A. PROJECT LOCATION

1. REGIONAL CONTEXT

The Crossroads Business Park Specific Plan encompasses 305.3 acres located in the southwest corner of San Bernardino County within the City of Ontario (see Figures 1 through 2, Project Location, State and Regional Context).

The project site 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. Land uses in the surrounding region range from agricultural lands devoted to citrus/grape production to rapidly growing industrial, commercial and residential developments.

2. AREA CONTEXT

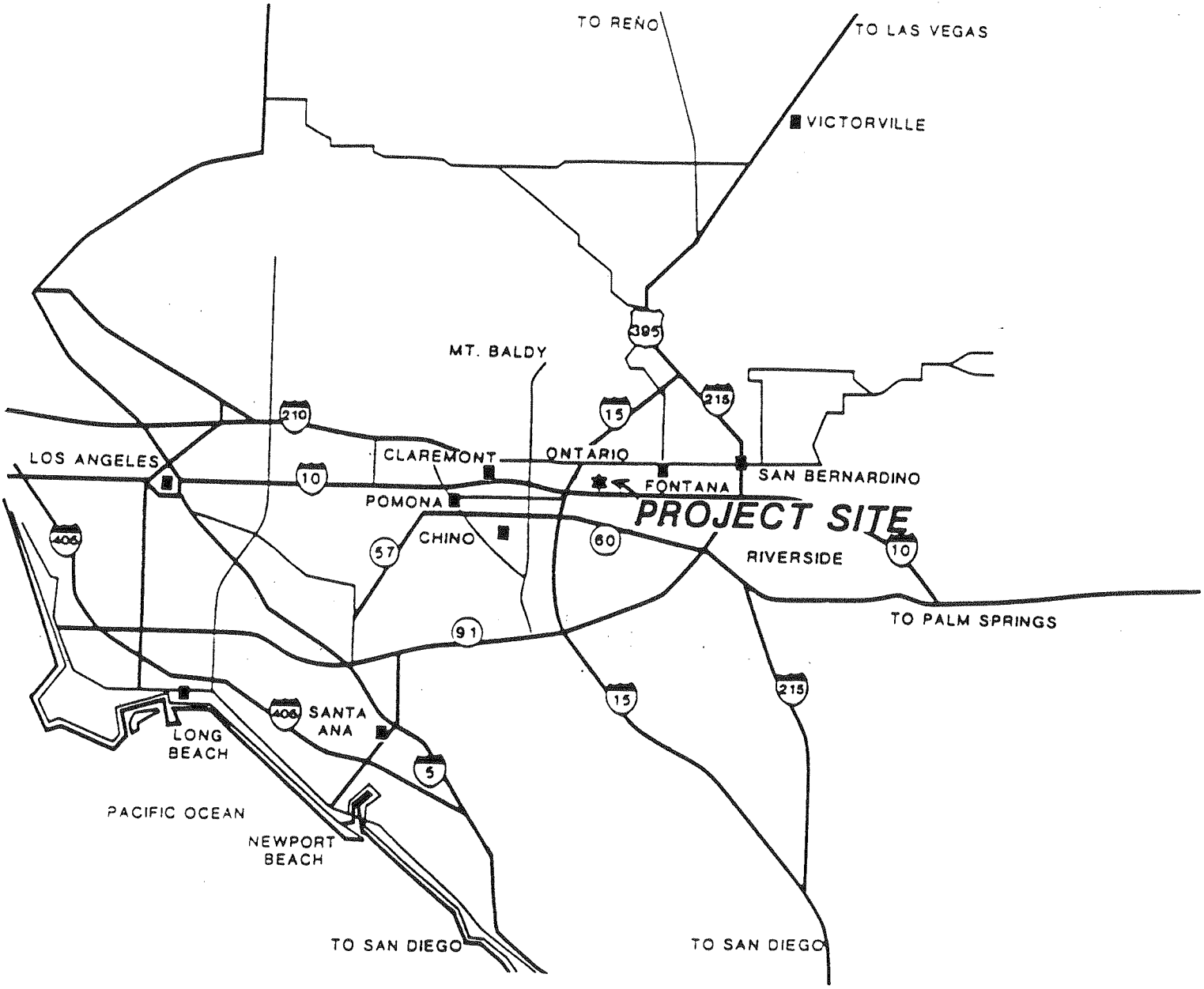
The Crossroads Business Park Specific Plan is located in the northeastern portion of the City of Ontario, northeasterly of the Ontario International Airport. The site is just north of the San Bernardino (I-10) Freeway, east of the Ontario (I-15) freeway and is generally bounded by Ontario Mills Parkway and the I-10 Freeway to the south; Day Creek Channel to the west; Etiwanda Avenue to the east and Fourth Street to the north. (See Figures 3 and 4, Project Location, Local Context, and Project Site.) Figure 4, Project Site, also shows proposed development phasing and surrounding land uses for the subject site. Phase I incorporates the western portion of the property as shown. The remaining eastern portion will be developed as Phase IIa and IIb.

PROJECT LOCATION
STATE CONTEXT

FIGURE
1

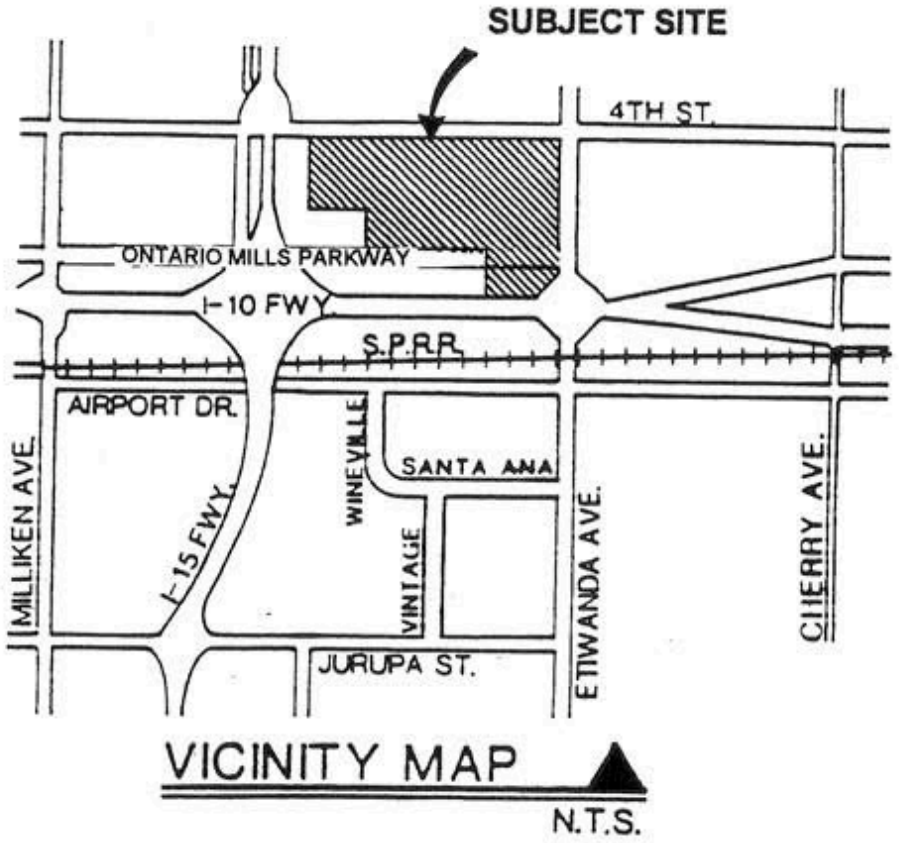
PROJECT LOCATION
REGIONAL CONTEXT

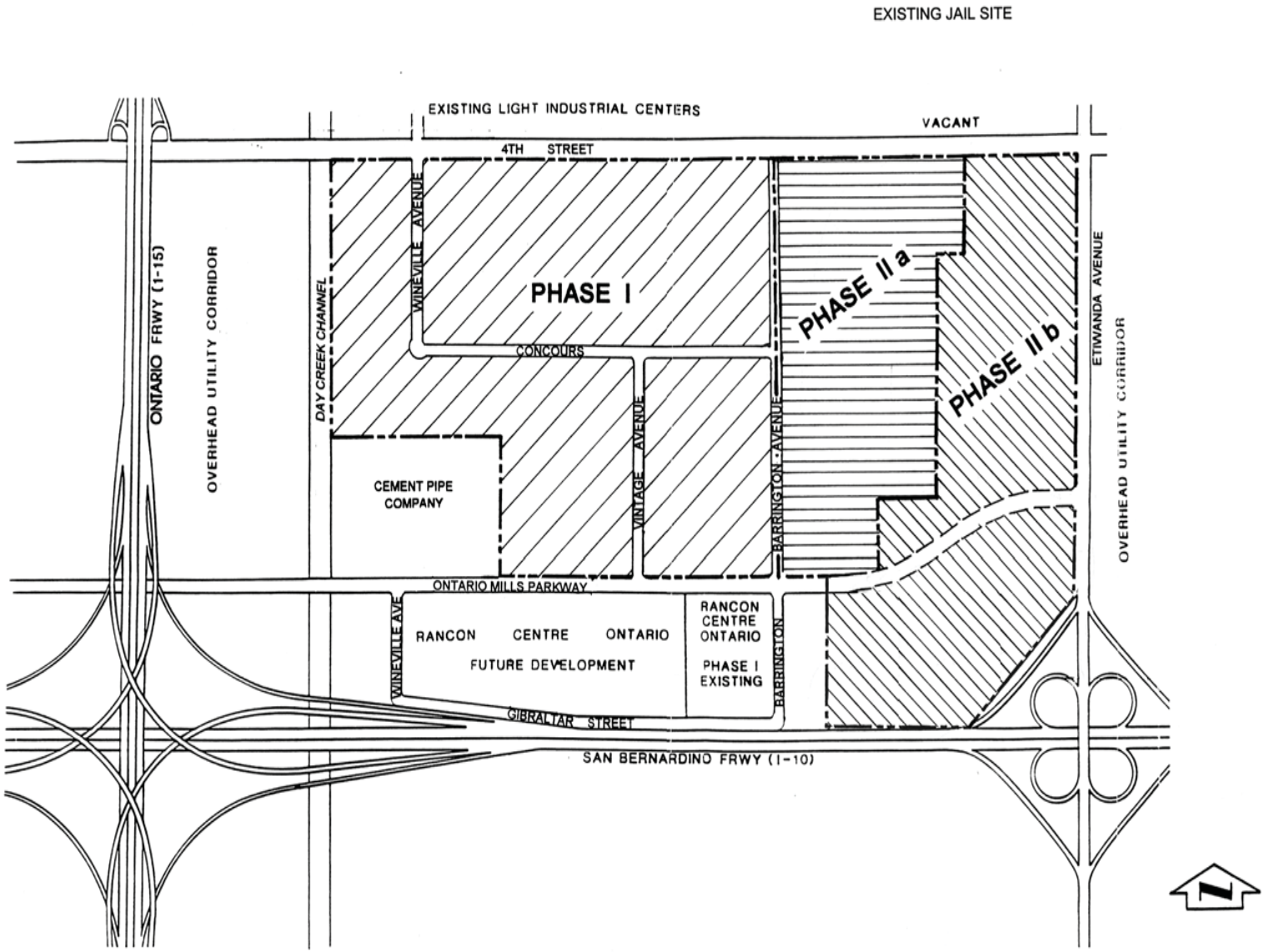
FIGURE
2



PROJECT LOCATION
LOCAL CONTEXT

FIGURE
3





PROJECT SITE
(281.7 ACRES)

FIGURE
4

LEGEND

- SPECIFIC PLAN AREA PHASE I
- SPECIFIC PLAN AREA PHASE IIa
- SPECIFIC PLAN AREA PHASE IIb

INLAND EMPIRE COMMERCE CENTER
(FORMER KAISER STEEL CORP.)

B. EXISTING LAND USES

The project site is predominantly vacant with visible remnants of a previous agricultural use consisting of mostly grape production. Five (5) buildings have been constructed in Phase I: the 37,000 square foot Los Angeles Times Building, the 300,000 square foot Dunlop Tire warehouse facility, the 343,950 square foot Long's Drug building, the 201,000 square foot PepsiCo building, and the 180,600 square foot Kendall Health Care building. These building locations are shown on Figure 15.

C. EXISTING CIRCULATION

1. ROADWAYS

The project site has excellent regional accessibility as it is located just north of the San Bernardino Freeway (I-10) and east of the Ontario Freeway (I-15). The San Bernardino Freeway is a major transportation route between Los Angeles to the west, and San Bernardino and the desert areas to the east. The Ontario Freeway provides north-south regional circulation. Access onto the Interstate 10 Freeway can be accomplished by utilizing the Etiwanda Avenue interchange to the southeast of the project site. Access onto Interstate 15 can be accomplished by utilizing the Fourth Street interchange to the northwest (see Figure 5, Existing Circulation).

As also shown on Figure 5, the site is serviced locally by Ontario Mills Parkway and Fourth Street, which are existing east-west divided arterials on the south and north boundaries of the subject property, respectively. A median will be constructed on Fourth Street subject to an agreement for funding between the cities of Ontario and Rancho Cucamonga. Another existing arterial, Etiwanda Avenue provides north-south access along the eastern boundary of the project site.

Internal on-site circulation is provided by local industrial streets, as previously approved in conjunction with Tentative Tract Map 10835. These internal project streets include Wineville Avenue, Concours, Vintage Avenue and Barrington Avenue as shown on Figure 6, Proposed Internal Project Circulation. Typical street sections for all interior project streets, as well as existing standard arterials bordering the project site are as shown on Figure 7, Typical Street Sections.

2. RAIL

Because of the industrial and warehouse uses allowed within the Specific Plan area, rail would provide a viable option for transporting raw materials, supplies and finished goods to and from the site. Figure 8 shows how rail service can be provided to the area encompassed by the

Specific Plan. As each individual project is proposed, actual use and configuration of rail to the project will be reviewed.

D. PROPOSED CIRCULATION

1. ROADWAYS

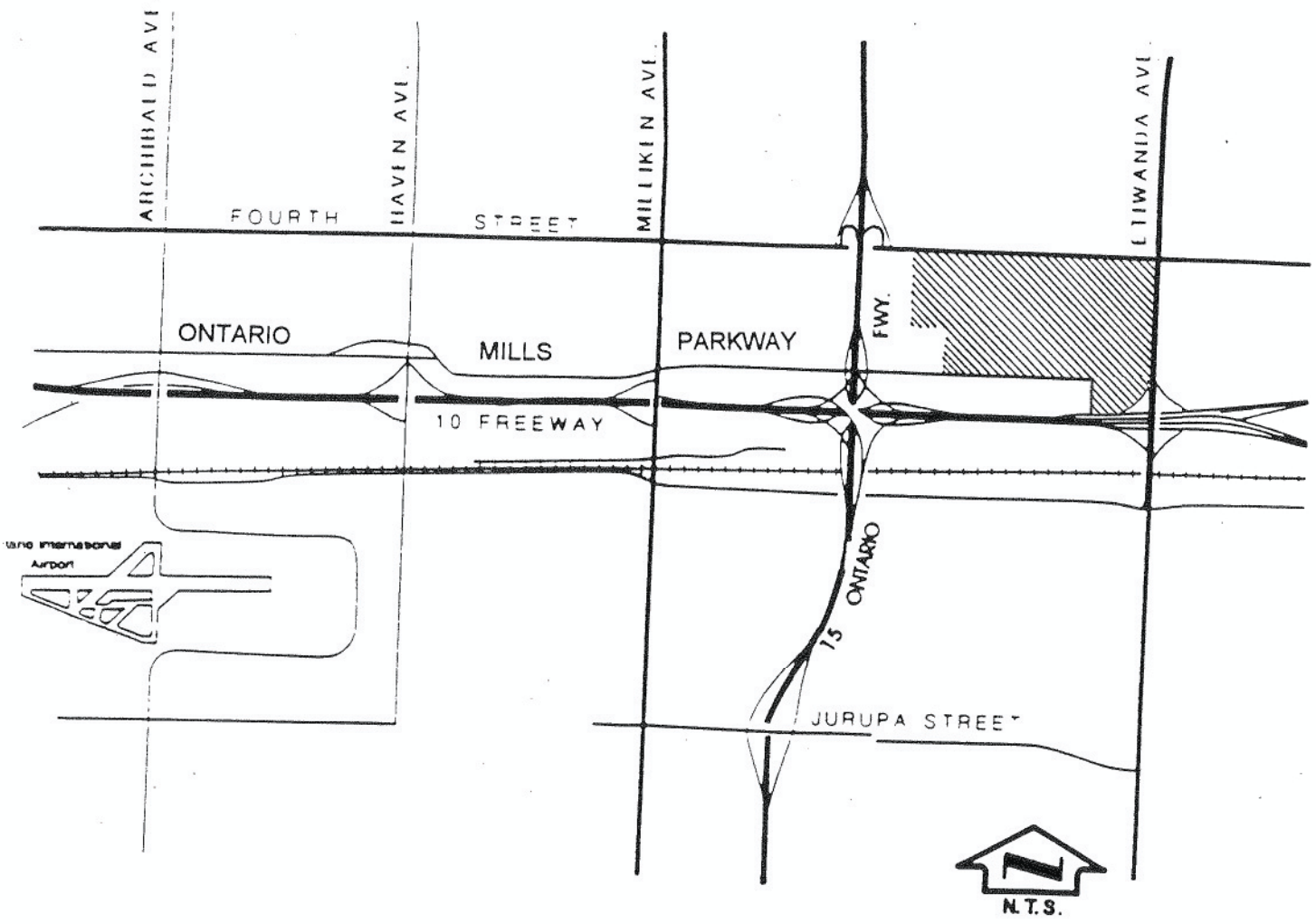
As a result of the traffic study prepared by WPA Traffic Engineering, dated June 25, 1996, for the Specific Plan Amendment, a mitigation measure has been recommended for the relocation of the Etiwanda/Ontario Mills Parkway intersection. This will also require the horizontal realignment of Ontario Mills Parkway (Figure 6). In order to construct this realignment prior to the upstream improvements to the San Sevaine Flood Control Channel, an interim design will be developed in conjunction with the city engineer which will allow relocation of the intersection without negatively impacting the drainage.

The realignment of Ontario Mills Parkway and the relocation of the Etiwanda/Ontario Mills intersection will be completed with the construction of the first Phase IIb project. The existing Ontario Mills Parkway right-of-way between Etiwanda and the beginning of the new horizontal alignment of Ontario Mills Parkway will be vacated and converted to an appropriately sized easement for the maintenance of existing utilities. Access to affected properties will be provided in coordination with the City Engineer concurrently with the final design and realignment of Ontario Mills Parkway.

Currently, Barrington Avenue is fully improved to local industrial street standards between Ontario Mills Parkway and Concours. Barrington Avenue will be extended northerly from Concours to Fourth Street with the construction of the first Phase IIa project. The existing knuckle at Concours and Barrington will be eliminated and Barrington will be constructed to local industrial street standards north of Concours as shown in Figure 6.

EXISTING CIRCULATION

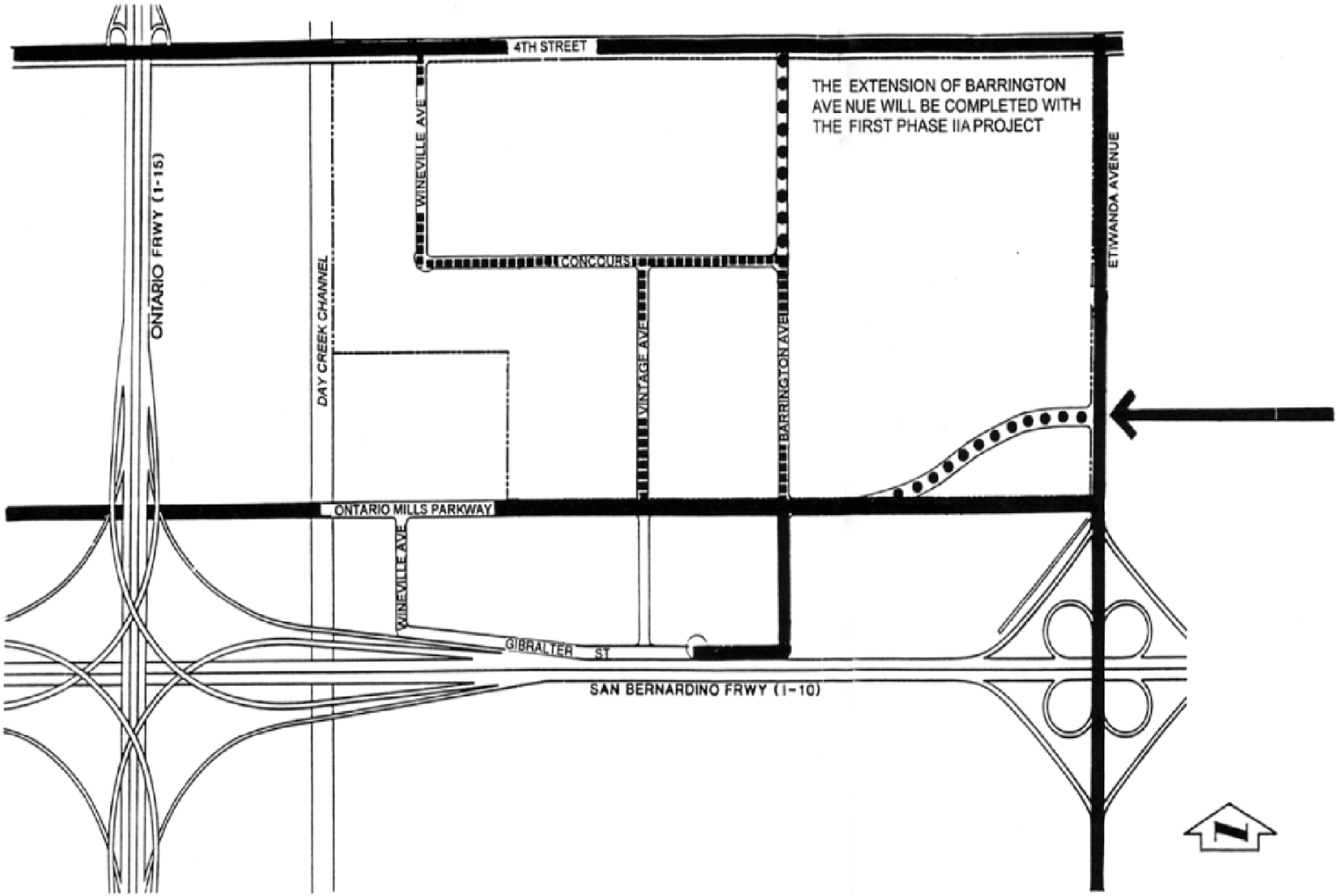
FIGURE 5



SPECIFIC PLAN AREA

PROPOSED INTERNAL PROJECT CIRCULATION

FIGURE
6



LEGEND

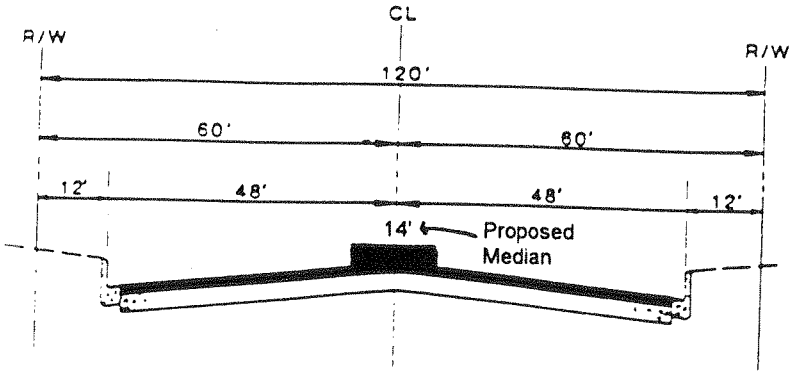
- EXISTING PERIMETER STREETS
- EXISTING PHASE I LOCAL INDUSTRIAL STREETS
- PROPOSED PHASE II REALIGNMENT

THE FINAL DESIGN AND CONSTRUCTION FOR THE REALIGNMENT OF ONTARIO MILLS PARKWAY WILL BE COMPLETED WITH THE FIRST PHASE IIb PROJECT. THE EXISTING ETIWANDA/ONTARIO MILLS INTERSECTION WILL BE RELOCATED WITH THE REALIGNMENT OF ONTARIO MILLS PARKWAY. ACCESS TO THE AFFECTED PARCELS TO THE SOUTH WILL BE PROVIDED AT THAT TIME IN COORDINATION WITH THE CITY ENGINEER AND THE AFFECTED PROPERTY OWNERS.

TYPICAL STREET SECTIONS
(EXISTING AND PROPOSED)

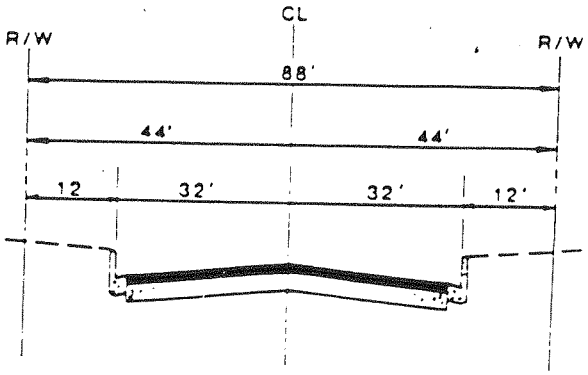
FIGURE
7

STANDARD ARTERIAL



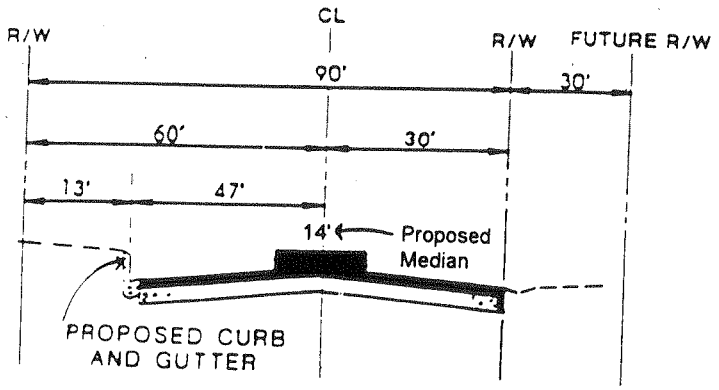
4th STREET
(EXISTING)

COLLECTOR STREET



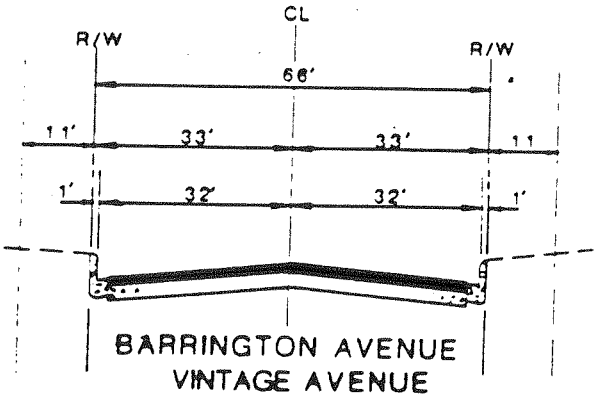
ONTARIO MILLS PARKWAY
(EXISTING)

ARTERIAL HIGHWAY



ETIWANDA AVENUE
(EXISTING)

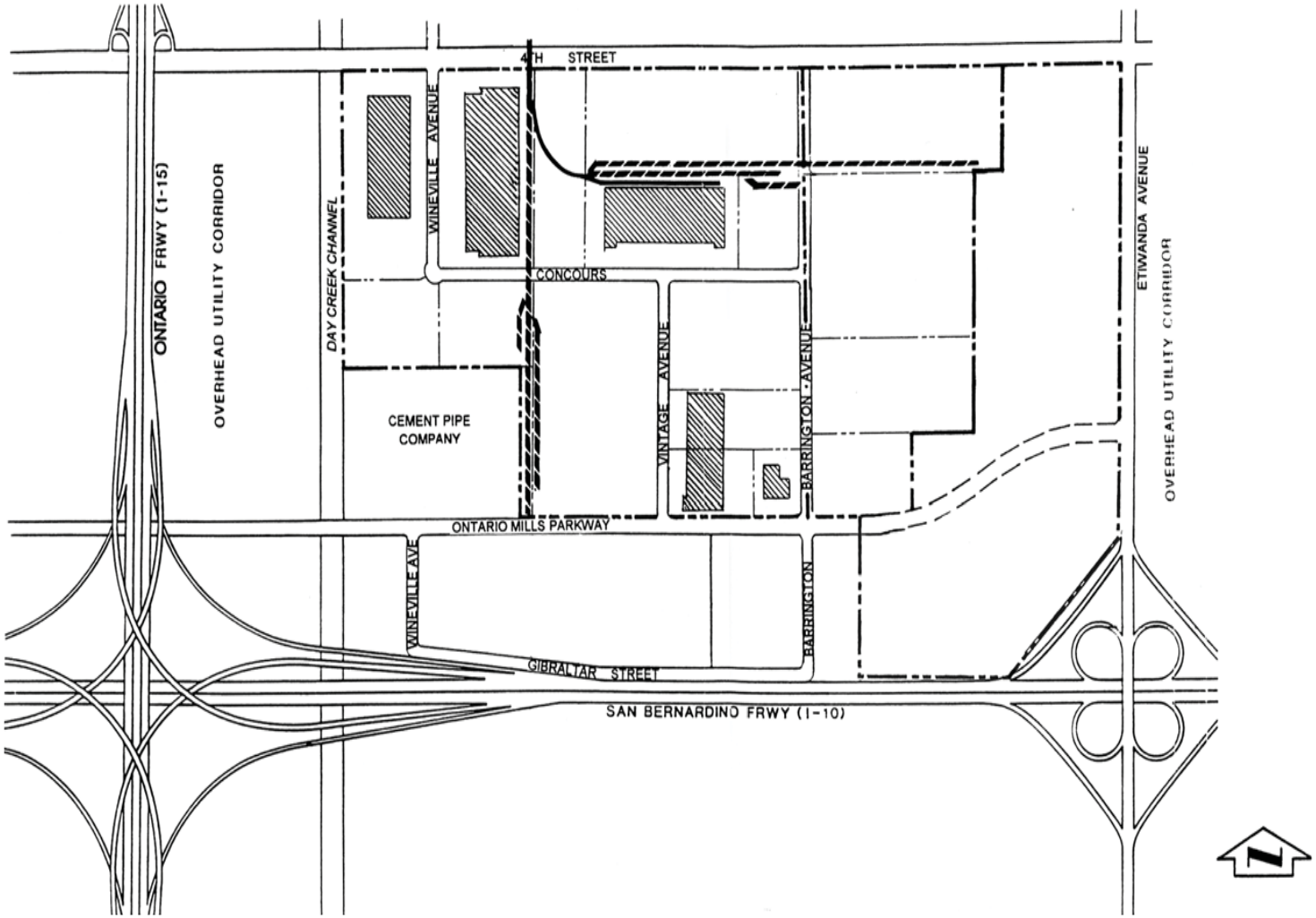
LOCAL INDUSTRIAL STREETS



BARRINGTON AVENUE
VINTAGE AVENUE
WINEVILLE AVENUE
CONCOURS
(EXISTING)

RAIL CONFIGURATION
(EXISTING AND PROPOSED)

FIGURE
8



LEGEND

- EXISTING RAIL
- PROPOSED RAIL
- EXISTING DEVELOPMENT

D. EXISTING PHYSICAL CONDITIONS

1. TOPOGRAPHY

The existing ground surface is generally flat with drainage toward the south/southeast. The average surface gradient is approximately two percent, with elevations ranging from approximately 1050 feet above sea level in the northwestern corner of the parcel to 1010 feet above sea level in the southeastern corner of the parcel.

2. GEOLOGY AND SOILS

Subsurface soils on-site consist primarily of loose to dense silty sands and dense to very dense gravely sands. Stiff sandy silts are also present in the upper 10 feet of soil, to a lesser extent. The surficial silty sands are loose at depths between one (1) and four (4) feet. The underlying silty sands and sandy silts are typically medium dense, except on the western portion of the site where they are classified as dense. Dense gravely sands are common under the site at depths of ten (10) feet or more (Geofon Company soils report on file with the City of Ontario).

3. SEISMICITY

No known faults crossing or projecting toward the site. Potential for liquefaction and/or ground rupture on the site is negligible. The Cucamonga, Red Hill, San Jose, Indian Hill, and China/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 thirteen miles northeast of the area. (See Figure 9, Seismic Faults).

4. HYDROLOGY

a. Existing Conditions

The subject site is currently within the floodplains of Day Creek on the west and Etiwanda Creek on the east. According to the City of Ontario's Flood Insurance Administration mapping, the westerly portion of the site lies within Flood Zones A and B. According to the Corp of Engineers preliminary study, the entire site lies within the standard project flood overflow limits for Day Creek. The easterly portion of the site has historically been inundated by flows from Etiwanda Creek. Etiwanda Creek is a meandering stream which traverses the site in a north-south direction just west of Etiwanda Avenue. Etiwanda Creek is dry during most of the year, but is subject to flash floods during major storm events.

The easterly portion of the site lies within Zone D on the latest FEMA maps. Zone D is designated as an "Area in which flood hazards are undetermined". The 100-year flood hazards were removed from Phase I (west of Barrington Avenue) with the construction of Day Creek and the storm drain system for PM 10835. Phase II (east of Barrington Avenue) is still subject to flood flows from Etiwanda Creek during storm events. These flows enter the site via an underground drain in Etiwanda Avenue as well as surface flows over Fourth Street during major events. Once onsite the flows meander between Etiwanda Avenue and the high ground to the west, then leaving the site by flowing over Ontario Mills Parkway, eventually traversing under or over the I-10 Freeway. Historically, during extreme events, a portion of the freeway has been affected by high water.

As shown in Figure 10, the westerly portion of the site accepts drainage from north of Fourth Street, combines it with on-site flows and conveys it via storm drains to either improved off-site facilities or off-site drainage ditches.

b. Future and Proposed Condition

The County of San Bernardino has a proposal to divert excess flows in Etiwanda Creek at Foothill Boulevard to the San Sevaine Channel and thus eliminate the flood hazard due to overland flows from the north. When this occurs and with the extension of the future storm drain in Etiwanda Avenue the Phase II area will be free of flood hazards from events up to and including the 100-year storm. Prior to this time, however, the site will have to be protected from the existing flows of Etiwanda Creek if development is to occur within the Phase II area ahead of upstream improvements. To accomplish this it is proposed that a portion of the Phase II area be set aside for flood control purposes while the remaining area be allowed to develop. To determine which area should be allowed to develop, a water surface profile study was conducted on the existing condition using the 100-year storm event. This determined the area which was above the 100-year flood. Next, a logical layout for development of this site was superimposed on the existing terrain and another water surface profile developed. This process was repeated until we achieved a development which did not increase the flood hazard. The result of these studies is TPM 15102, which proposes to allow the westerly portion of Phase II to be developed while setting aside the easterly portion for flood control purposes. All area proposed for development will be elevated above the 100-year water level and further be protected by onsite storm drain systems connected to either the storm drain in Barrington Avenue or the area set aside for flood control.

5. VEGETATION

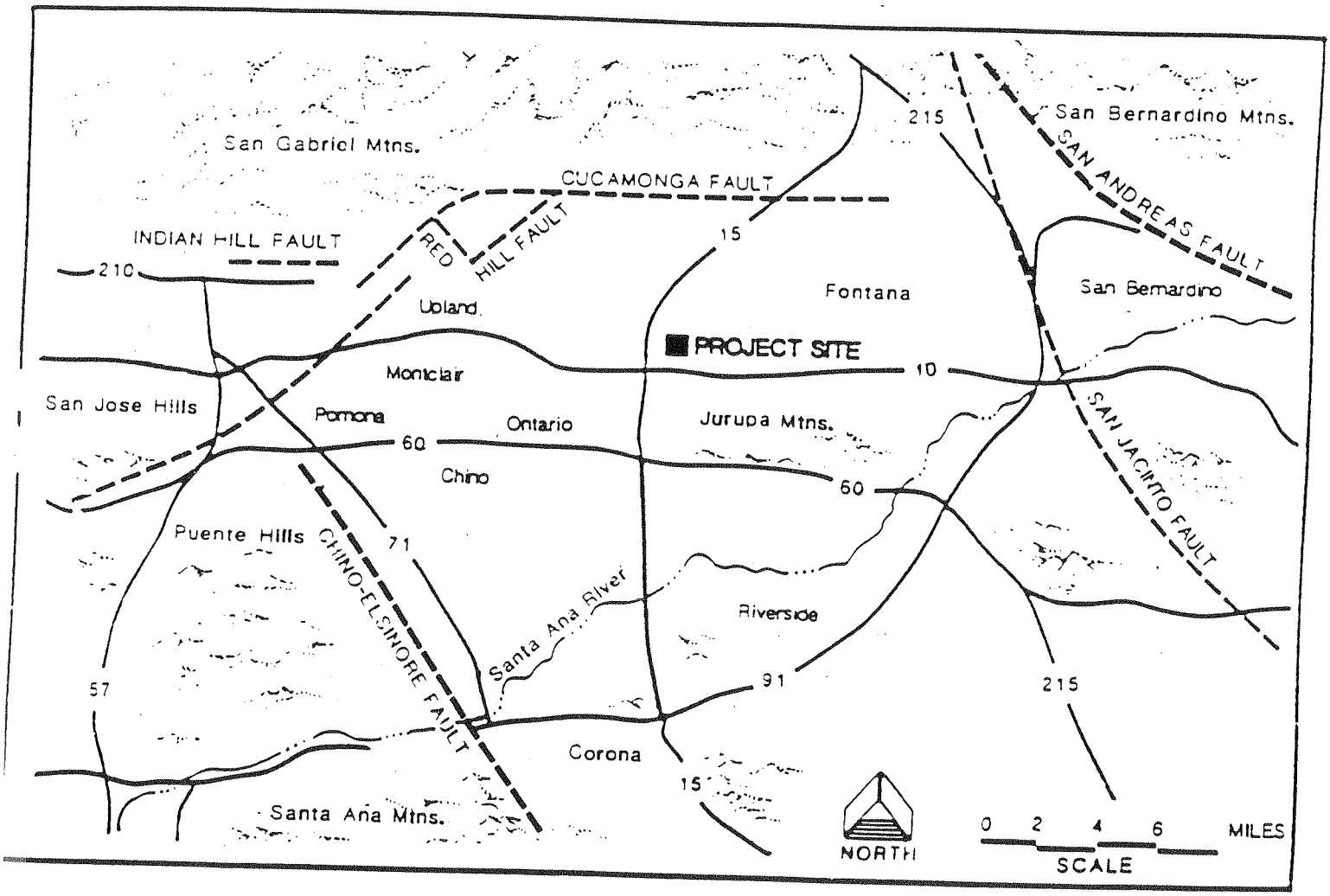
Vegetation within the project site consists primarily of native grasses and weeds, with some remnants of grapevines. Most of the area's native vegetation has been modified or displaced by past agricultural activities.

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.

SEISMIC FAULTS

FIGURE 9



Source: Ontario Industrial Center EIR No. 80-3