, there is an 18-inch water line contiguous to Milliken Avenue, north of Mission Boulevard.

The project site is currently within three water pressure zones within the overall City of Ontario water system. The portion of the site west of Archibald Avenue is in the "Fourth Street Zone," while the area east of Archibald to the north of the extended centerline of Francis Street is within the "Eighth Street Zone." The area east of Archibald Avenue south of the extended centerline of Francis is within the Phillips Zone."

A Master Plan for water service which outlines service demand and system capabilities has been prepared, and is included in this document. Any facilities which may need to be developed will be constructed by the project sponsor on a phased basis, as approved by the City Engineer.

### 2. WASTEWATER

Sewage collection facilities are provided and maintained by the City of Ontario. Wastewater treatment facilities are operated by the Chino Basin Municipal water District under the provisions of a regional wastewater treatment contract.

There are presently two sewer lines crossing the project site, including the nonreclaimable waste line, which runs along the extension of Philadelphia Street, and the Cucamonga trunk sewer which runs in a westerly direction through the center of the site.

A Master Plan for sewer service which outlines service demand and system capabilities has been prepared, and is included in this document. Any facilities which may need to be developed will be constructed by the project sponsor on a phased basis, as approved by the City Engineer.

### 3. SOLID WASTE DISPOSAL

The City of Ontario provides solid waste disposal service throughout the city, including the project site. Three refuse trucks currently service the City's industrial areas, and four and one-half trucks service commercial areas. Solid waste collected within the project site will be transported to San Bernardino County's Milliken landfill, which is located northeast of the project site.

4. NATURAL GAS

The Southern California Gas Company provides natural gas service to the area. The Southern California Gas Company presently maintains a four-inch high-pressure gas main within the Archibald Avenue right-of-way and a two-inch main within the Mission Boulevard right-of-way.

5. ELECTRICITY

Electricity in the project area is provided by Southern California Edison (SCE). SCE presently maintains 12 kilovolt (kV) overhead feeder lines east of Haven and Archibald avenues and south of Mission Boulevard. With the exception of a service line extended to a dwelling unit on Turner Avenue, and other possible incidental service lines, no electrical lines presently serve the site.

6. TELEPHONE

Telephone service to the project area is provided by the General Telephone Company (GTE). GTE presently maintains telephone cables located under or above the north/south streets in the project area. The greatest available capacity for expansion is in the buried conduit on the west side of Archibald Avenue.