III. EXISTING CONDITIONS

A. PROJECT LOCATION

1. Regional Context

The Ontario/Signal Commercentre Specific Plan site encompasses 50.71 acres situated in the southwest corner of San Bernardino County within the City of Ontario (Figures III-A-1/III-A-5).

The project site is centrally located within Southern California, 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 (Figure III-A-3). Land uses in the surrounding region range from agricultural citrus/grape production to rapidly growing industrial, commercial, and residential developments. The Ontario International Airport is located nearby to the north of the project area and is a significant factor in land use planning.

2. Area Context

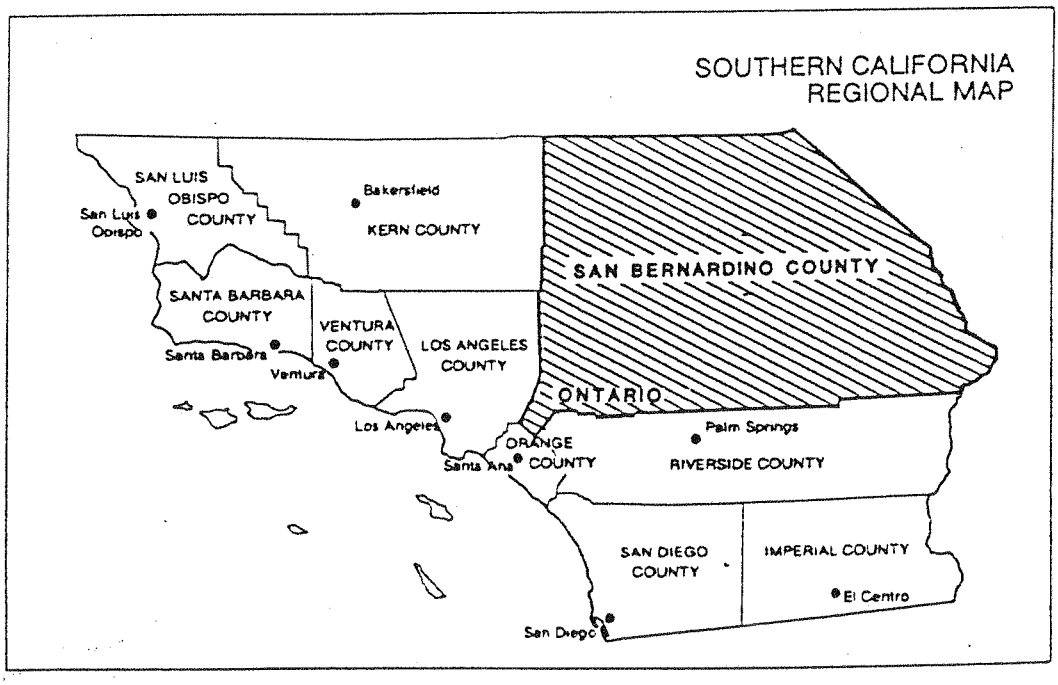
The Ontario/Signal Commercentre Specific Plan is located in the eastern-central portion of the City of Ontario, south of the Ontario International Airport. The project is situated on the southwest corner of Archibald Avenue and Mission Boulevard, approximately one mile south of the I-10 Freeway (San Bernardino Freeway), three-quarters of a mile north of the SR-60 Freeway (Pomona Freeway), and two miles west of the I-15 Freeway (Devore Freeway) Figure III-A-4.

STATE OF CALIFORNIA
SOUTHERN CALIFORNIA REGIONAL MAP

FIGURES
III-A-1,2

III-A-1

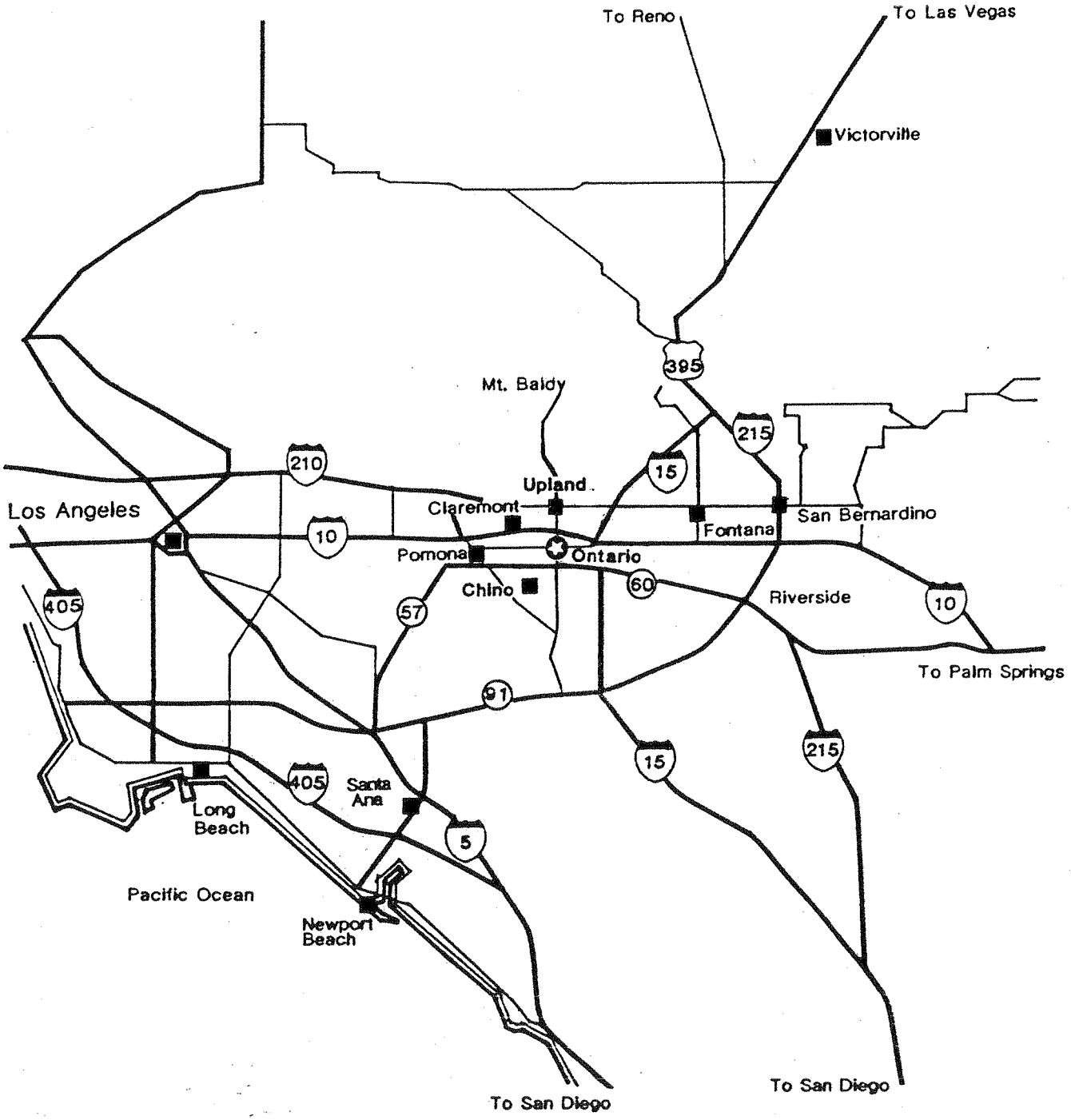
III-A-2



PLANNING NETWORK
2940 INLAND EMPIRE BLVD
SUITE 105, ONTARIO, CA 91764
(7 1 4) 9 4 5 - 2 7 3 8

REGIONAL CONTEXT

FIGURE
III-A-3



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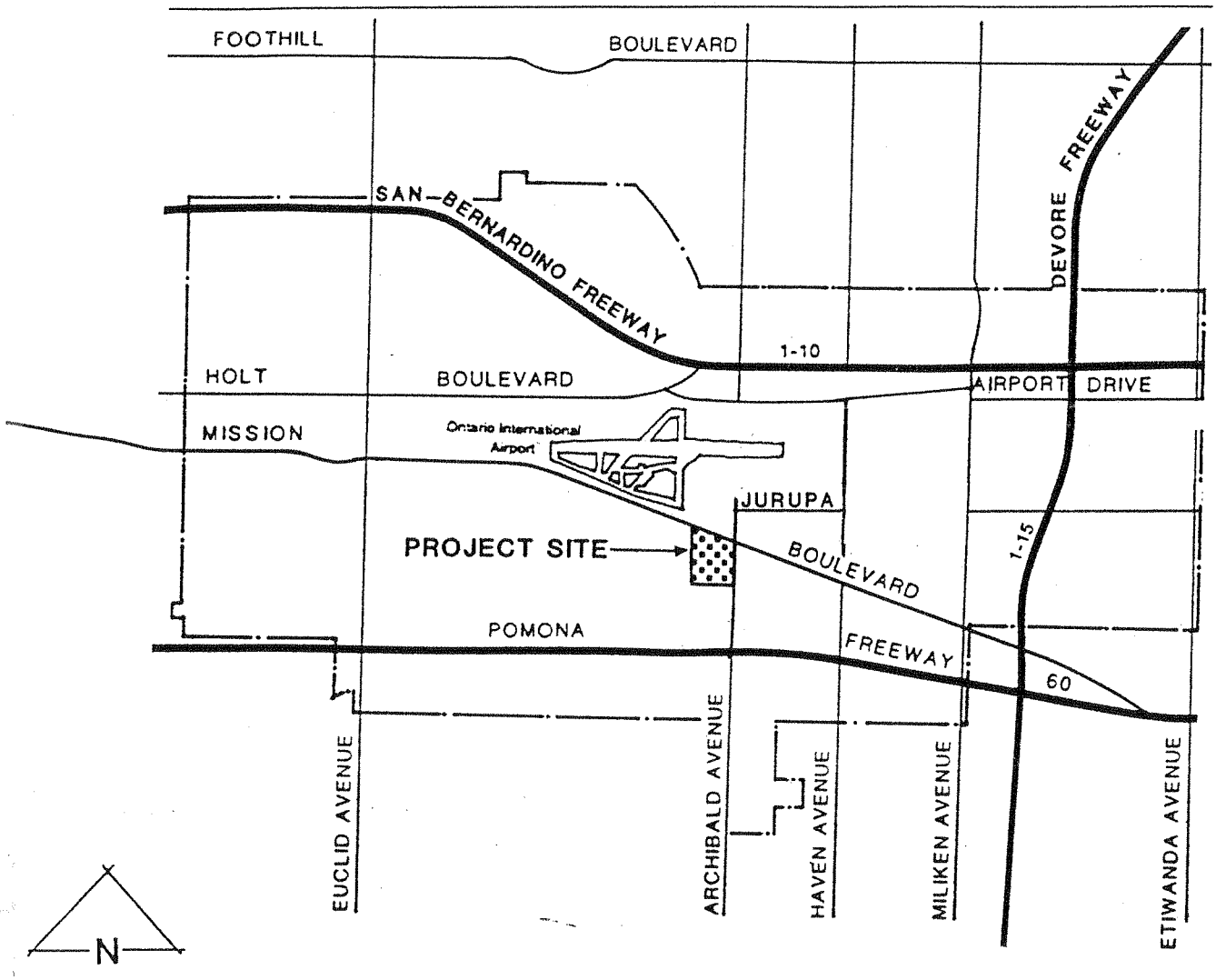
AREA CONTEXT

FIGURE
III-A-4



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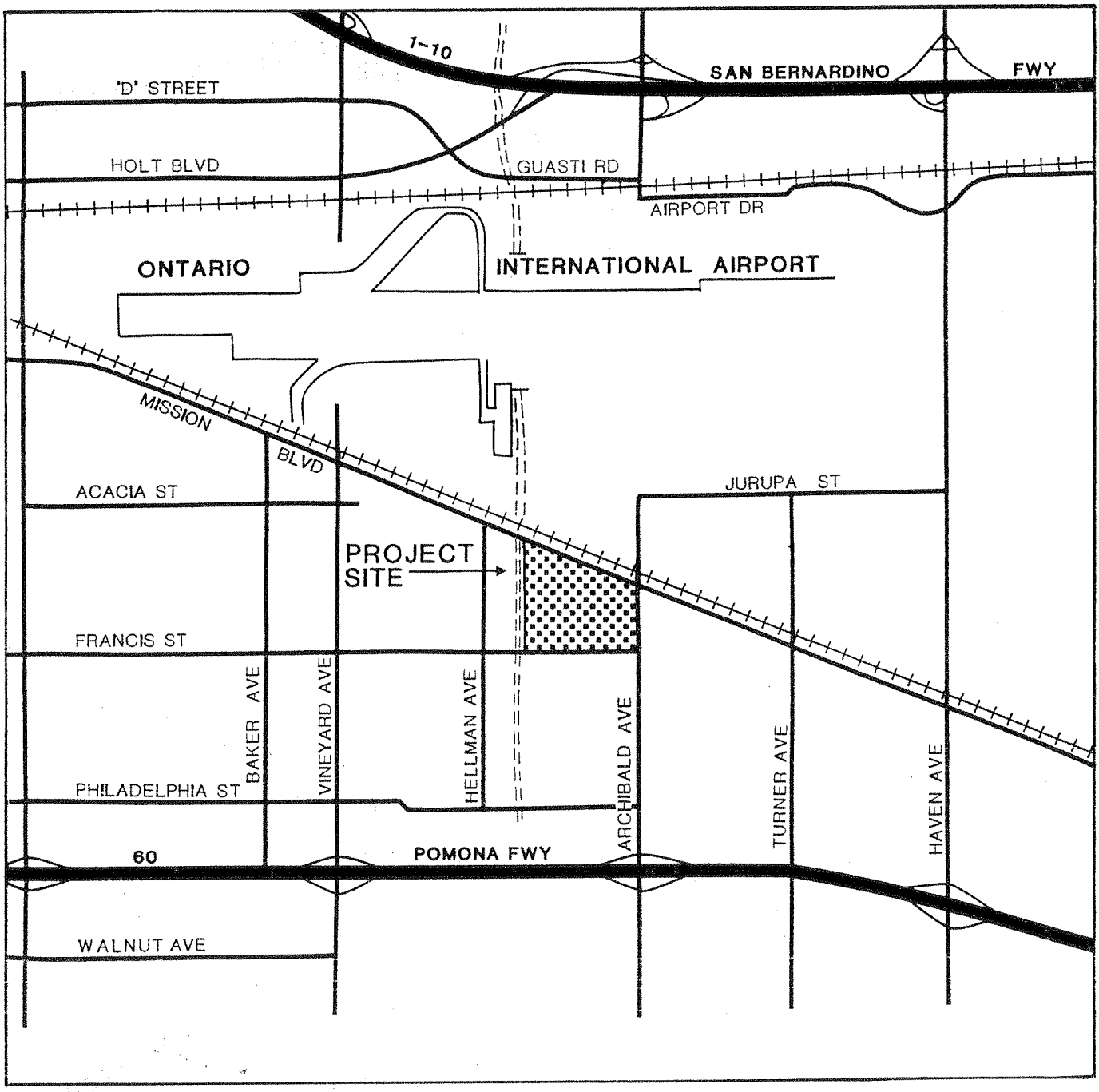
PROJECT SITE

FIGURE

III-A-5



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B. SITE CONDITIONS: EXISTING LAND USES

The project site is vacant. Surrounding land uses are as follows: (Figure III-B-1)

NORTH:	Ontario International Airport and Industrial
EAST:	Business Park under construction
SOUTH:	Industrial and Business Park under construction
WEST:	Vacant and Industrial

(Figure III-B-1)

C. EXISTING CIRCULATION

1. Regional Circulation

As previously mentioned, the site is approximately one mile south of the I-10 (San Bernardino) Freeway and three-quarters of a mile north of the SR-60 (Pomona) Freeway. The I-15 (Devore) Freeway is located approximately two miles to the east of the project site. A Union Pacific Rail Line is located immediately north of the Mission Boulevard right-of-way (Figures III-C-3).

2. Local Circulation

The site is serviced locally by Archibald Avenue, Mission Boulevard, and Francis Street. Archibald Avenue (120' R.O.W.) is a north-south major collector street which terminates at the Ontario International Airport north of the project site. Archibald Avenue had a right-of-way of 90 feet. As part of the project, an additional 30 feet was dedicated (and improved) to the City for its present right-of-way of 120 feet. Access onto Archibald Avenue from the site shall be right-in right-out only in locations approved by the City Engineer. Additional right-of-way shall be dedicated for the master planned Archibald Avenue/Union Pacific Railroad grade separation as needed.

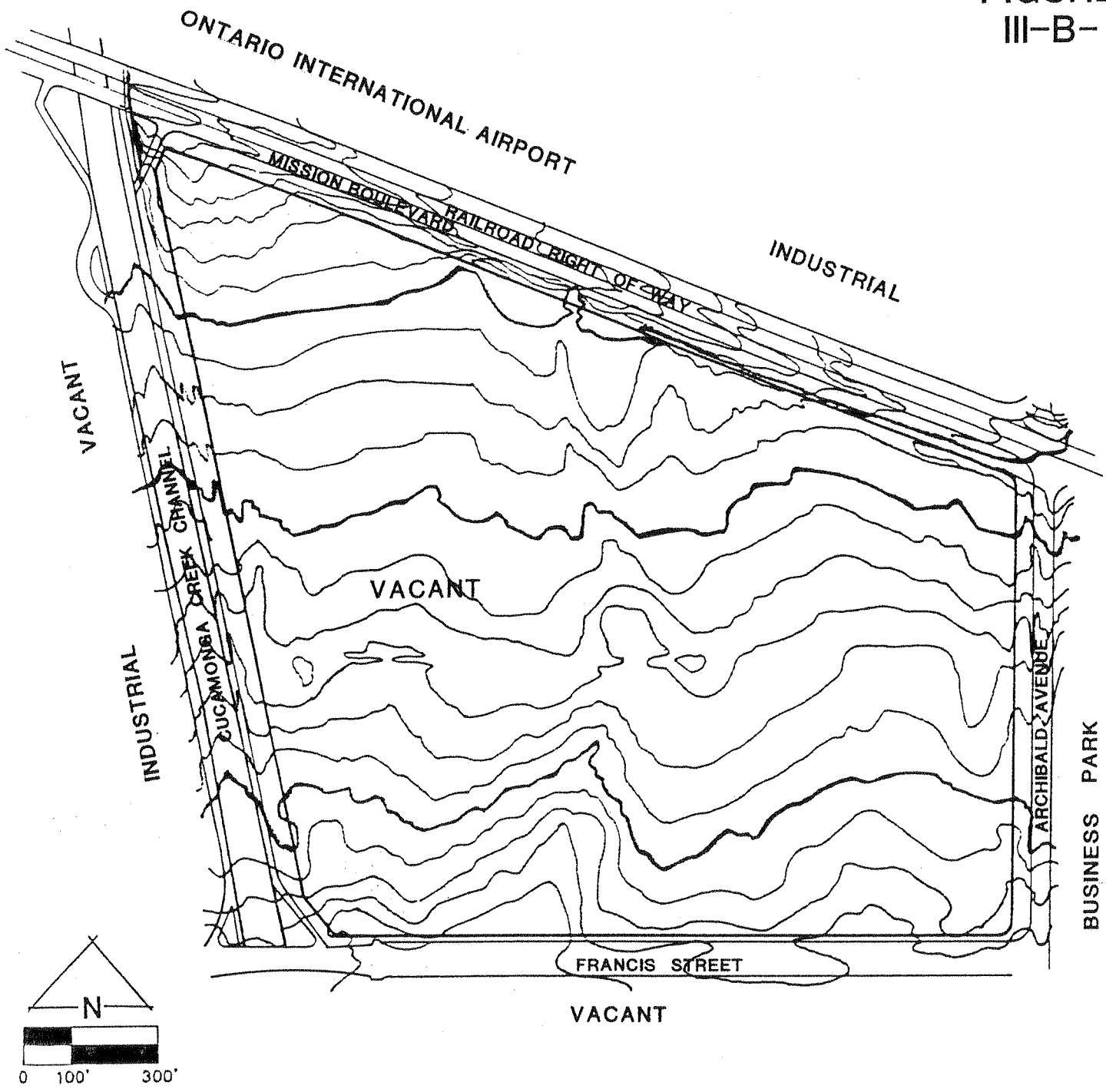
The nearest north-south thoroughfare presently unobstructed by the airport is Haven Avenue, approximately one mile east of the project location. Mission Boulevard (150' R.O.W.) is a northwesterly to southeasterly aligned, major divided arterial which forms the property's northern boundary. Francis Street (100' R.O.W.) creates the southern property boundary (Figure III-C-3).

On-site circulation will be accomplished by the construction of three local industrial streets with 66' rights-of-way. "A" Street will have a north/south alignment from Mission Boulevard to Francis Street. "B" Street will have an east/west alignment from "A" Street easterly to Archibald Avenue. "C" Street (cul-de-sac) will take access from "B" Street and run northerly midway between to "A" Street and Archibald Avenue (Figure III-C-3).

A five feet (5') wide sidewalk will be constructed along Archibald Avenue. Sidewalks will be also constructed along interior streets if a predominance of commercial uses are proposed for the interior of the project area.

EXISTING LAND USE

FIGURE
III-B-1



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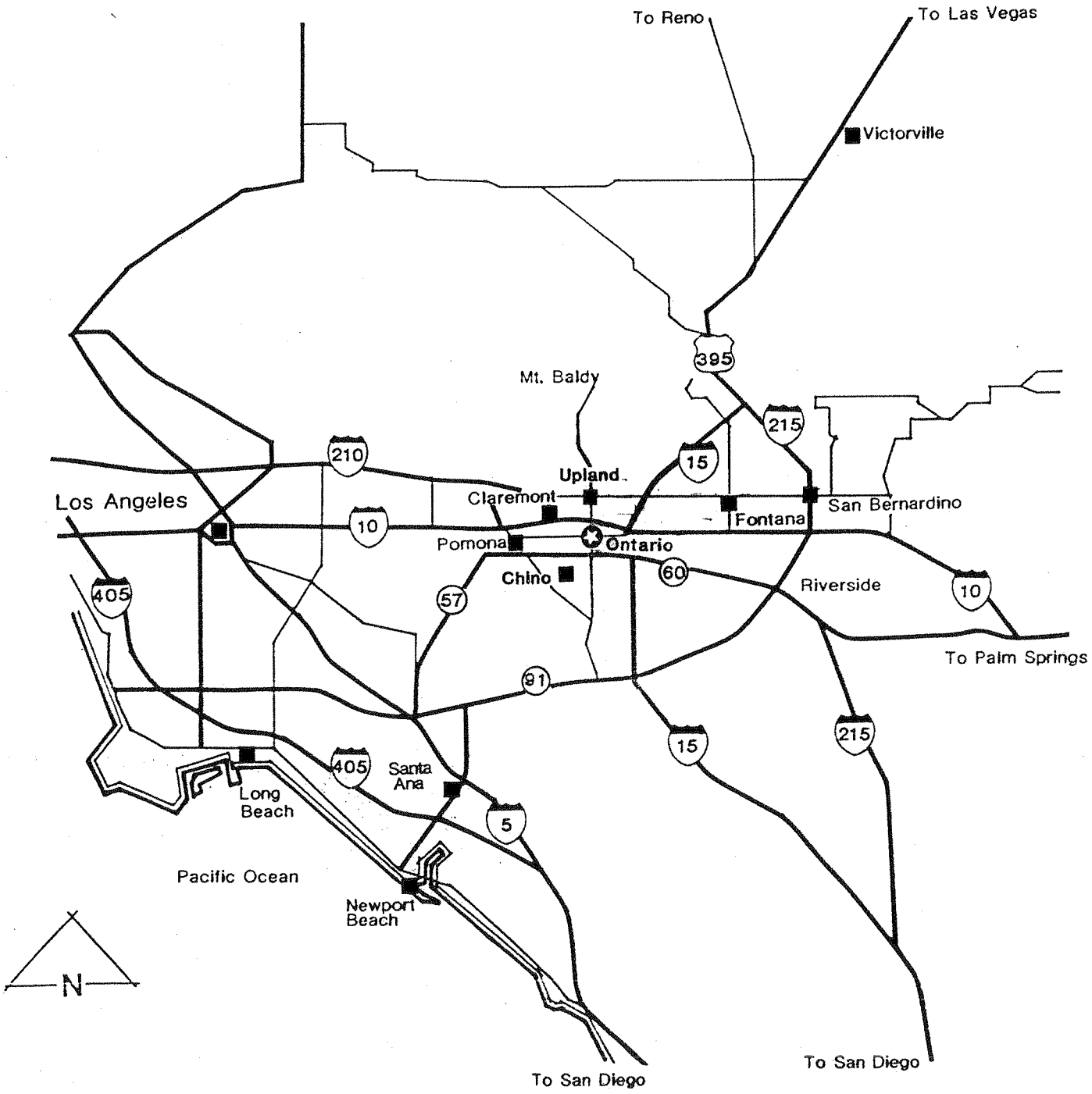
REGIONAL CIRCULATION

FIGURE
III-C-1



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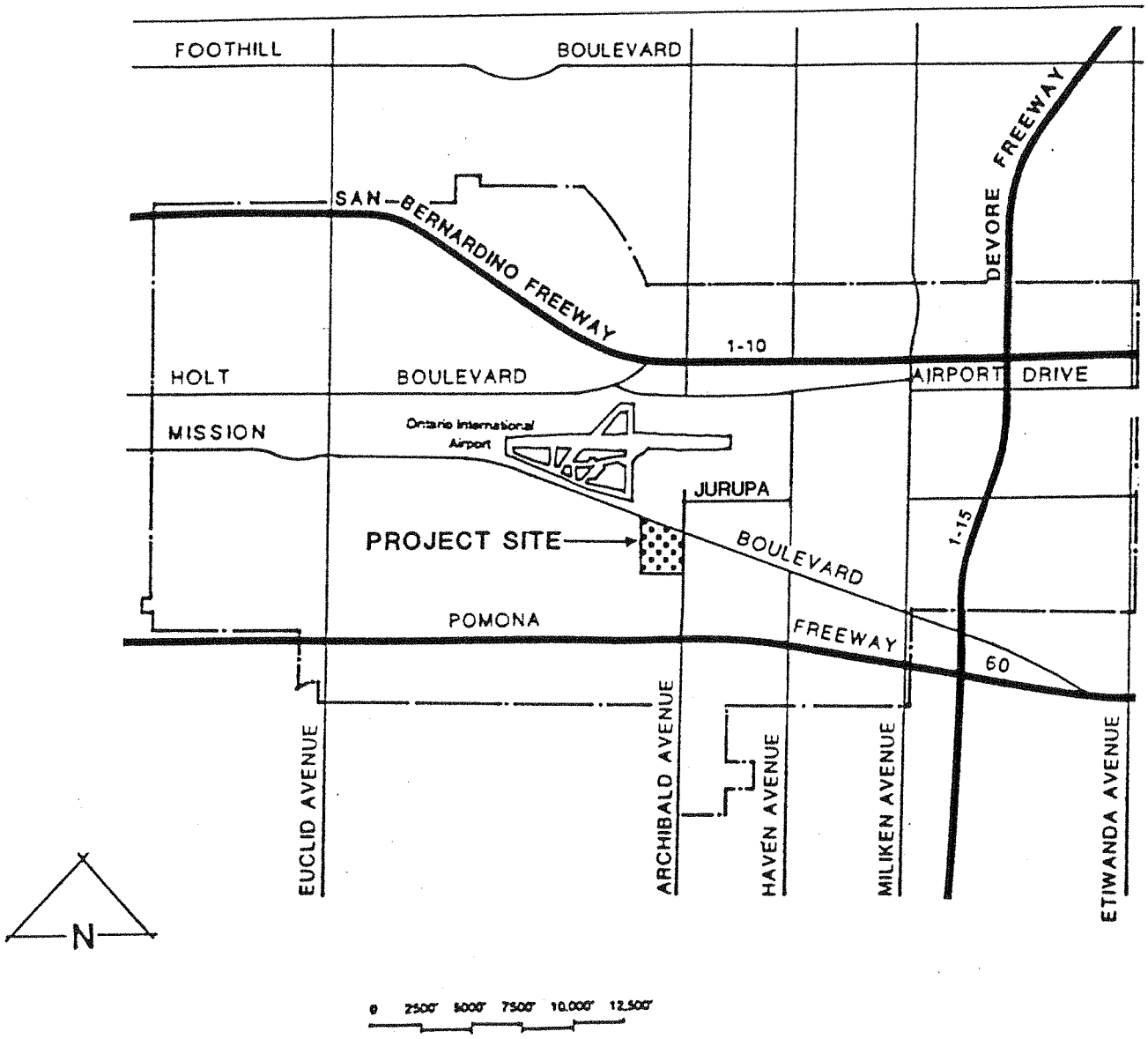
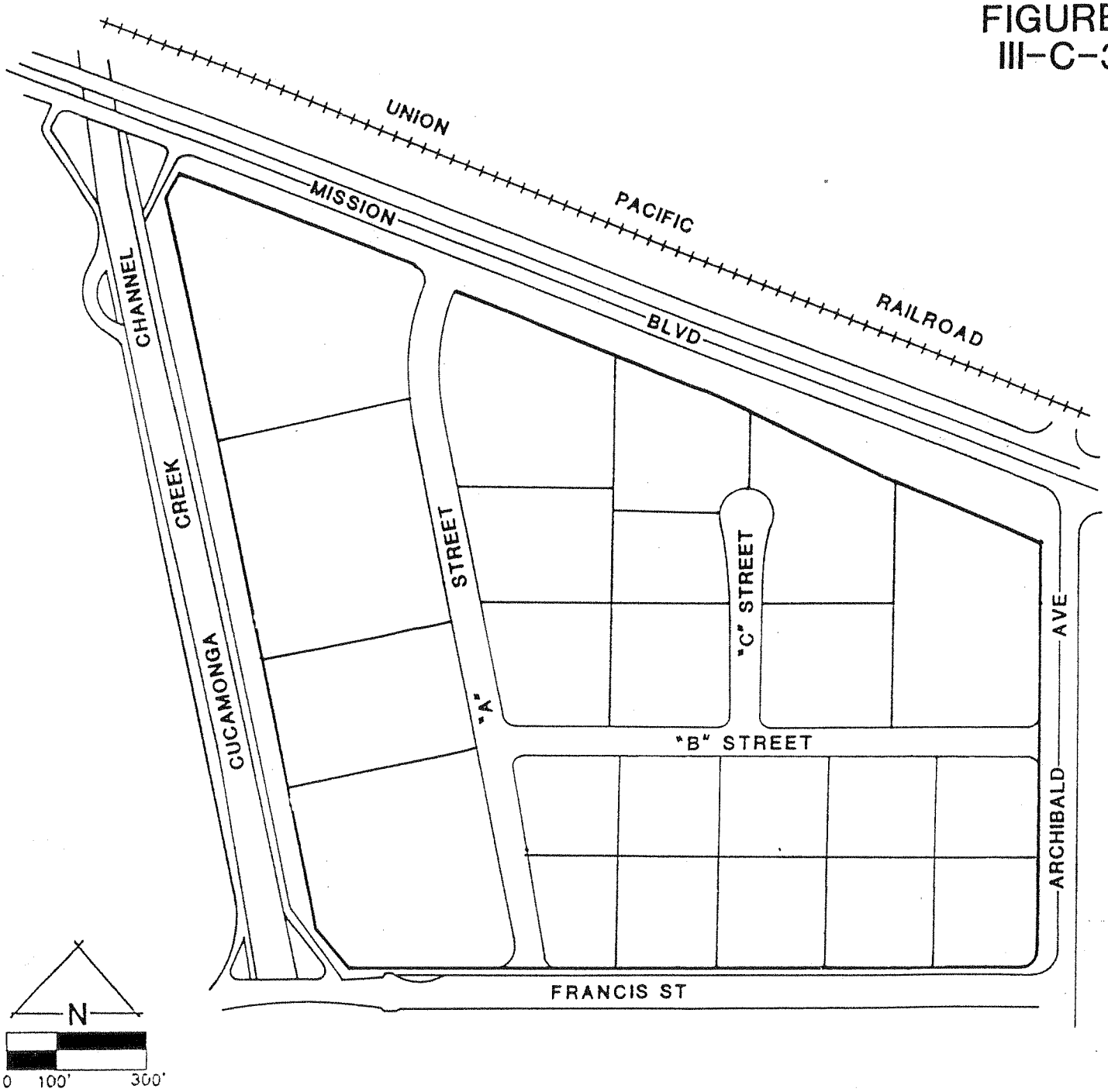
LOCAL CIRCULATION

FIGURE
III-C-2



ON-SITE CIRCULATION

FIGURE
III-C-3



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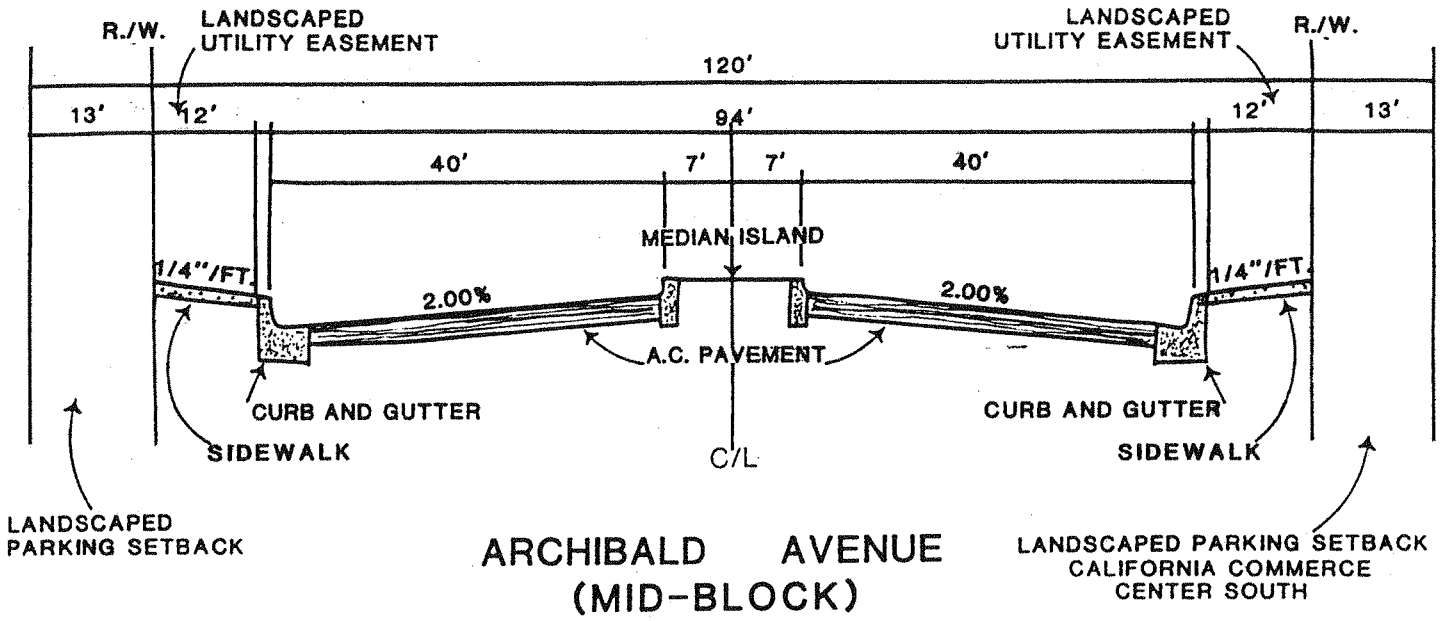
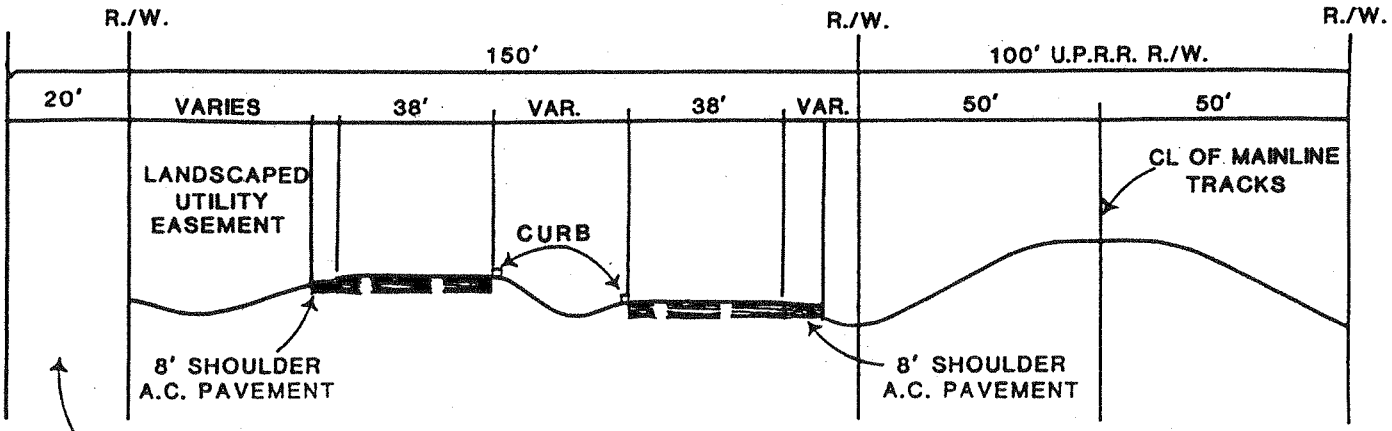
TYPICAL STREET SECTIONS

FIGURE
III-C-4



ARCHIBALD AVENUE
(MID-BLOCK)

LANDSCAPED PARKING SETBACK
CALIFORNIA COMMERCE
CENTER SOUTH



MISSION BOULEVARD
(MID-BLOCK)

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2940 INLAND EMPIRE BLVD
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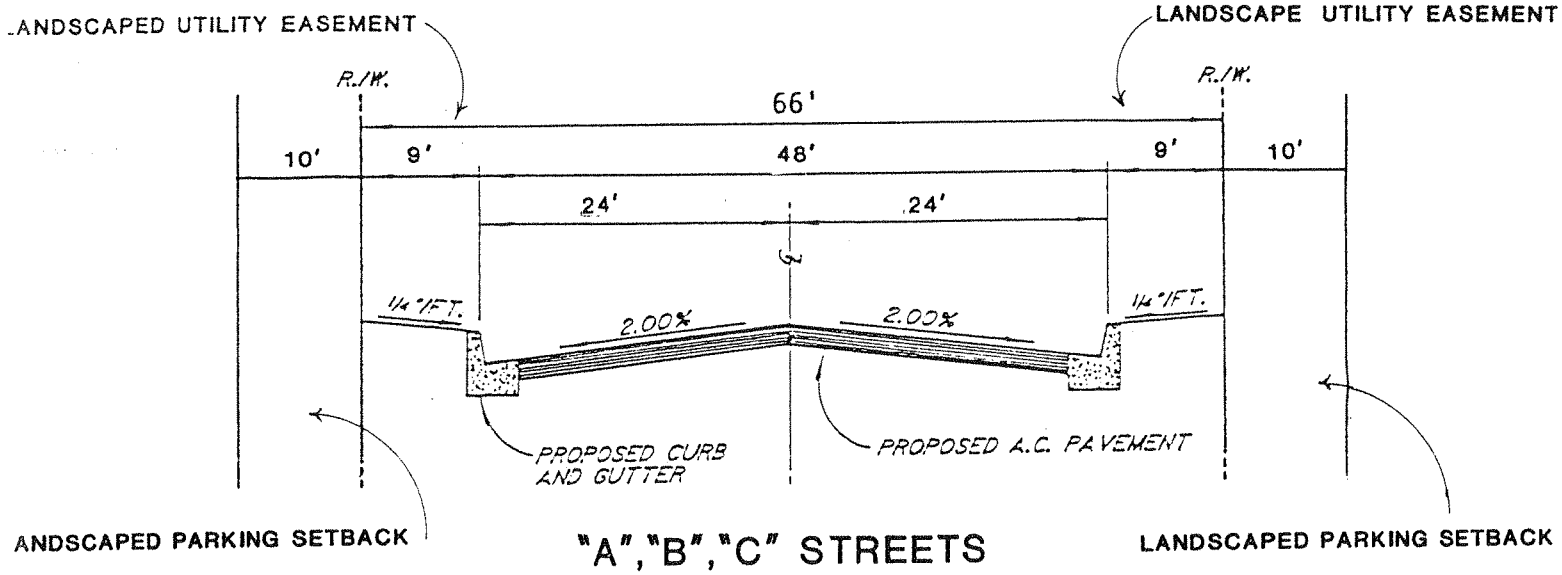
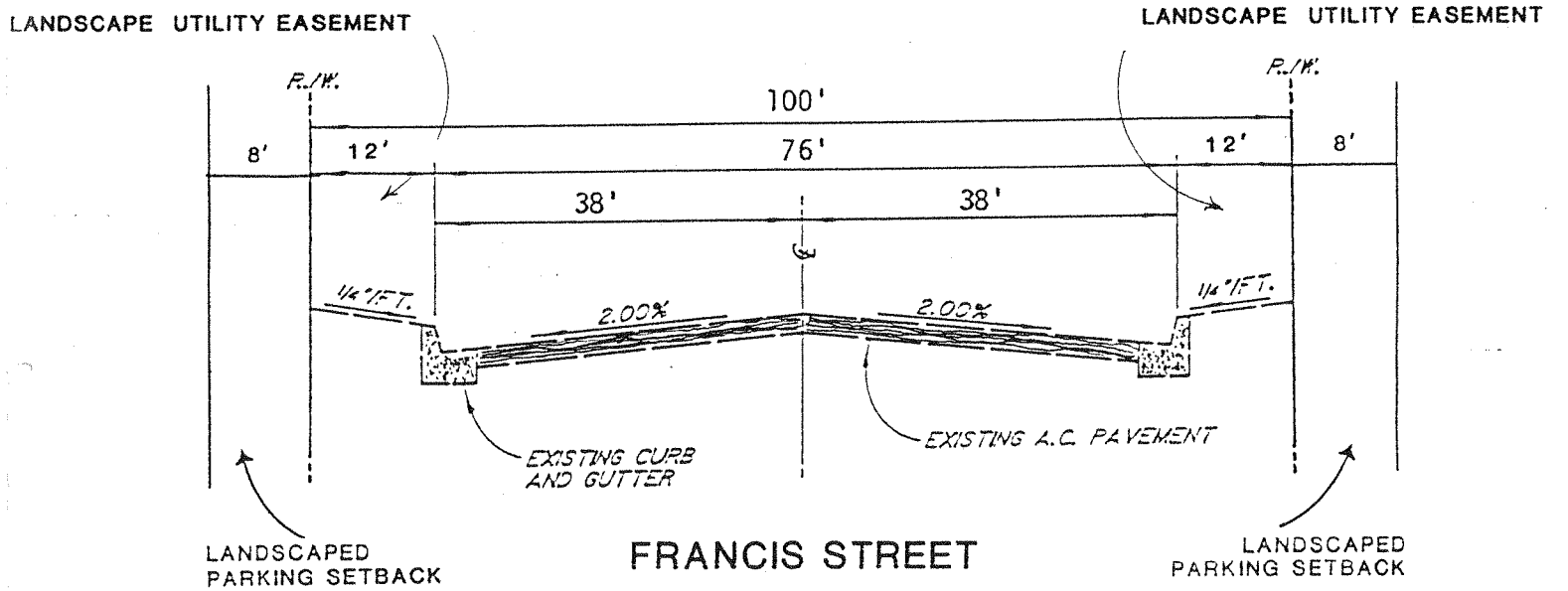
TYPICAL STREET SECTIONS

FIGURE
III-C-5



"A","B","C" STREETS



FRANCIS STREET

PLANNING NETWORK
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D. EXISTING PHYSICAL CONDITIONS

1. Topography

The site is relatively flat with a grade of one to two percent, sloping from north to south. The elevations on site range from 880 feet above mean sea level (msl) at Mission Boulevard to 860 feet above msl at Francis Street over a run of 1600 feet (Figure III-D-1).

2. Geology and Soils

Soils on site have been determined to possess a very low expansion potential, therefore this site is considered suitable for development. A geotechnical investigation was conducted by Kenneth G. Osborne and Associates (On file with the City) for the site. All general and site specific recommendations from this report shall be incorporated into project design and construction.

3. Seismicity

Although ground shaking associated with the Southern California area is inevitable, there are no known faults crossing or projecting towards the site. The Cucamonga, Red Hill, San Jose, Indian Hill, and Chino/Elsinore are potentially active faults within a ten to fifteen mile radius of the site. The San Jacinto and San Andreas Faults, which are historically active, are located approximately twenty miles northeast of the area (Figure III-D-2).

4. Hydrology

Due to improvements done to the San Bernardino County Flood Control Channel by the Army Corps of Engineers, the most recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) is obsolete. Therefore the San Bernardino County Flood Control Department has referenced the Federal Insurance Administration floodmaps. According to the F.I.A., the westerly portion of the site is located within flood zone "B", and the easterly portion within zone "C". Provisions for flood proofing the site per F.I.A. requirements shall be included in the design of the site. This shall be coordinated with the City Engineer.

Currently, a natural drainage course begins at the 12x4 foot box channel under the Mission Boulevard/Union Pacific rights-of-way. The waterflow travels southwesterly across the site to be contained in the improved Cucamonga Creek Channel. To accommodate this natural drainage course across the site, an underground storm drain will be installed connecting to the 12x4 box channel.

This storm drain will continue beneath "A" Street's right-of-way southerly to Francis Street, where it will be directed westerly to discharge in the Cucamonga Creek Channel (Figure III-D-4). A permit will be required for any encroachment onto the Flood Control District right-of-way.

5. Vegetation

Vegetation within the project site consists of grasses and weeds. No significant plantings exist on-site.

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 wet winters. Strong Santa Ana wind conditions occur predominately in the spring and fall, although they may occur sporadically during the year.

E. EXISTING UTILITIES/UTILITY PLANS

1. Water

Three existing City of Ontario 12" water lines are maintained within the rights-of-way of Mission Boulevard, Archibald Avenue and Francis Street. As part of the Ontario/Signal Commercentre development, an additional 10" water line will be constructed within the right-of-way of the proposed north/south aligned "A" Street. This line will connect with the Mission Boulevard 12" line to the north. Linkage with the existing Francis Street 12" line will be made at the south. Connecting into the "A" Street 10" line will be another 10", east/west aligned water main in the right-of-way of the proposed "B" Street. This "B" Street water line will link into the Archibald Avenue 12" line at its eastern end. "C" Street will take water service from a 10" line with connections into both the "B" Street and Mission Boulevard lines. All water lines within public rights-of-way will be dedicated to the City of Ontario for operation and maintenance (Figure III-D-5).

2. Wastewater

On-site sewer lines will be dedicated to and maintained by the City of Ontario. An existing 15" sewer line flows southerly within the Archibald Avenue right-of-way. A new 8" sewer pipe will flow southerly along the proposed "A" Street right-of-way to the 8" easterly flowing line proposed within the Francis Street right-of-way. This line will connect into the existing Archibald Avenue main line. Another 8" sewer line will be constructed within the "C" Street right-of-way (cul-de-sac). This line will flow southerly to

the 8" line to be constructed in the proposed "B" Street right of way. The "B" Street sewer will lead easterly into the existing 15" Archibald Avenue sewer main. This flows to the Chino Basin Municipal Water District's Regional Wastewater Treatment Plant Number One (RP-1). RP-1's capacity of 32 million gallons per day will be increased from 32 to 36 million gallons per day in July 1989. There is a phased expansion program under way at RP-1 which will increase the capacity to 44 million gallons per day by July of 1990. Both the current and increased capacity of RP-1 is sufficient to support this project (Figure III-D-6).

All connections into the sewer lines shall comply with applicable standards as established by the City of Ontario. Sizing of proposed water and sewer lines will be determined by calculating the necessary capacity from generation factors for the most intensive permitted uses.

3. Solid Waste Disposal

The City of Ontario provides solid waste collection service throughout the city, including the project site. Solid waste collected within the project site will be transported to San Bernardino County's Milliken Landfill which is located southeast of the project site.

4. Natural Gas

The Inland Division of the Southern California Gas Company provides natural gas service to the area. An existing 4" gas line is maintained within the Archibald Avenue right-of-way. Two connections from the existing line are proposed to serve the project site. A gas line is proposed to run westerly along Francis Street to connect the five parcels fronting onto Francis Street. Another connection is proposed to run westerly along "B" Street, then northerly along the interior cul-de-sac and "A" Street. Connections unto all parcels will be made with the line immediately adjacent to their property lines. All additional facilities developed on site shall provide natural gas as per the requirements of the City Engineer, Building Division and the Southern California Gas Company (Figure III-D-7).

5. Electricity

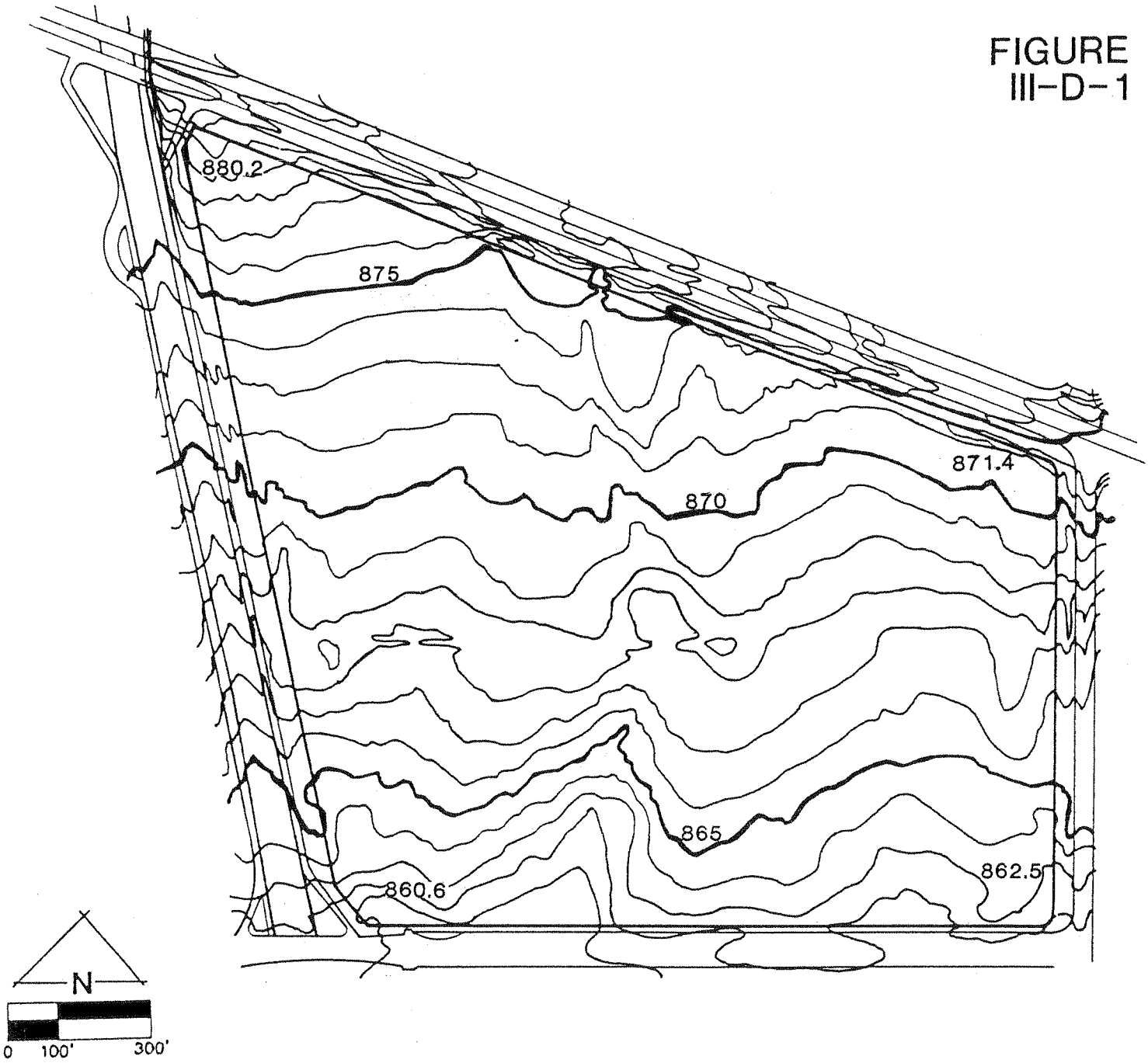
Electricity to the project area is provided by the Southern California Edison Company (SCE). Existing Edison lines are located along the Mission Boulevard and Archibald Avenue rights-of-way. Two connections are proposed along Mission Boulevard, one to be taken southerly along the "A" Street right-of-way, and another to be run southerly in alignment with the interior cul-de-sac. At the intersection of the cul-de-sac and "B" Street, a line will be constructed to align with "B" Street to form a "T" connection for service along "B" Street. Also, a connection is proposed to run westerly along the Francis Street right-of-way from the Archibald Avenue line. Electrical service to facilities to be developed on site shall be provided as per the requirements of the City Engineer, the Building Division, and the Southern California Edison Company (Figure III-D-8).

6. Telephone

Telephone service to the project area is provided by the General Telephone Company (GTE). The underground telephone lines will be of the same alignment as the Southern California Edison electrical connections described above (III-D-9).

TOPOGRAPHY

FIGURE
III-D-1



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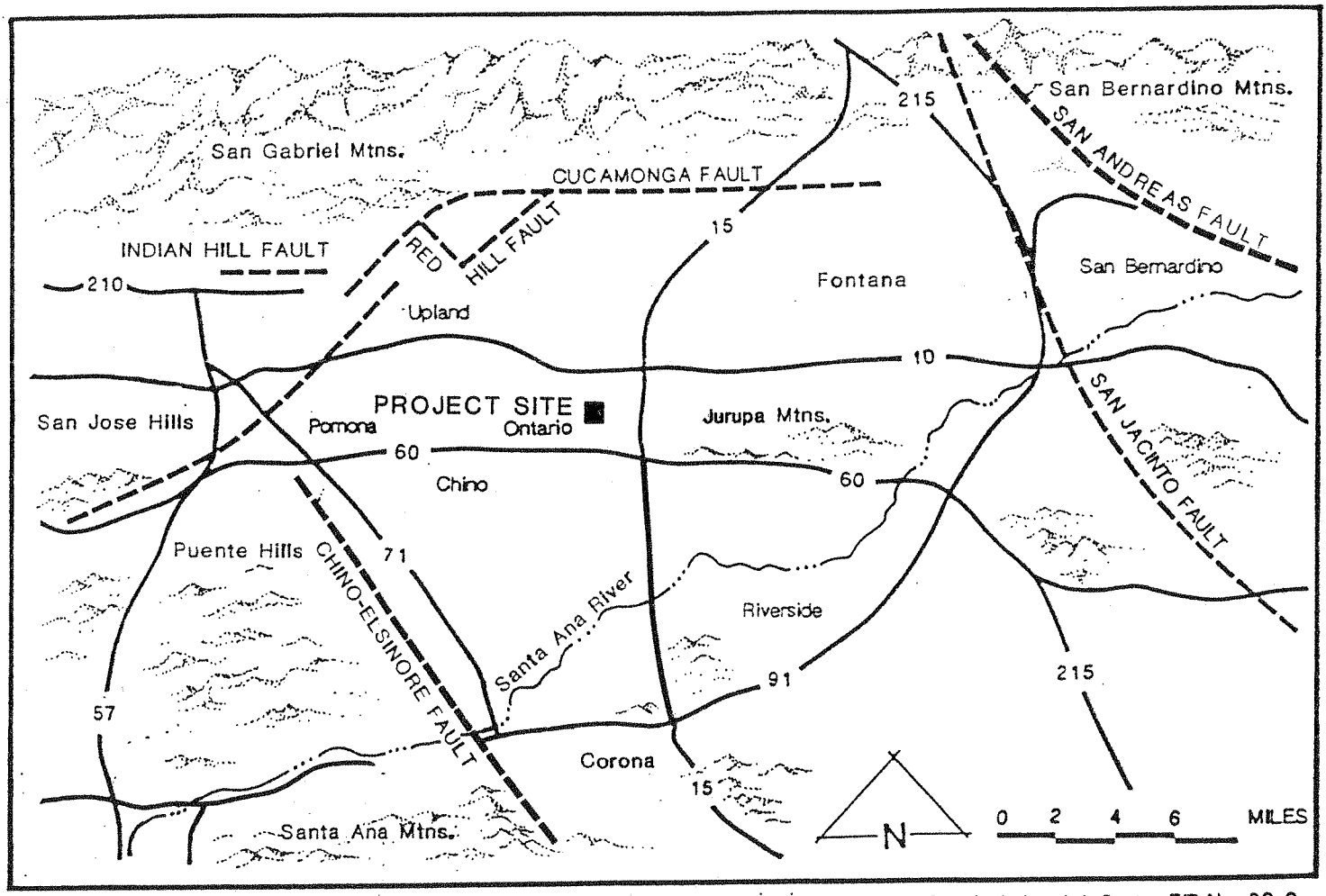
SEISMIC FAULTS

FIGURE
III-D-2



Source: Ontario Industrial Center EIR No. 80-3

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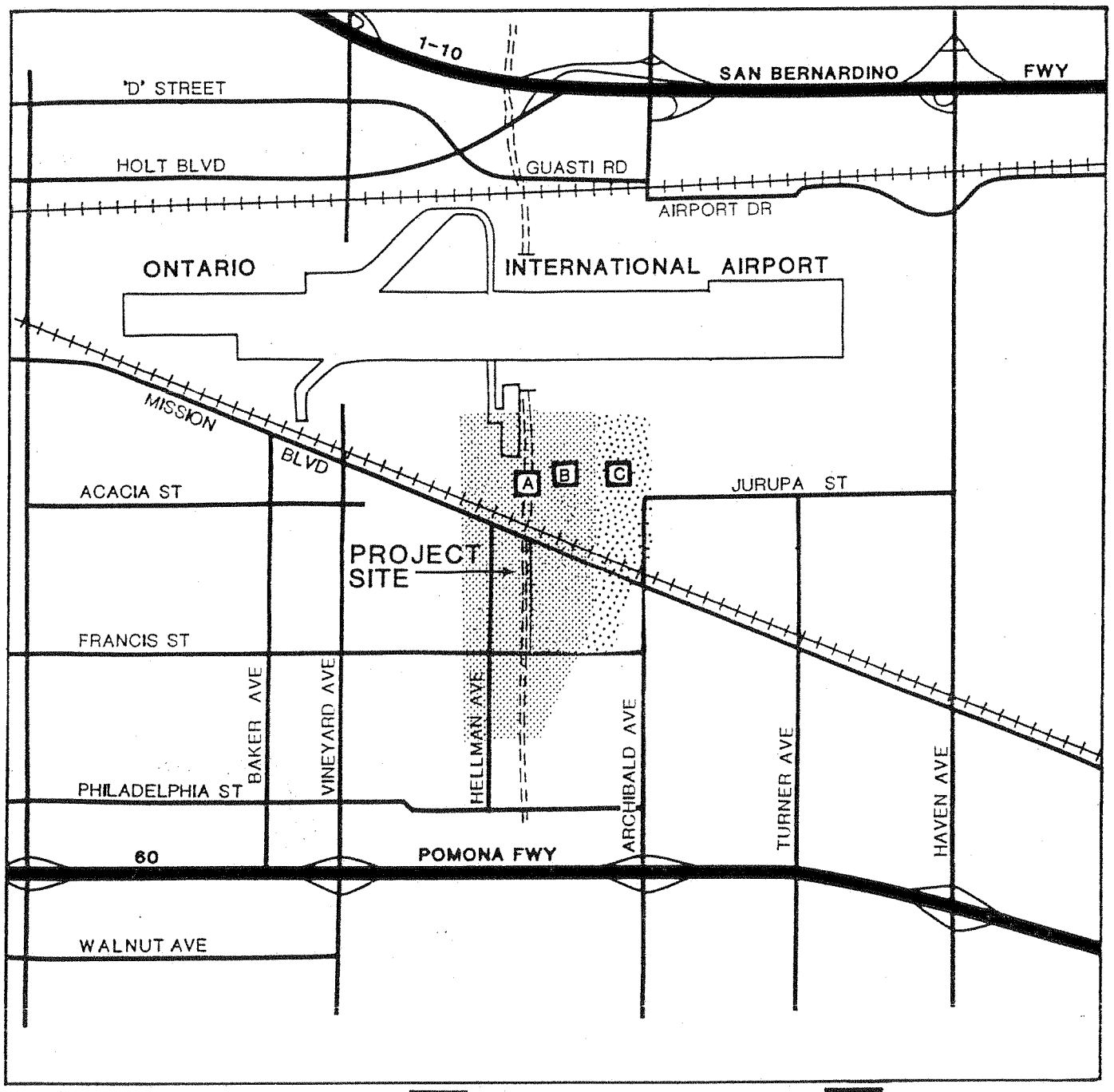
FIGURE
III-D-3



A 100 YEAR FLOODING B 100-500 YEAR FLOODING C MINIMAL FLOODING

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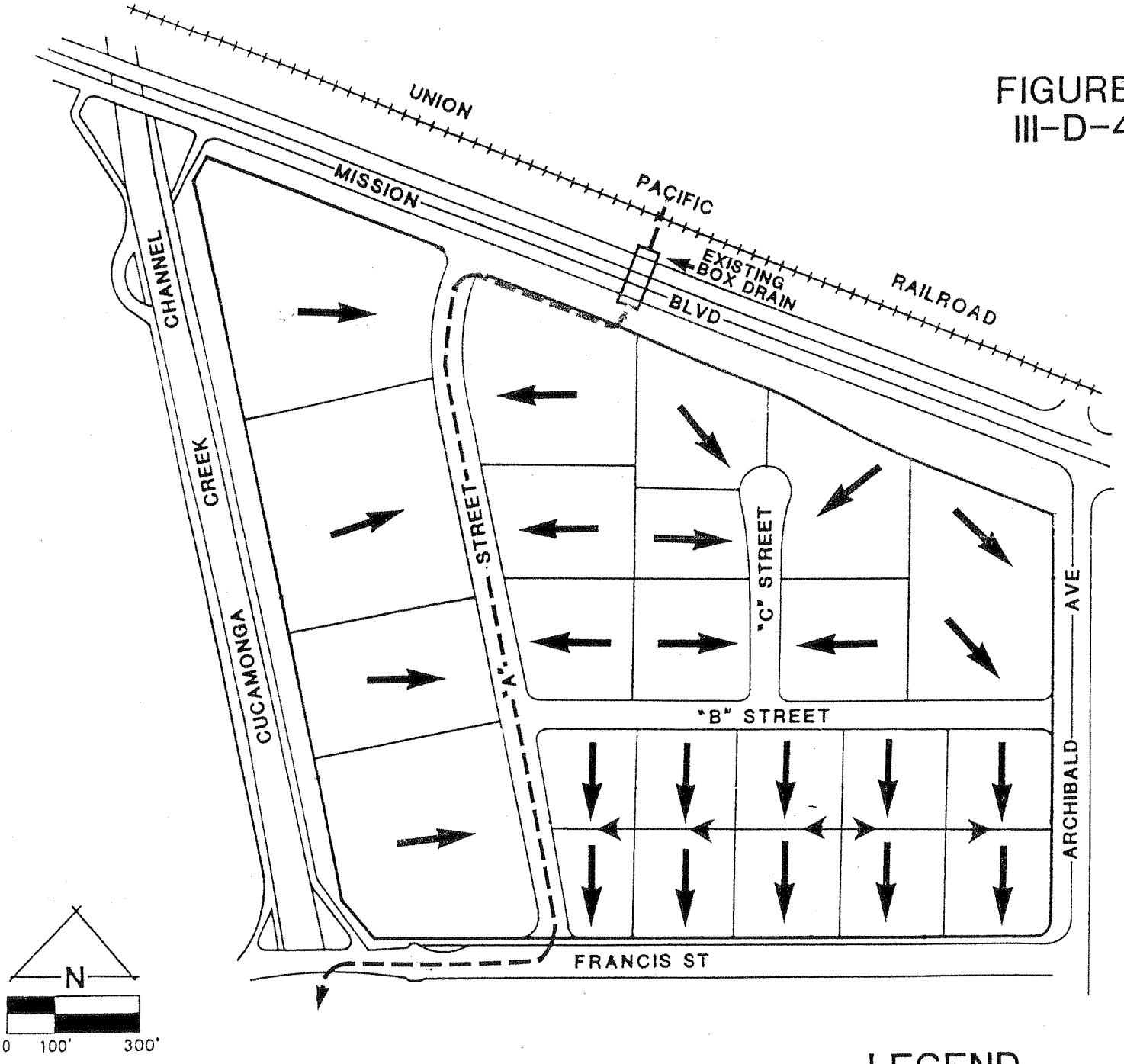
STORM DRAIN MASTER PLAN

FIGURE
III-D-4



LEGEND

PROPOSED 57" STORM DRAIN - - - - -

FLOW LINES AFTER GRADING ←

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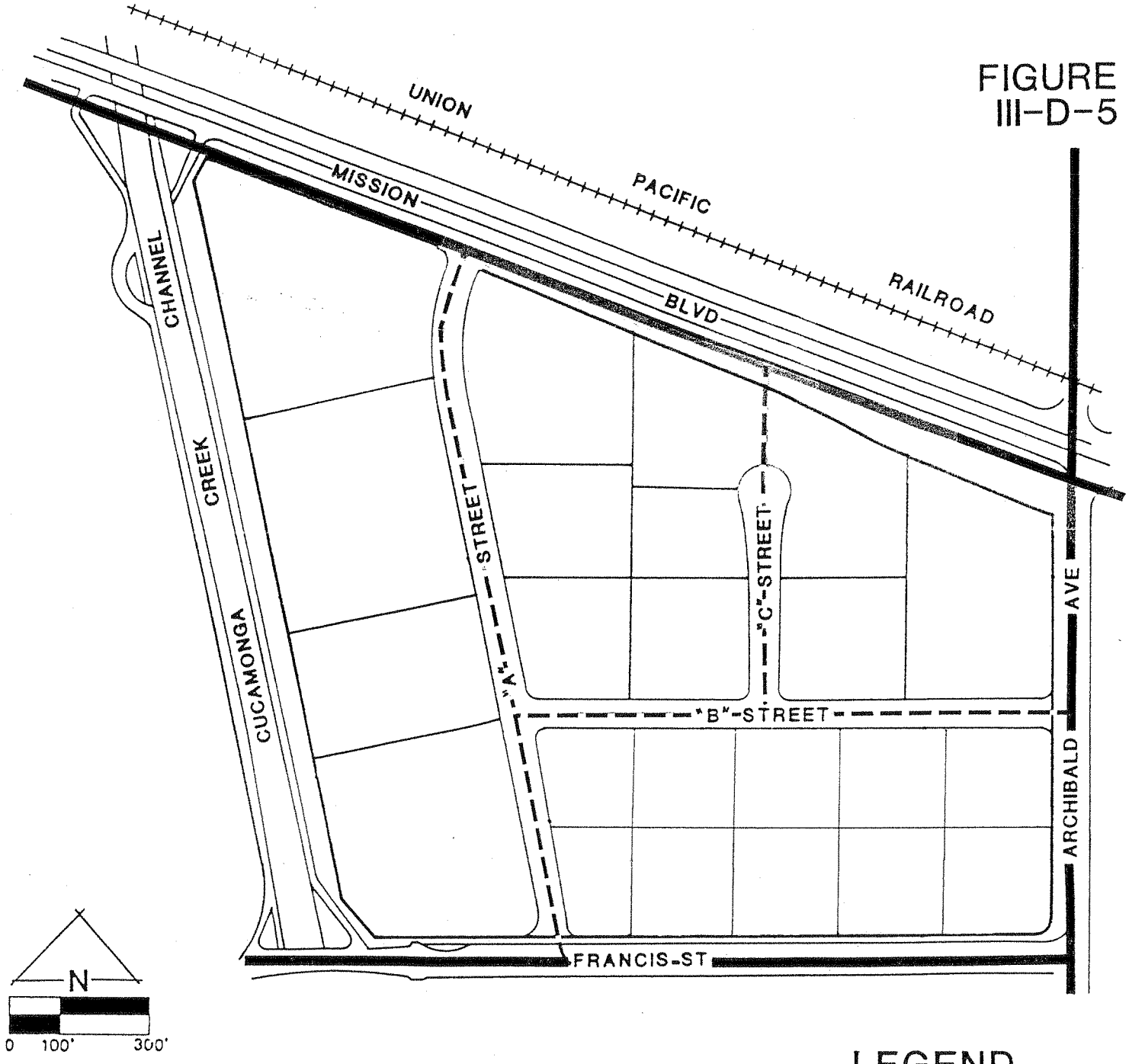
WATER

FIGURE
III-D-5



LEGEND

EXISTING 12" WATER LINES ——————

PROPOSED WATER LINES .— — — —

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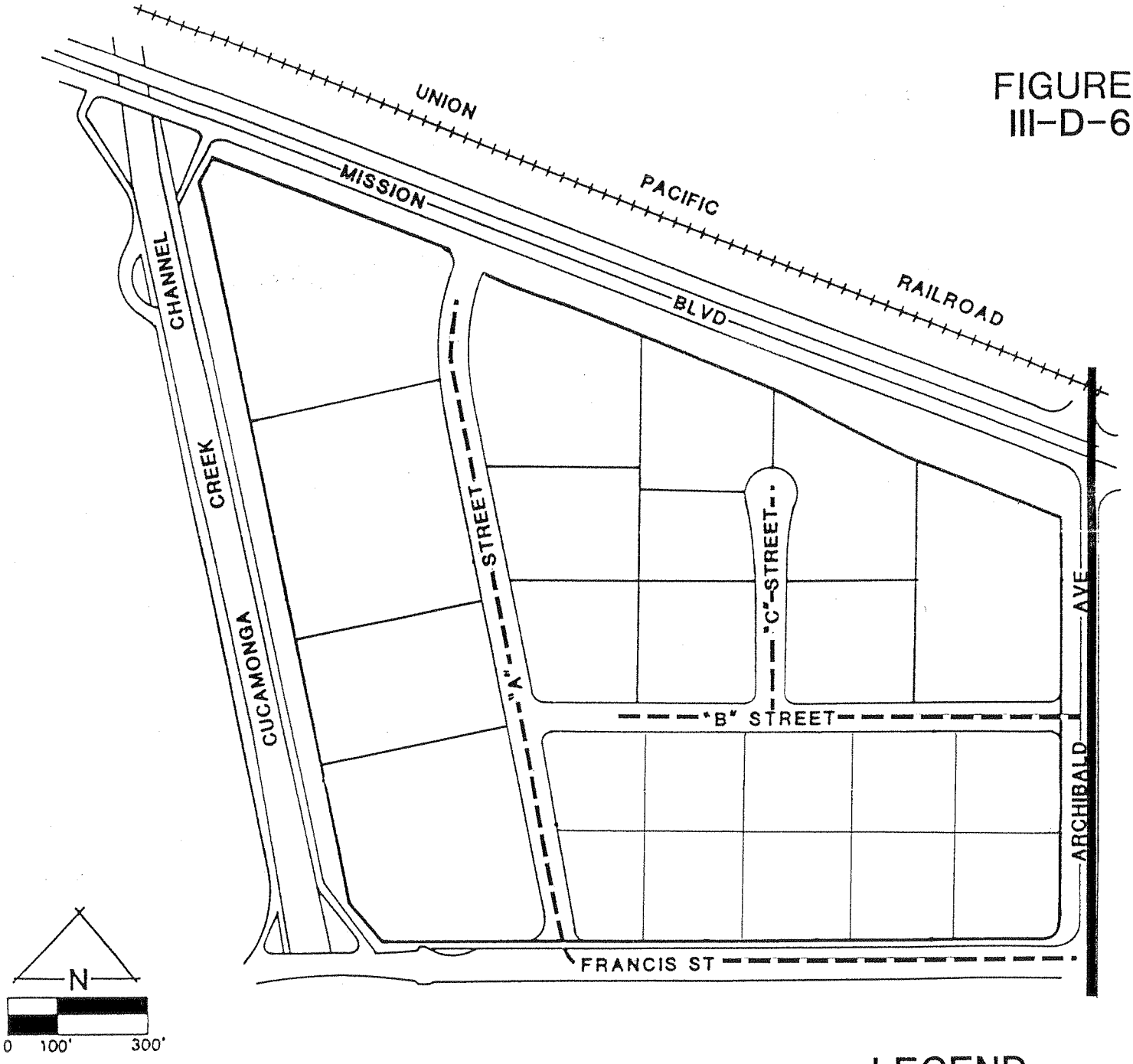
SEWER

FIGURE
III-D-6



LEGEND

EXISTING 15" SEWER MAIN ——

PROPOSED 8" SEWER - - - -

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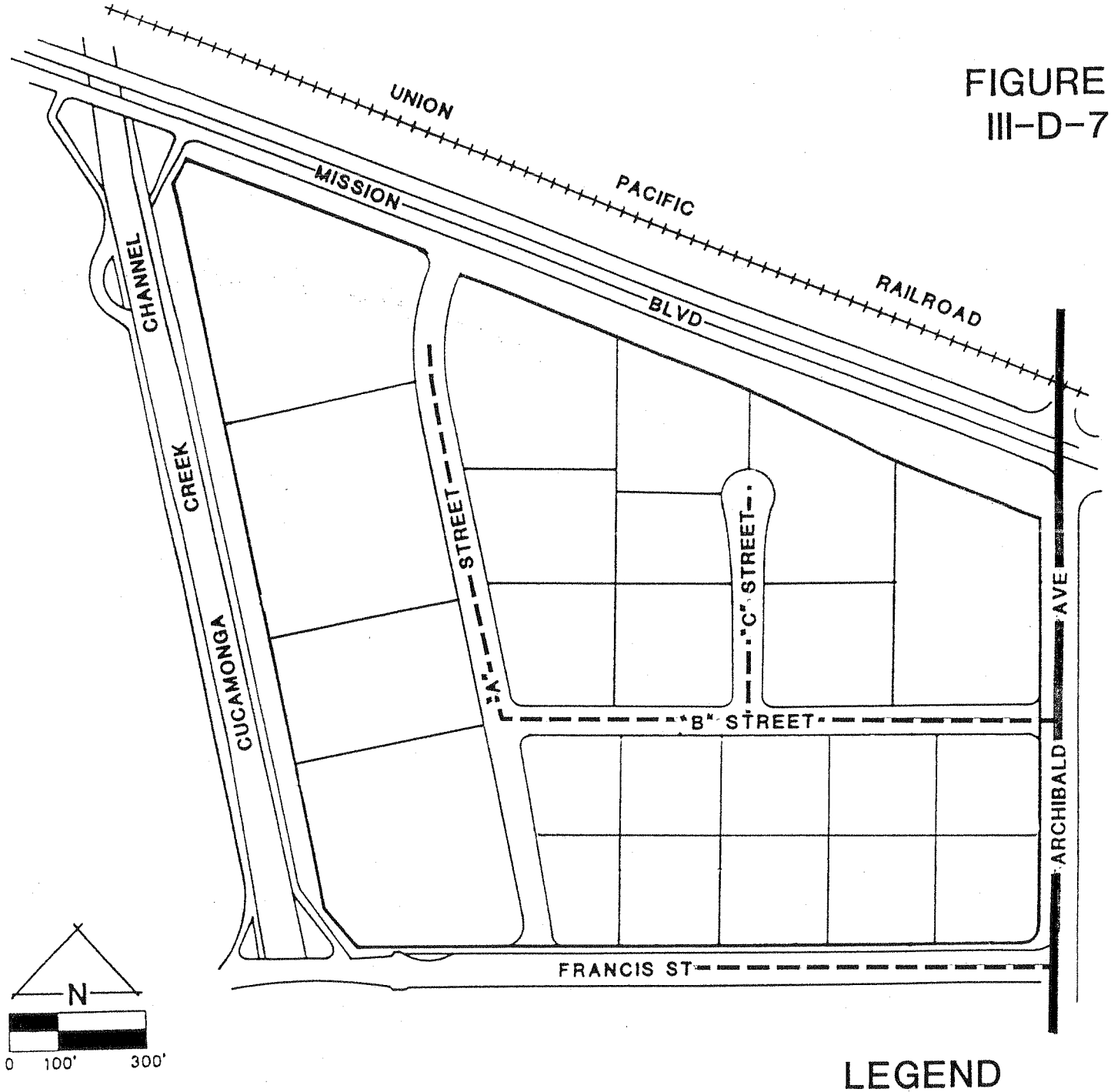
NATURAL GAS

FIGURE
III-D-7



LEGEND

EXISTING 4" GAS LINE ———

PROPOSED GAS LINE - - -

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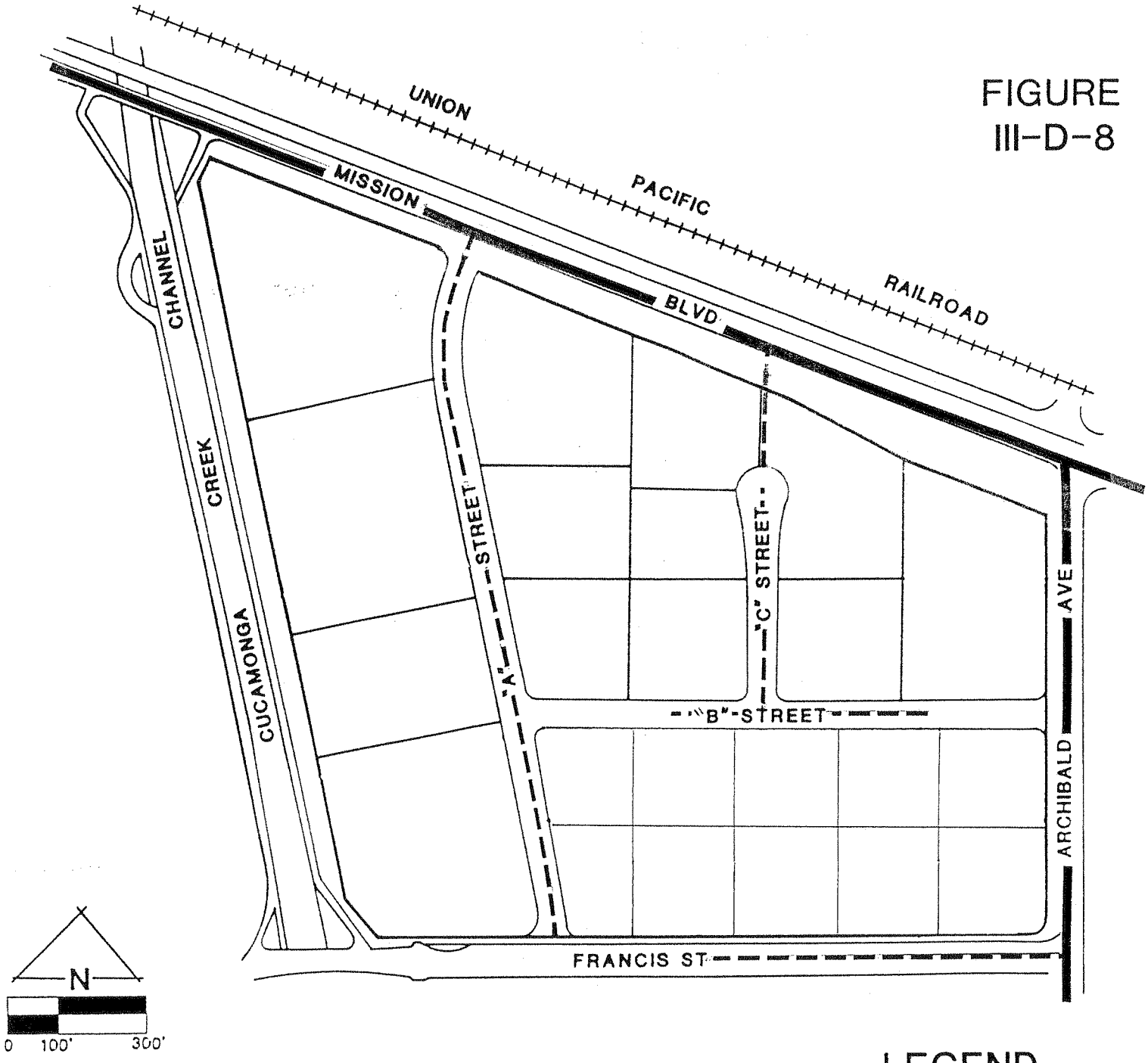
ELECTRICAL

FIGURE
III-D-8



LEGEND

EXISTING EDISON LINES ——————

PROPOSED EDISON LINES - - - -

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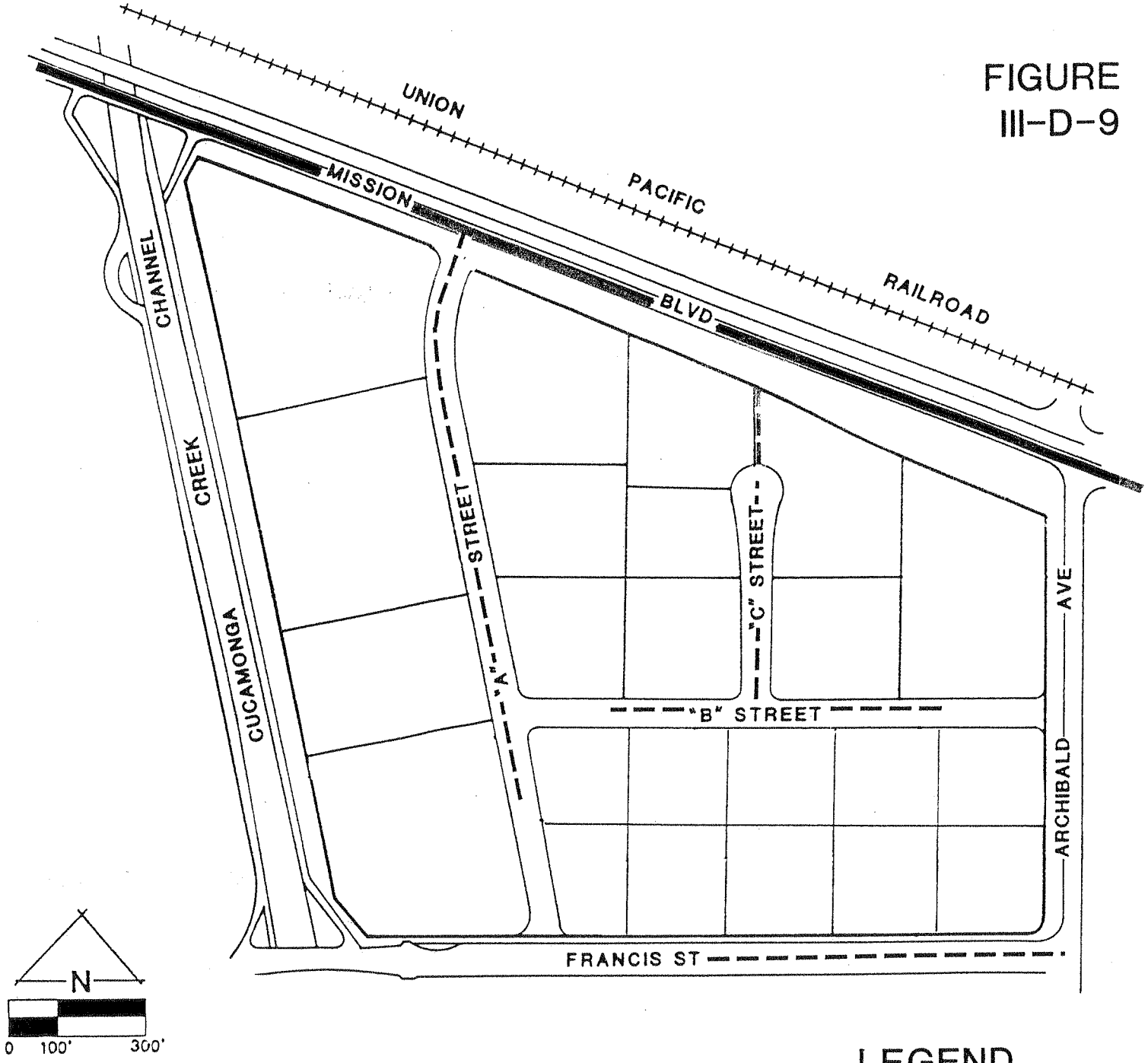
TELEPHONE

FIGURE
III-D-9



LEGEND

EXISTING TELEPHONE LINE ━━━

PROPOSED TELEPHONE LINE - - - -

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