

2 EXISTING CONDITIONS

2.1 Project Location

A. Regional

Located in the City of Ontario, the 27-acre site is approximately 40 miles from downtown Los Angeles, 30 miles from the Beach Cities in Orange County and 20 miles from San Bernardino (Exhibit 1 -- Regional Map). Neighboring cities include Rancho Cucamonga, Upland, Fontana, Chino and Montclair. The Riverside County boundary is less than a mile south of the site.

Three major transportation corridors are found within a few miles of the Entratter Specific Plan area, Interstate 15 (the Ontario Freeway), State Route 60 (the Pomona Freeway) and Interstate 10 (the San Bernardino Freeway). The Ontario Freeway forms the eastern boundary of the project site. The nearest access is the Jurupa Street interchange north of the site. The Pomona Freeway is directly south of the site. The Milliken Avenue interchange provides the closest access to the Pomona Freeway. The San Bernardino Freeway is four miles north of the project and is easily reached from the Ontario Freeway. In addition, Ontario International Airport is less than five miles northwest of the site.

The Entratter Specific Plan is located in an area known, geographically, as the Chino Basin. The basin is formed by the San Bernardino Mountains to the north, the Jurupa Hills to the east, the Santa Ana Mountains to the south and the San Jose Hills to the west.

B. Vicinity

Francis Street forms the southerly border of the site, with Interstate 15 bordering the site to the east (Exhibit 2 -- Vicinity Map).

EXHIBIT 1 — REGIONAL MAP

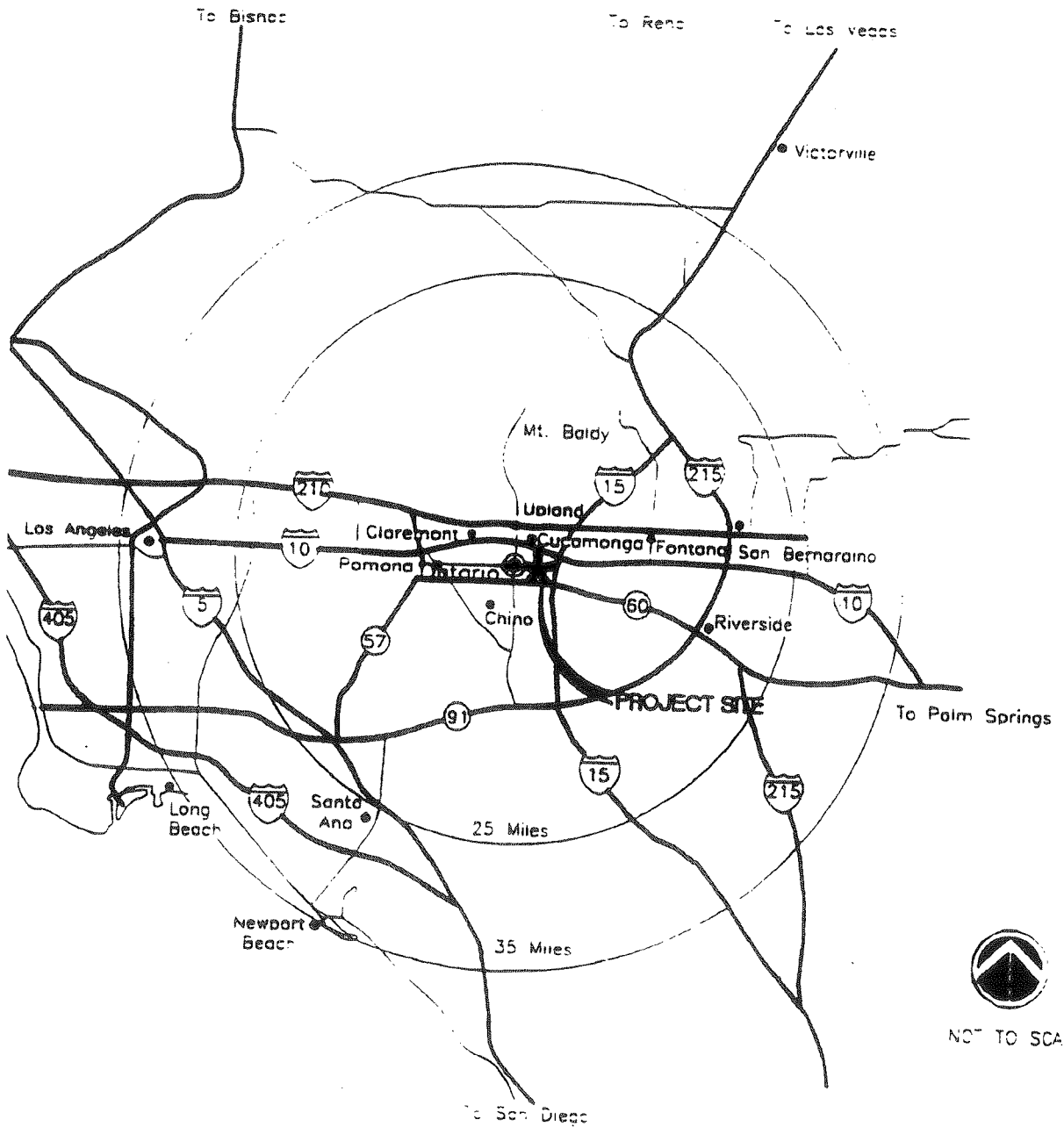
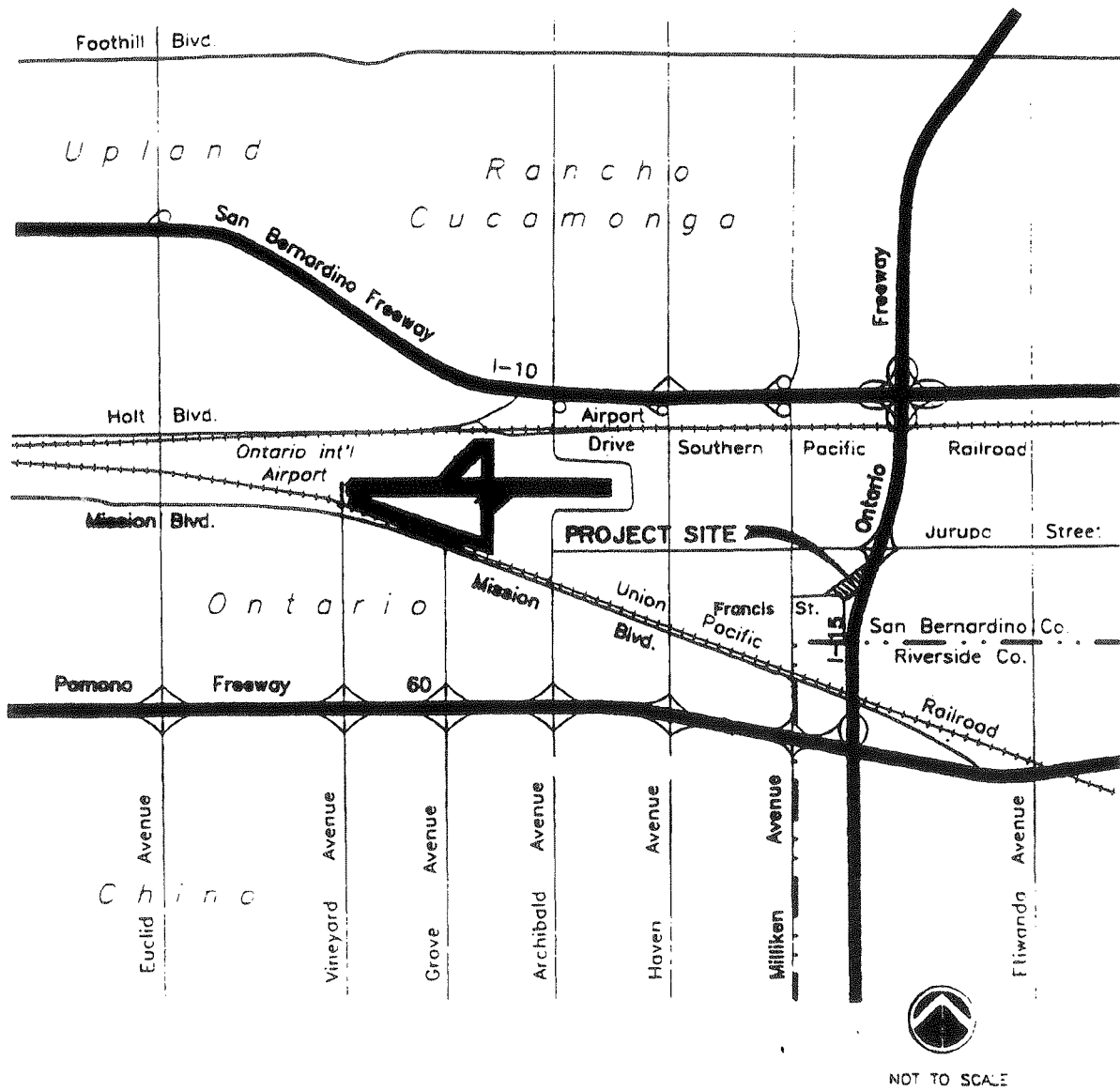


EXHIBIT 2 — VICINITY MAP



2.2 Existing Land Uses

This eastern portion of the City has recently been in transition from rural to industrial uses. The topography of the site is generally flat. Vegetation covering the area includes grasses, brush and weeds. The northwest boundary of the site is a 165-foot Southern California Edison "active" easement. High voltage transmission wires traverse the easement and one tower is found on the property. Parallel to the "active" easement is a second 165-foot "inactive" easement.

Several large-scale industrial complexes have been developed nearby. The property north of the Edison easement contains a large building currently occupied by Toyota and used as an auto parts distribution facility. Across Francis Street to the south lies vacant land while still further south is the Baxter Medical supplies facility. (Exhibit 3 — Existing Land Use Map)

The Milliken Landfill is located west of the site on Mission Boulevard. The landfill is tentatively scheduled for closure in 1999. A Union Pacific Railroad Mainline, upon which the Metrolink runs, borders the landfill running parallel to Mission Boulevard.

2.3 Existing Circulation

Interstate 15 is adjacent to the site and State Route 60 is within 1 mile of the project. Interstate 15 provides major north-south connections while State Route 60 provides east-west connections. (Exhibit 4 — Circulation Map)

Local circulation is provided by Francis Street and Rochester Avenue. Along the southern boundary of the site, Francis Street is classified as a local industrial street with a right-of-way of 50'. Located at the southeast corner of the site, Rochester Avenue is also a local industrial street. However, it has a 55 foot right-of-way.

2.4 Existing Drainage/Storm Drain

A. Existing Drainage

A preliminary drainage analysis of the Entratter Specific Plan area was performed. The site currently drains in a southerly direction into two distinct storm drain systems. The westerly two-thirds of the site drains toward the "Baxter Storm Drain System West" (Baxter West), while the easterly one-third drains into a retention basin, that in turn drains into the "Baxter Storm Drain System East" (Baxter East). The existing ground falls at a rate of 1%-2%. (Exhibit 5 — Storm Drain).

EXHIBIT 3 — EXISTING LAND USE / ZONING

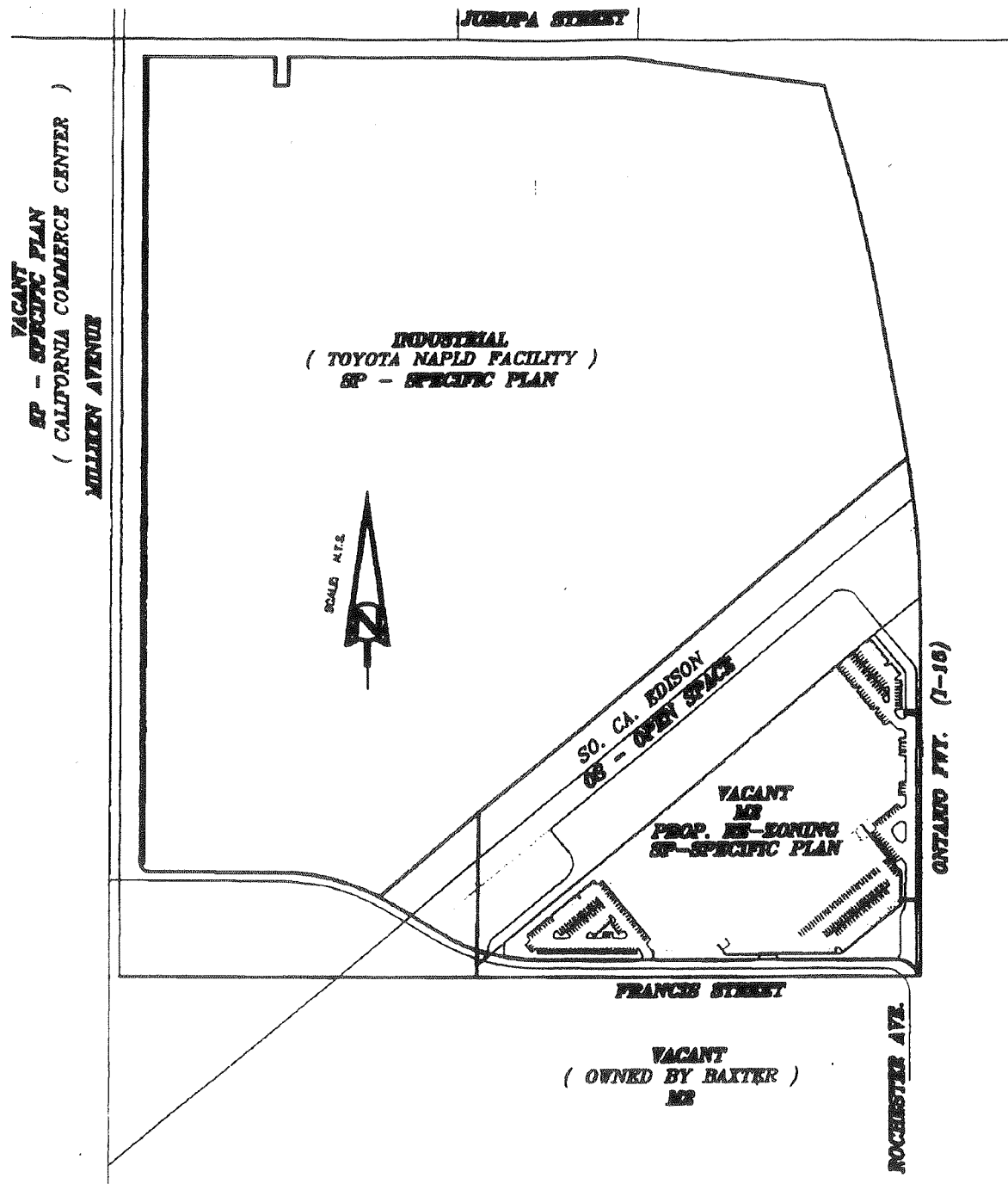


EXHIBIT 4 — CIRCULATION MAP

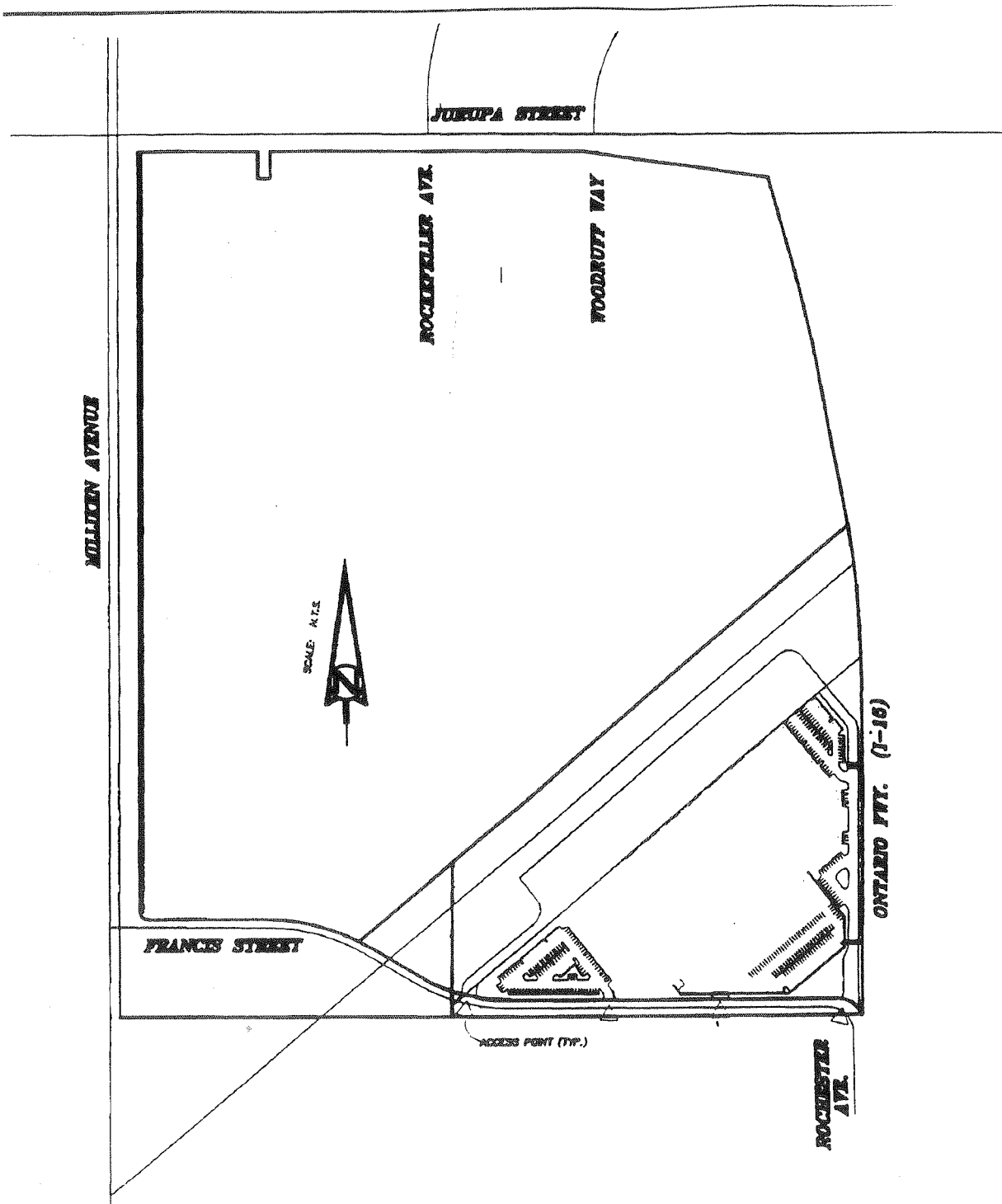
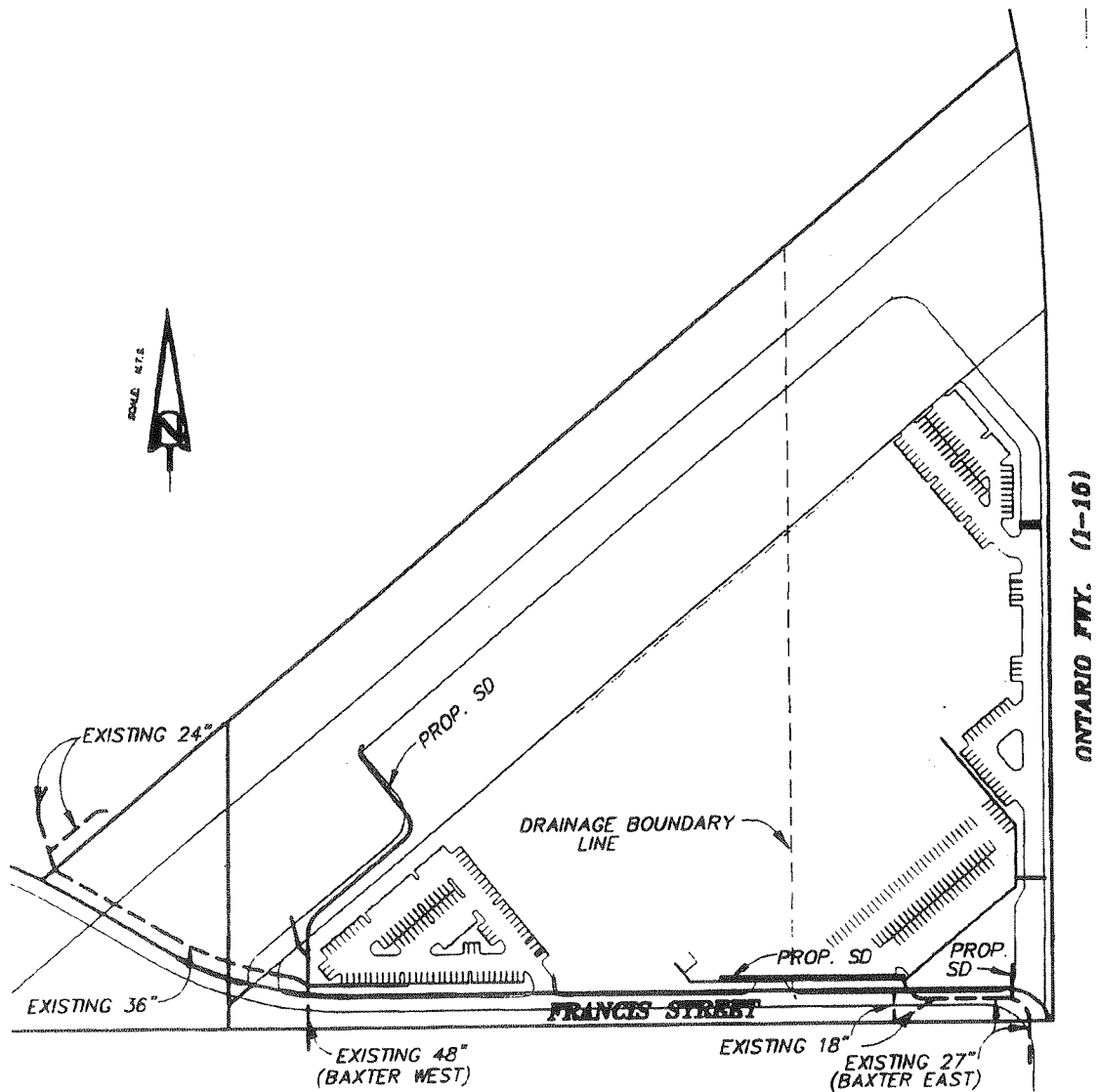


EXHIBIT 5 — STORM DRAIN PLAN



Legend

Existing Storm Drain - - - - -

Proposed Storm Drain —————

The Baxter West system is bounded on the north by the north side of the Southern California Edison Easement, on the south by Francis Street and by a ridge line to the east approximately 400' from the Interstate 15 right-of-way. This drainage area is 13.7 acres in size. Under existing conditions for developed scenarios, this area creates a Q100 runoff of approximately 34 cfs.

The Baxter East system is bounded on the north by the north side of the Southern California Edison Easement, on the south by Francis Street and by a ridge line to the west approximately 400' from the Interstate 15 right-of-way. This drainage area is 11 acres in size. Under existing conditions for developed scenarios, this area creates a Q100 runoff of approximately 24 cfs. In addition, under certain conditions, flow from Interstate 15 may enter the project site.

B. Existing Storm Drain Facilities

The Baxter West system consists of two 4' wide catch basins in Francis Street. On the north side of Francis Street, the catch basin has a 48" rcp stubbed out of the back of the basin that terminates with a 60" diameter csp riser. The riser could be removed and the 48" diameter pipe could be used as a connection point for an onsite drainage system. A 48" rcp connects the two catch basins, and a 48" csp runs from the southerly side of the south catch basin, continuing to the south where it flows into a graded earth swale. This system was designed to carry a Q100 flow of 89 cfs.

The Baxter East system consists of a .95-acre retention basin that is approximately 3' deep. This basin was constructed to retard flows originating on what is now the Toyota site to the north. With the development of the Toyota site, this basin was made obsolete. The Toyota site has storm drain systems that coupled with grading done to prohibit flows from continuing south across the Southern California Edison Right-of-way, have eliminated most of the flow that previously entered this storm drain system. There is a 27" rcp that takes water from the basin into an underground storm drain system in Francis Street. This system was designed to carry a Q100 flow of 24 cfs.

According to the Flood Insurance Rate Map (FIRM) for San Bernardino County and Incorporated Areas, Map Number 06071C641 F, Panel 8641 of 9400, effective date March 18, 1996 prepared by the Federal Emergency Management Agency (FEMA), the site is in Zone X. Zone X identifies areas outside the 500-Year floodplain.

In addition, no "blueline streams" traverse the site. Therefore, California Department of Fish and Game or U.S. Army Corps of Engineers permits are not required.

2.5 Existing Water Facilities

There is an existing 12" water main in Francis Street that will provide service to the project site. The City of Ontario operates this water main and it can be used to provide domestic, landscape and fire protection service. (Exhibit 6 — Water and Sewer Map)

2.6 Existing Sewer Facilities

There is an existing 36" sewer line in Francis Street fronting the project site. This line is operated by the Chino Basin Municipal Water District and is an interceptor line. Typically, the District does not allow a single user to connect to these types of lines. In addition to this line, there is a 10" sewer line that has been stubbed to the property in the southwest corner of the site. This line continues southerly and connects to another system. Should the elevation of this existing stub not be adequate to serve the site, the existing line may need to be replaced. The new line would be connected to a point south of Francis Street at an elevation that would allow for service to the project site. (Exhibit 6 — Water and Sewer Map).

2.7 Existing Utilities

A. Electrical Service

Electric service will be provided by the Southern California Edison Company. The transmission lines that lie north of the site will not provide service to this site, however, there are existing underground lines along the project frontage in Francis Street.

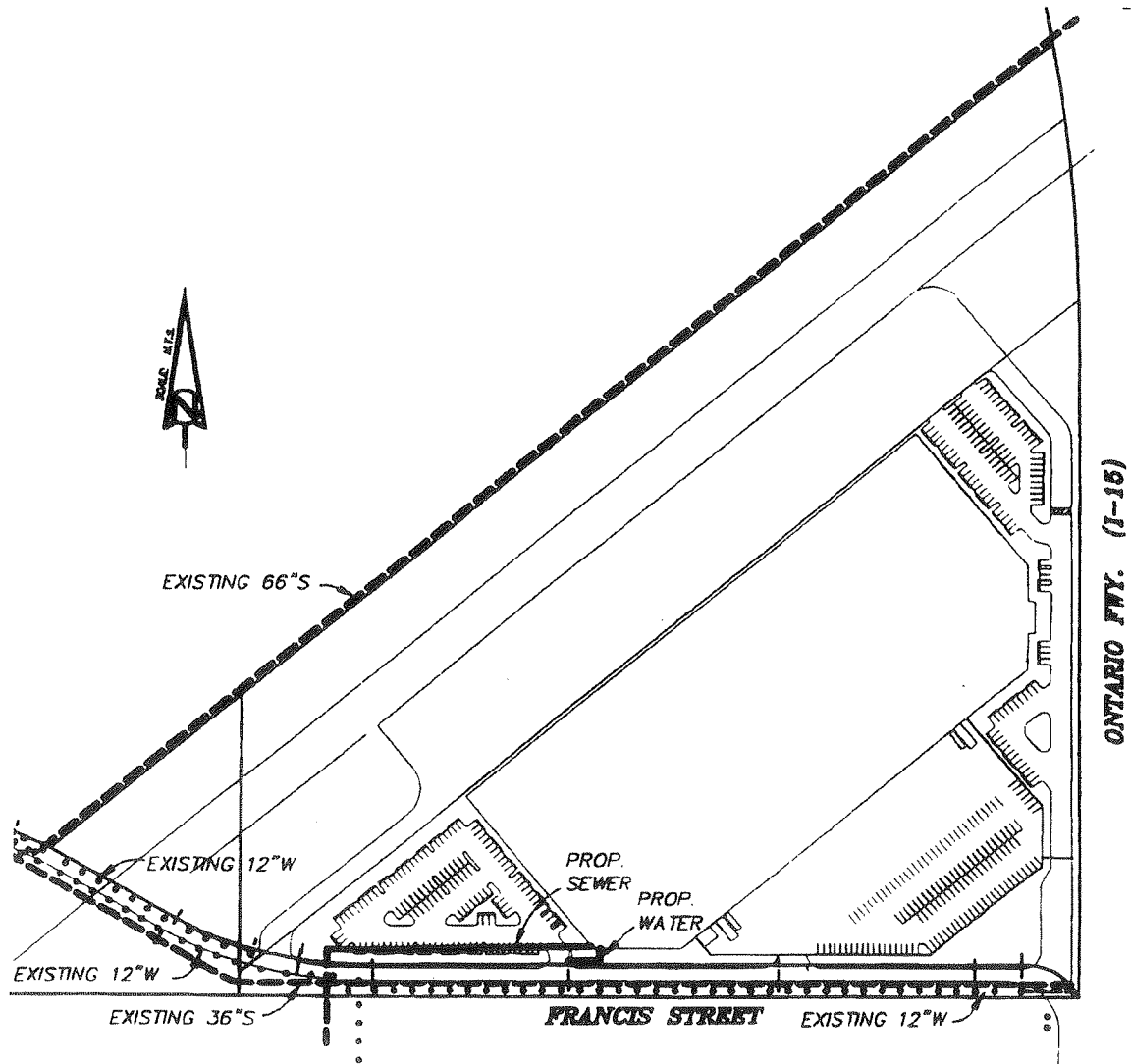
B. Gas Service

The Southern California Gas Company provides natural gas service to the area. The Gas Company currently maintains a four-inch main in Francis Street.

C. Telephone Service

Telephone service will be provided by the General Telephone. There are existing underground lines along the project frontage in Francis Street in the same trench as the electric service.

EXHIBIT 6 — WATER AND SEWER MAP



Legend

Existing Sewer	— — — — —
Existing Water	
Proposed Sewer & Water	— — — — —
(Sizes as shown)	

2.8 Existing Community Services

A. Police

Police protection will be provided by the City of Ontario's Police Department through their existing service. The project is located within Sector 3 of the City of Ontario's Police Department. Sufficient levels of service will be evaluated when specific development plans are prepared.

B. Fire

Fire protection service will be provided by the Ontario Fire Department. The City of Ontario has adopted Ordinance 2491, Section 3-9.01(d) which requires any new development in this area to pay a Fire Facility/Equipment Impact Fee. The cost of the fee for industrial projects is \$ 15 per square foot of the building area.

C. Solid Waste

The City of Ontario provides and monitors the collection of solid waste. Fees are collected for trash compaction service, recycling and space needed for recycling. All required fees will be paid.

D. Public Transportation

The closest service is one mile from the site at Rockefeller Avenue and Jurupa Avenue.

E. Metrolink

The closest Metrolink service to the project is approximately three miles to the west of the site at Mission Boulevard and Haven Avenue.