

PACIFIC GATE-EAST GATE SPECIFIC PLAN

III. EXISTING CONDITIONS

A. PROJECT LOCATION

1. Regional Context

The Pacific Gate-East Gate Specific Plan encompasses 188.80 acres of land located in the southwest corner of San Bernardino County within the City of Ontario (see Figures III-A-1 through III-A-3, Regional Context, Area Context and Project Site).

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 III-A-1, Regional Context). 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

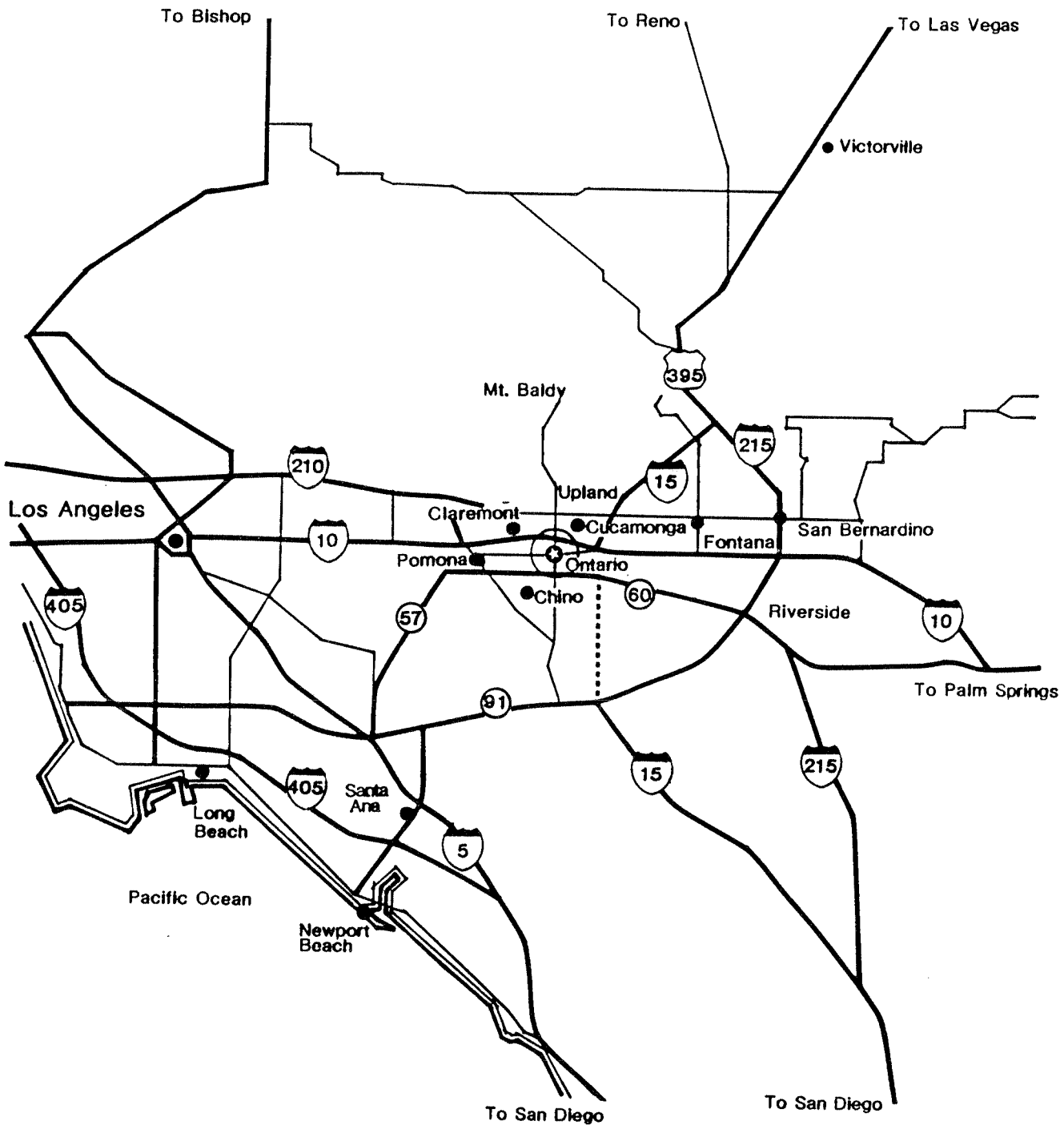
The Pacific Gate-East Gate Specific Plan is located in the eastern portion of the City of Ontario, east of the Ontario International Airport. The site is divided twice, thereby creating three distinct circulation areas. The two dividing features are the I-15 Freeway, and the San Bernardino County Flood Control and Southern California Edison adjacent rights-of-way. From an aerial perspective, the site appears as two offset rectangles separated by adjacent north-south aligned utility rights-of-way (the Southern California Edison and San Bernardino Flood Control rights-of-way). See Figure III-A-3, Project Site.

To promote clarity in discussion, the rectangular area west of the Flood Control and Edison rights-of-way will be referred to as the 109.45 acre portion of the site, and the remaining southerly offset rectangle east of the rights-of-way will be referred to as the 79.35 acre portion (See Figure III-A-3).

The western 109.45 acres of the project is generally bounded by Airport Drive to the north, the Southern California Edison and San Bernardino County Flood Control Channel rights-of-way to the east, McNamara and Wall Street to the south, and Wanamaker Avenue to the west. The eastern 79.35 acres of the project is generally bounded by Santa Ana Street to the north, the Southern California Edison and San Bernardino County Flood Control rights-of-way to the west, a Southern California Edison right-of-way to the east, and Jurupa Street to the south. (See Figure III-A-2, Area Context, and Figure III-A-3, Project Site)

REGIONAL CONTEXT

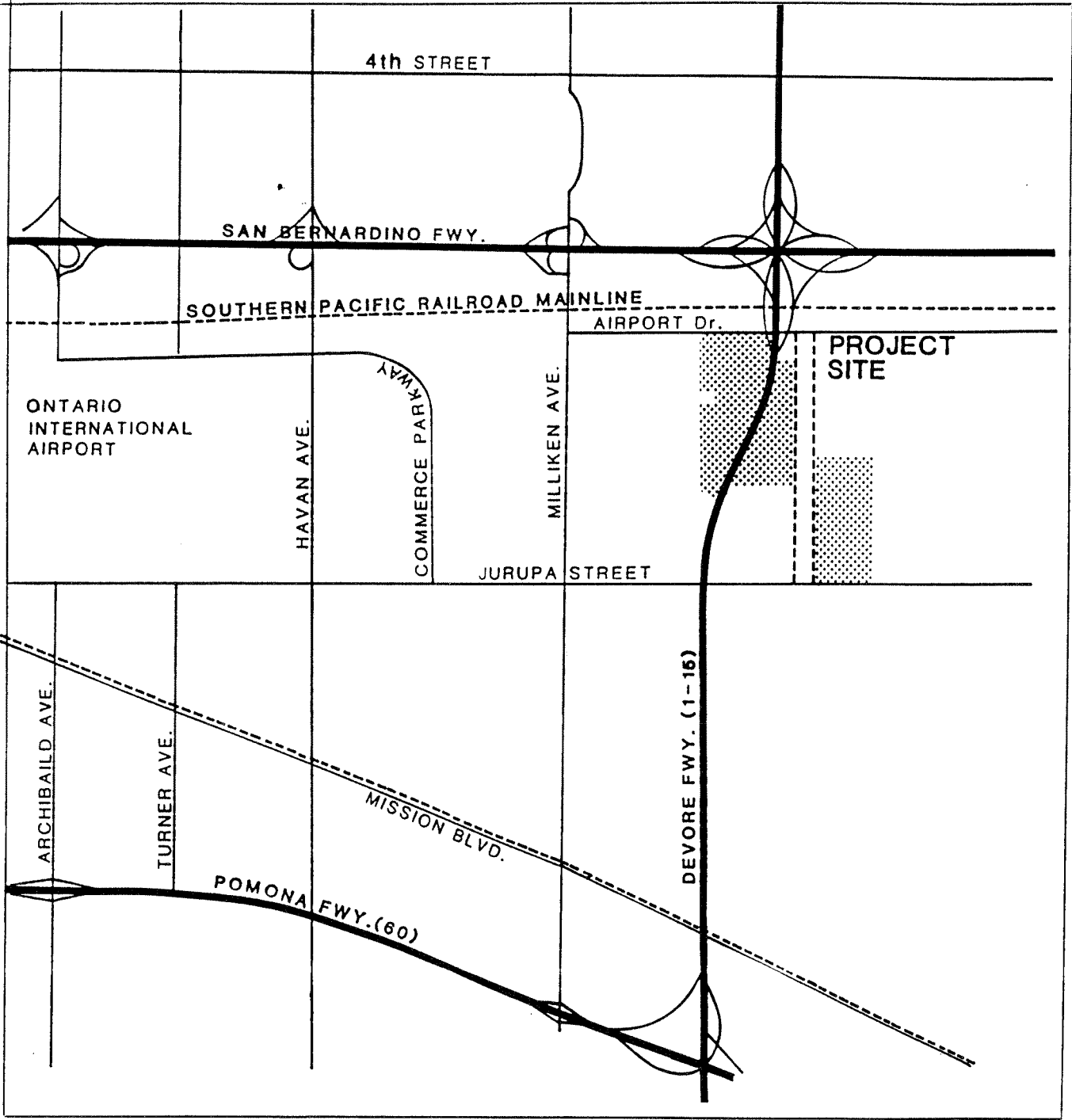
FIGURE
III-A-1



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AREA CONTEXT

FIGURE
III-A-2



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B. SITE CONDITIONS: EXISTING LAND USES

The project site presently consists of improved and unimproved lots created from Parcel Maps 9638, 9553, 10392, and Tentative Parcel Map 11080. One building is under construction in the western 109.45 acres of the project site. The eastern 79.35 portion of the site supports a light industrial structure (City file 3656-S). See Figure III-B-1, Existing Land Uses.

The surrounding land uses are as follows:

Western 109.45 acres:

- North - Airport Drive followed by Southern Pacific Railroad and San Bernardino Freeway rights-of-way.
- West - Wanamaker Avenue, followed by the California Commerce Center, a master planned industrial, office/commercial, and business park area of approximately 1500 acres.
- South - Wall and McNamara Streets, followed by the California Commerce Center's auto center portion of master planned complex.
- East - Southern California Edison Company and San Bernardino County Flood Control rights-of-way, followed by various warehouse and distribution uses (northerly), and the remaining 79.35 acre portion of the project area (southerly).

Eastern 79.35 acres:

- North - Santa Ana Street, followed by various warehouse and distribution uses.

- West - Southern California Edison Company and San Bernardino County Flood Control rights-of-way, followed by the remaining 109.45 acre portion of the site (northerly), and the auto center portion of the master planned California Commerce Center (southerly).
- South - Jurupa Street, followed by various industrial and warehouse and distribution uses.
- East - Southern California Edison right-of-way, followed by Vintage Avenue, followed by various warehouse and distribution uses.

C. EXISTING CIRCULATION

1. Regional Circulation

The project site has excellent regional accessibility, since it is traversed by the Devore Freeway (I-15) and within close proximity to the San Bernardino Freeway (I-10) and the Pomona Freeway (SR-60) to the north and south respectively. The San Bernardino and Pomona Freeways are major transportation routes between Los Angeles to the west, and San Bernardino and the desert areas to the east. The Devore Freeway bisects the study area and provides north-south regional circulation (see Figure III-C-1, Local and Regional Circulation).

2. Local Circulation

One of the unique circulation characteristics of the Pacific Gate-East Gate Specific

Plan is that the Devore Freeway and the Flood Control and Edison rights-of-way divide the study area, thereby creating three distinct sub-areas with separate local circulation systems as shown in Figure III-C-2.

- a. Existing local circulation west of the I-15 Freeway includes Wanamaker Avenue and Rochester Avenue, which run in a north-south direction and Wall Street and Airport Drive which run in an east-west direction.

East of the I-15 Freeway and west of the utility rights-of-way, Kettering Drive and Auto Center Drive run in a north-south direction, with McNamara Street forming the southern boundary. Airport Drive forms the northern project boundary for this portion of the study area.

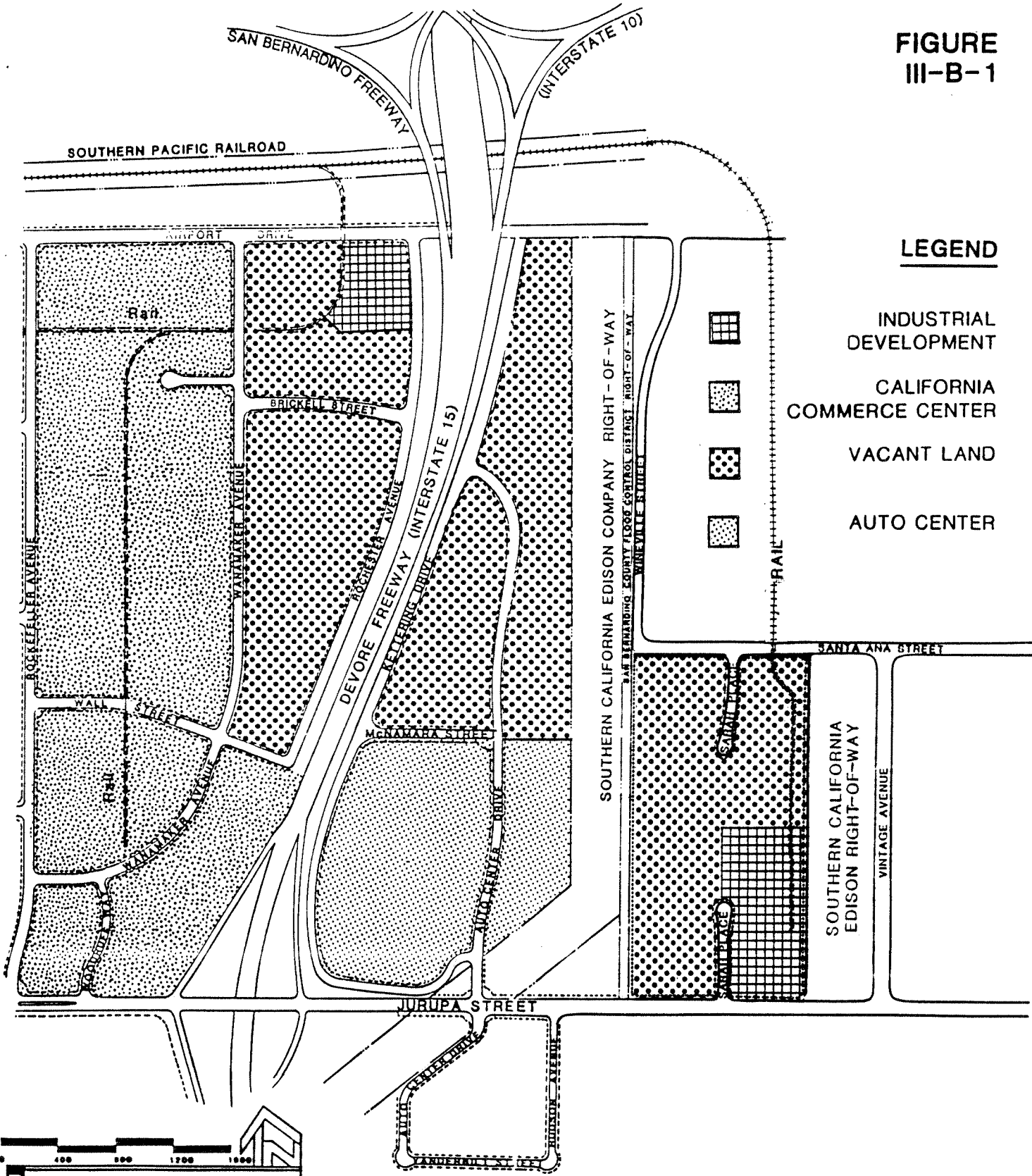
The eastern 79.35 acre portion of the site is bordered by Santa Ana Street to the north and Jurupa Street to the south. Attaching to Jurupa Street and projecting northerly is Sarah Place, an interior cul-de-sac. A second cul-de-sac, also named Sarah Place, is proposed to attach to Santa Ana Street and project southerly to provide circulation for the area of Tentative Parcel Map 11080.

Project traffic from all portions of the site can connect to the Devore Freeway via the Jurupa Street interchange (See Figure III-C-2). Due to the fact that all local streets have been constructed in the western 109.45 acres, no master plan of streets is

required for that area. Figures III-C-3 through III-C-5 provide information relating to the existing and proposed street hierarchy, typical street sections, and pedestrian circulation.

EXISTING LAND USE

FIGURE III-B-1



LEGEND

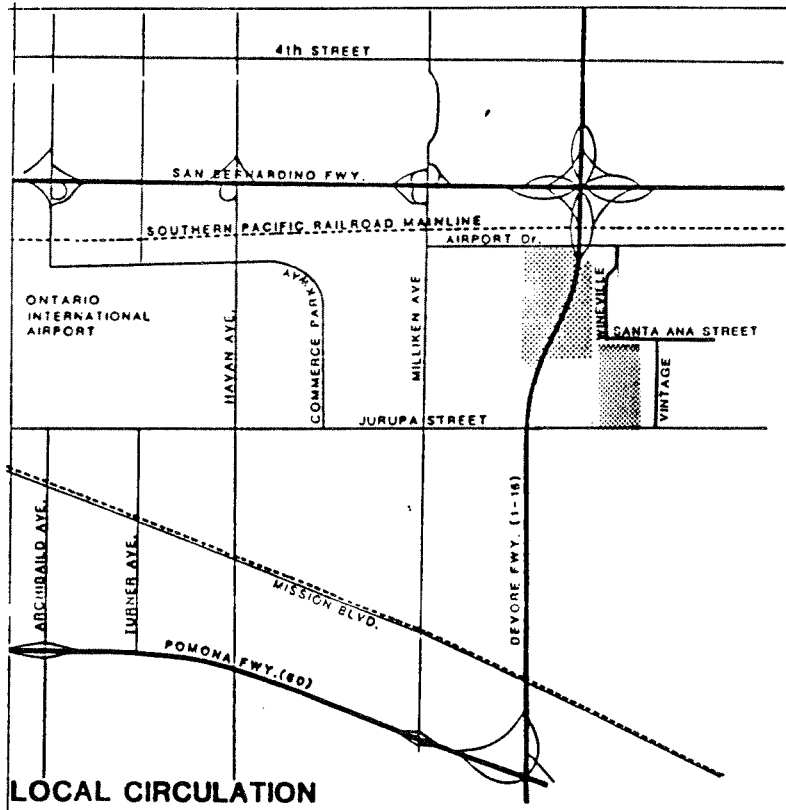
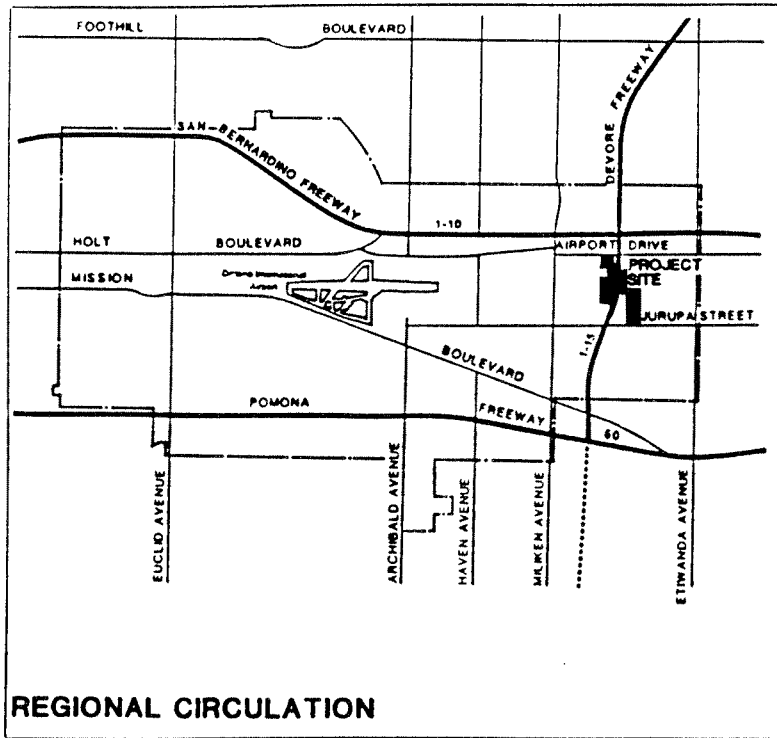
-  INDUSTRIAL DEVELOPMENT
-  CALIFORNIA COMMERCE CENTER
-  VACANT LAND
-  AUTO CENTER

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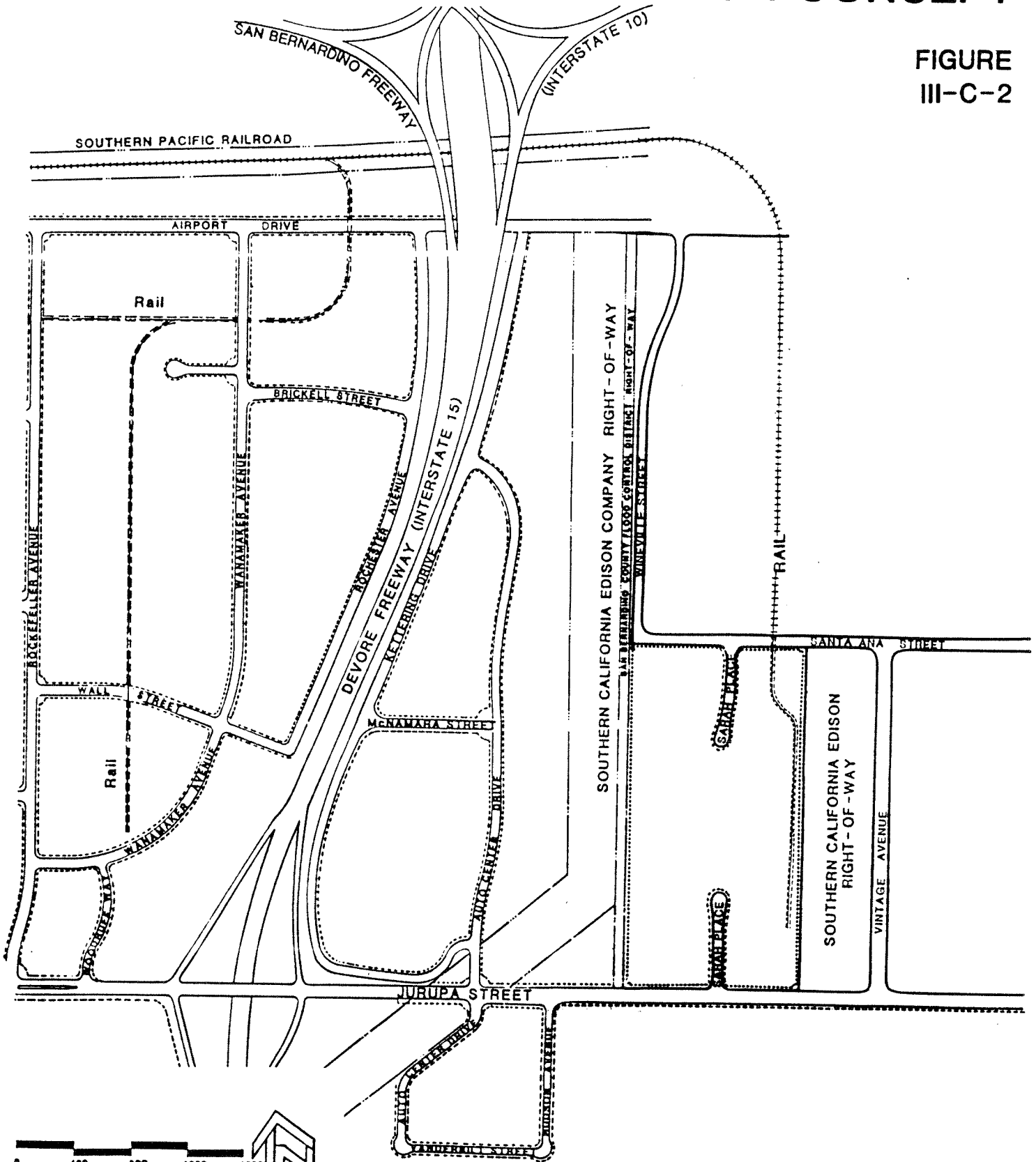
LOCAL AND REGIONAL CIRCULATION

FIGURE
III-C-1



INTERNAL PROJECT CIRCULATION CONCEPT

FIGURE
III-C-2



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STREET HIERARCHY

FIGURE
III-C-3

MAJOR ARTERIAL

Jurupa Street

STANDARD ARTERIAL

Airport Drive

LOCAL INDUSTRIAL STREETS

Kettering Drive

Brickell Street

Wanamaker Avenue

McNamera Street

Auto Center Drive

Wall Street

Rochester Avenue

Santa Ana Street

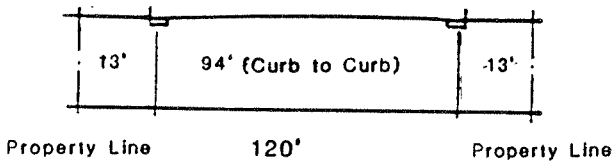
LOCAL INDUSTRIAL CULDESACS

Sarah Place (North)

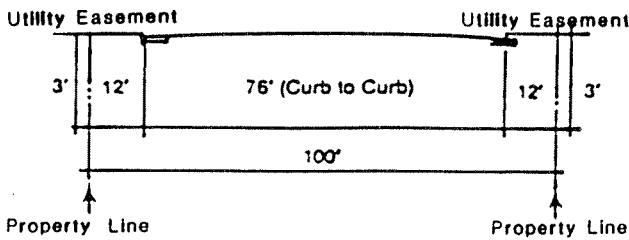
Sarah Place (South)

TYPICAL STREET SECTIONS

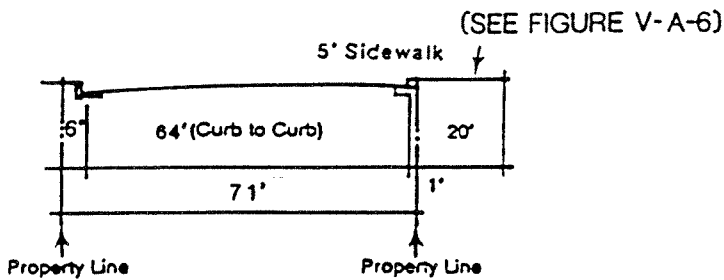
FIGURE
III-C-4



MAJOR ARTERIAL:
JURUPA STREET



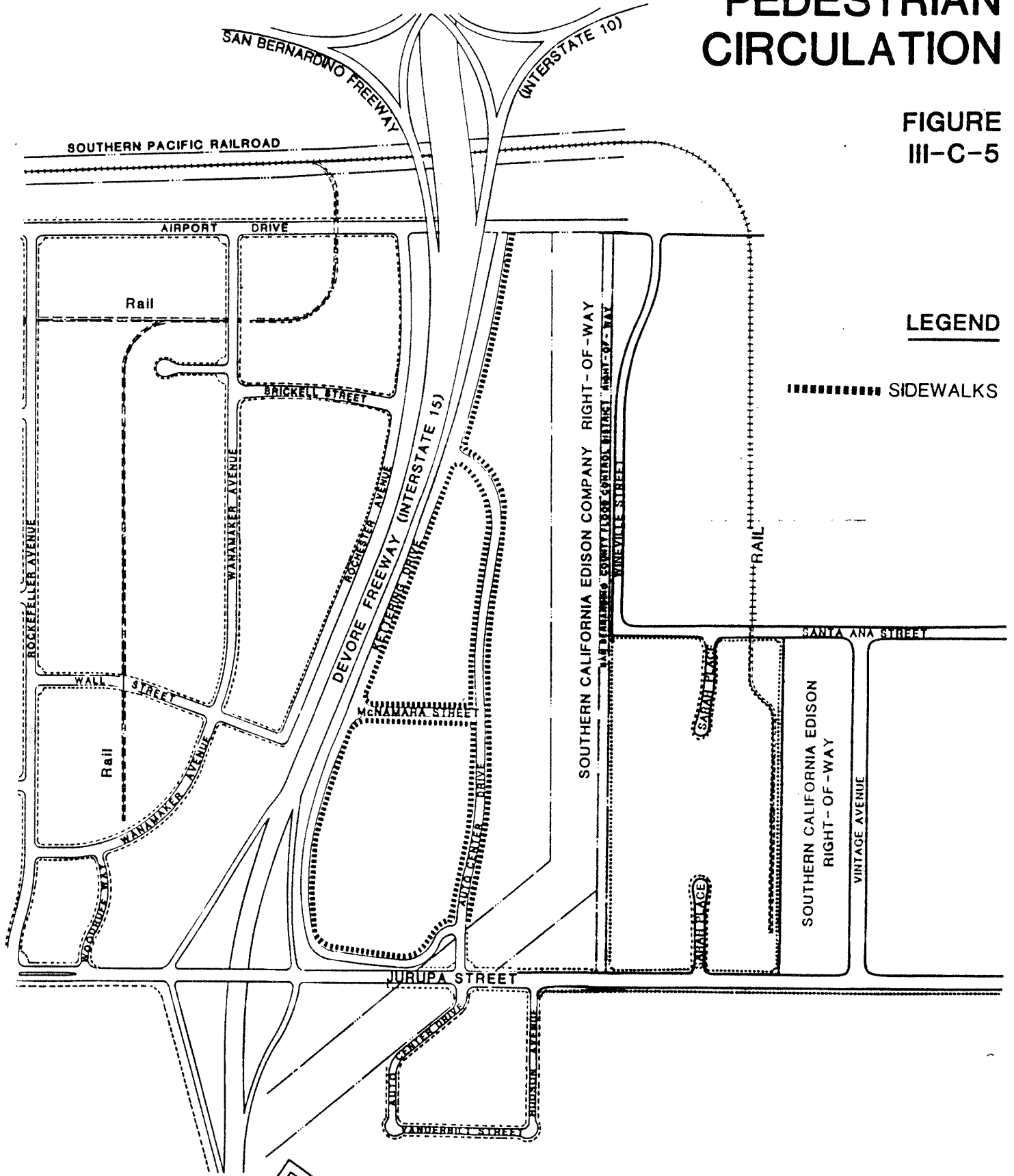
STANDARD ARTERIAL:
AIRPORT DRIVE



LOCAL INDUSTRIAL STREET :
KETTERING DRIVE
(NORTH OF McNAMARA ST.)

PEDESTRIAN CIRCULATION

FIGURE
III-C-5



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D. EXISTING PHYSICAL CONDITIONS

1. Topography

The site is basically flat, sloping slightly to the south at an average grade of two percent. Elevations on-site range from 923 to 974 feet above mean sea level on the western 109.45 acres, and from 905 to 936 feet above mean sea level on the eastern 79.35 acres. The eastern 79.35 acres has a south-westerly slope.

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. A soils report, prepared in December 1986 by Jules A. Judge Jr. for the eastern 79.35 acres, is on file with the City of Ontario.

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. The Cucamonga, Red Hill, San Jose, Indian Hill, and Chino/Elsinore are potentially active faults within a 10 to 15 mile radius of the site. The San Jacinto and San Andreas Faults, which are historically active, are 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 Pacific Gate-East Gate Specific Plan area is out-

side designated flood hazard areas, with a small area adjacent to the San Bernardino County Flood Control Channel (Day Creek) in Zone B, which indicates areas between the limits of the 100-year and 500-year floods.

Presently, the western 109.45 acre portion of the project site drains to existing streets and flows are contained within street rights-of-way. All surface water collected by the existing drainage system will be conveyed into the existing storm drain located in Auto Center Drive and transported south across Jurupa Street, and finally released into the Wineville retention basin located south of the project site (see Figure III-D-1). Major flood control improvements have been constructed adjacent to the easterly boundary of the 109.45 acre portion. This construction will remove flood hazards within the project area specifically in the eastern portion of the 109.45 acre area (East Gate).

The eastern 79.35 acre portion of the site has existing storm drain facilities within the southern Sarah Place. This storm drain flows southerly to connect with the Jurupa Street storm drain which then flows easterly. The northerly Sarah Place is proposed to connect into the existing Santa Ana Street storm drain, and flow southerly to the southern property line of Tentative Tract 11080. The line will then flow easterly through the Southern California Edison right-of-way, and connect into the existing Vintage Avenue storm drain, which flows southerly to connect into the Jurupa Street line (Figure III-D-1).

Permanent drainage facilities have been constructed and dedicated to the City or appropriate district. Any facilities which may need to be developed on-site will be constructed by individual project sponsors, as approved by the City Engineer, and dedicated to the City and/or appropriate Agency.

5. Vegetation

Vegetation within the project site consists primarily of native grasses and weeds. Most of the area's native vegetation has been modified or displaced by past grading 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.

E. EXISTING UTILITIES

1. Water

The City of Ontario provides water service to the project site. As part of the conditions of approval for Parcel Maps 9638 and 9553, the portion of the site west of I-15 currently has existing twelve inch lines in Wanamaker Avenue, Rochester Avenue, Brickell Street, Wall Street, and Airport Drive. The aforementioned water lines connect to an existing sixteen (16) inch water line in Jurupa Street, then westward to an eighteen (18) inch water line in Milliken Avenue.

The portion of the project east of I-15 and west of Edison right-of-way has existing twelve inch water lines in McNamara Street and Auto Center Drive, and an existing 10" line in Kettering Drive. All water lines connect to the sixteen inch water line in Jurupa Street and the 12" water line in Airport Drive. All the above streets are part of the City's 8th Street Pressure Zone (Figure III-E-1).

The 79.35 acre portion of the project east of the Edison and Flood Control rights-of-way are divided into two approximately 40 acre parcels. The southern 40 acres, Parcel Map area 10392, has an existing 12" water line connecting to the Jurupa Street 16" line. This 12" main flows northerly along the eastern right-of-way of Sarah Place to the terminus of the cul-de-sac.

The northern 40 acres, Tentative Parcel Map 11080, proposes to connect into the 12" Santa Ana Street water main with a 12" line to flow southerly, along the western right-of-way of Sarah Place. This line will terminate at the southern edge of the Sarah Place cul-de-sac. (Figure III-E-1)

The Ontario Fire Department has performed recent pressure tests in the 109.45 acre portion of the site as part of the conditions of approval for the associated par-

cel maps. The results of those tests at Airport Drive and Wanamaker Avenue was 2716.7 gpm at 76 psi residual pressure, and at Auto Center Drive and south of McNamara Street was 3,376.4 gpm at 66 psi residual pressure. The water availability is adequate for the proposed structural types.

The permanent water system required to serve the project site has been or will be constructed and dedicated to the City as requirements of Parcel Maps 9634, 9553, 10392, and Tentative Parcel Map 11080. Any facilities which need to be developed on-site as part of this specific plan development will be constructed by the project sponsor or his successor. All connections to existing water lines will be 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.

Existing sewer lines within the project are 8", 10" and 12" in size. Sewage within these lines flows by gravity southward to a line located in Jurupa Avenue, then westward to a major trunk line located in Milliken Avenue, and finally is transported to the Chino Basin Municipal Water District's Regional Treatment Plant No. 1 (RP-1). RP-1 has a current capacity of 29.5 million gallons per day. There is a phased expansion program currently under way for RP-1, with expansion to 32 million gallons per day capacity, followed by another expansion to 44 million gallons per day in 1988-89.

Within the eastern 79.35 acre portion of the site, an existing 8" line flowing southerly from the northern terminus of the Sarah Place cul-de-sac connects into the existing 18" Jurupa Street line. This 8" line is lo-

cated in the center of the Sarah Place cul-de-sac.

A temporary cap has been installed at the northern end of the 8" line in anticipation of extending this line northerly to the area of Tentative Parcel Map 11080. The line is proposed to extend northerly within a 15' sewer easement, then continue within the center of the right-of-way of the proposed Sarah Place cul-de-sac. This line will extend approximately 320' northerly into the cul-de-sac (see Figure III-E-2).

The permanent wastewater system required to serve the entire project site has been or will be constructed and dedicated to the City as a requirement of Parcel Maps 9638, 9553, 10392, and Tentative Parcel Map 11080. Any facilities which may need to be developed on-site will be constructed by the project sponsor or his successor. All connections to existing sewer lines will be approved by the City Engineer (see Figure III-E-2).

3. Solid Waste Disposal

The City of Ontario provides solid waste collection 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 southwest 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 two inch high-pressure gas mains within the Airport Drive and Jurupa Street rights-of-way. These lines connect to a major distribution line at Riverside Drive, south of the project area. In the eastern 79.35 acres a 4" high-pressure

gas main is located within the Santa Ana Street right-of-way. Also, the Southern California Gas Company has a 30' easement with north-south alignment within the western edge of Parcel Maps 11080 and 10392.

5. Electricity

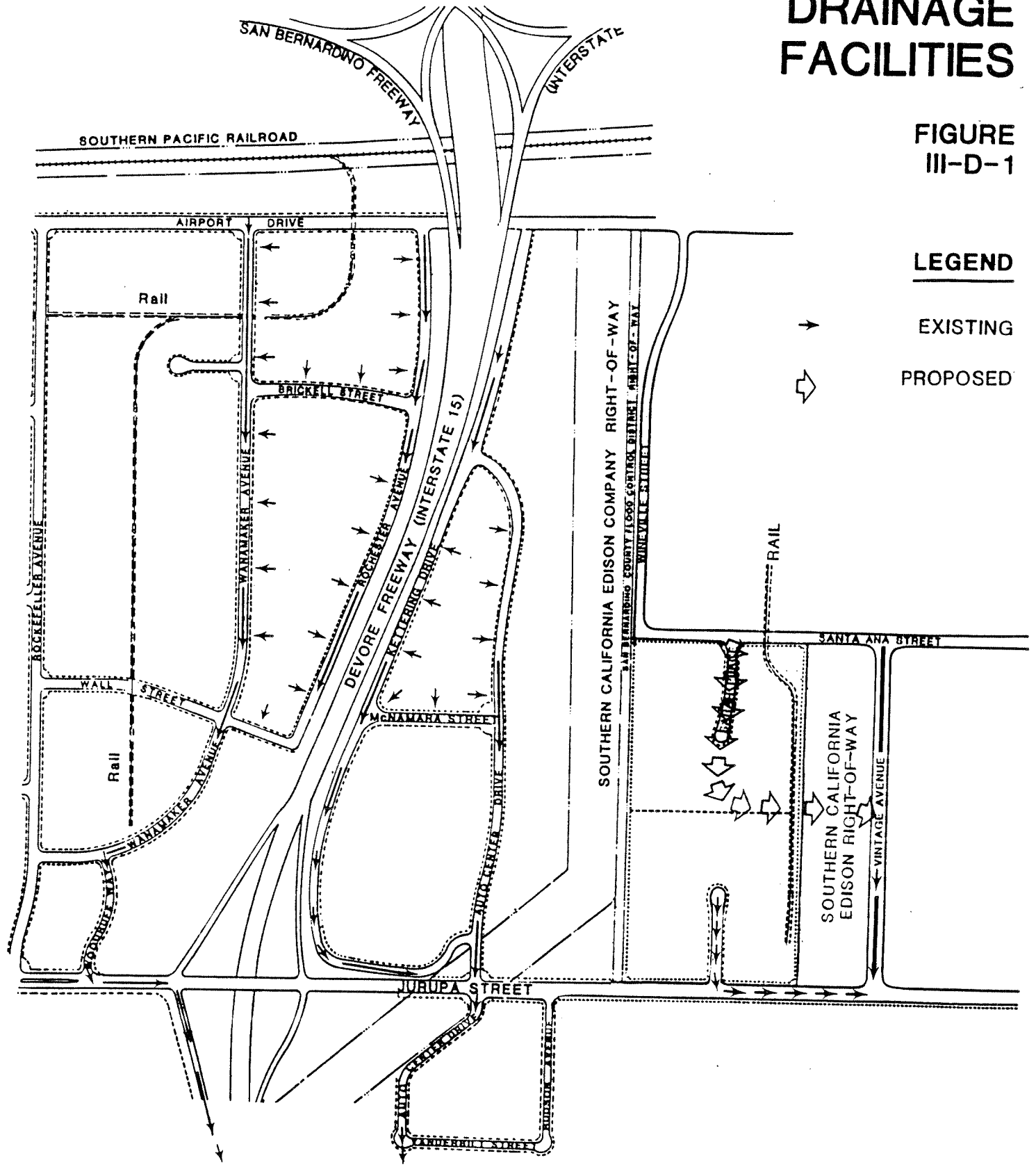
Electricity in the project area is provided by Southern California Edison (SCE). SCE presently maintains a 12 kilovolt (kv) located along Milliken Avenue. At present, the project area also has existing twelve (12) kilovolt lines located underground to serve the site. New underground lines associated with Parcel Map 11080 development will be reviewed for approval by the Southern California Edison Company.

6. Telephone

Telephone service to the project area is provided by General Telephone Company (GTE). GTE presently maintains telephone cables located in Airport Drive between Haven and Milliken Avenues in the western 109.45 acre project area. According to General Telephone Company, a feeder system is planned for Milliken Avenue and will serve area wide development from a new central facility located south of the project site. Within the eastern 79.35 acres, a telephone line is located in the Jurupa Street right-of-way and services the area of Parcel Map 10392. Any additional telephone service shall be installed with the approval of General Telephone.

DRAINAGE FACILITIES

FIGURE III-D-1



LEGEND

- EXISTING
- ⇨ PROPOSED

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SEWER

FIGURE
III-E-2

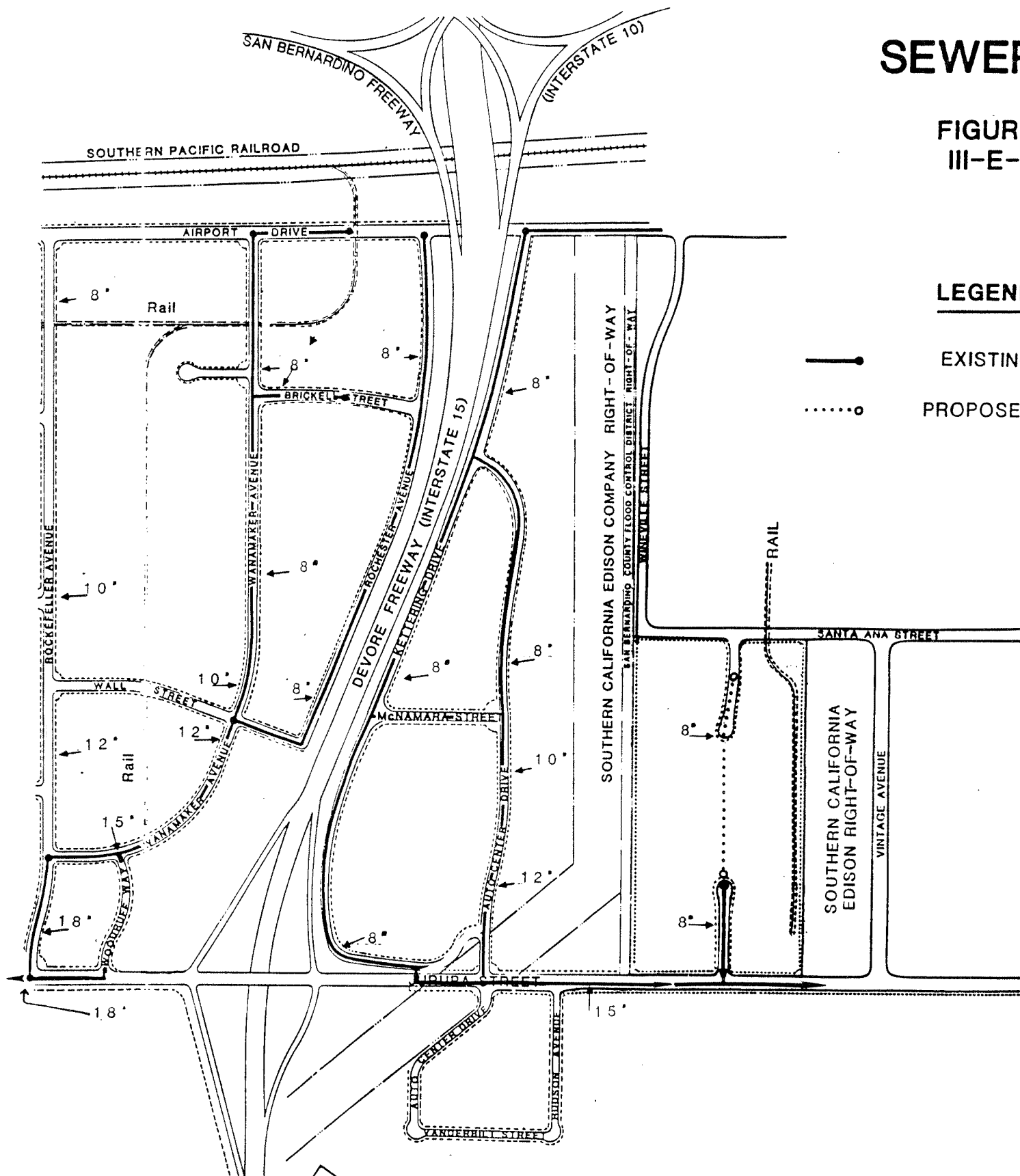
LEGEND



EXISTING



PROPOSED



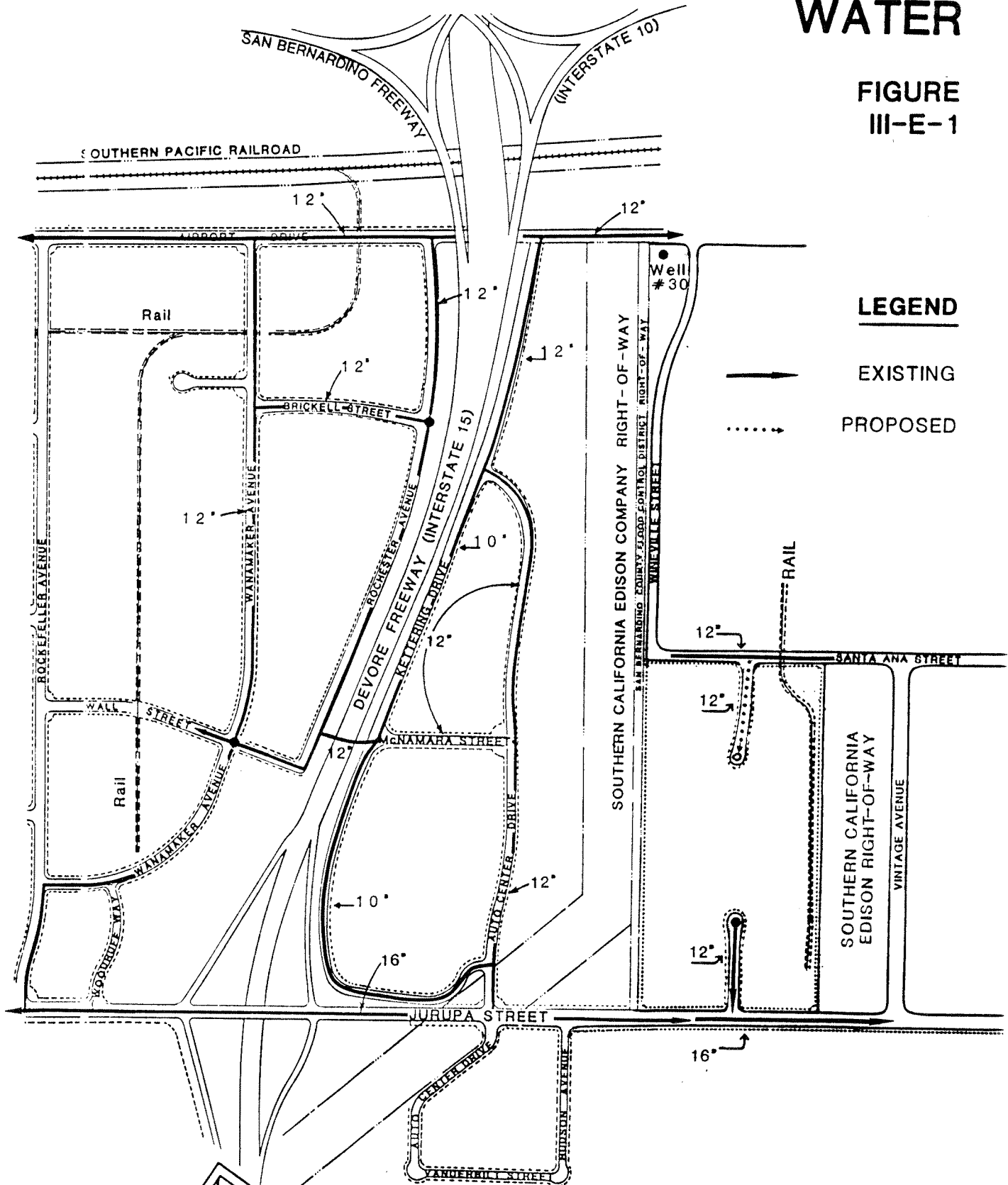
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WATER

FIGURE
III-E-1



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