II. EXISTING CONDITIONS

A. PROJECT LOCATION

1. Regional Context

The Rancon Centre Ontario Specific Plan en- compasses 45.61 acres located in the southwest corner of San Bernardino County within the City of Ontario (see Figures III-A-1 through III-A-4, State, Regional, and Project Site).

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 (see Figure III-A-3, 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 Rancon Centre Ontario Specific Plan is located in the northeastern portion of the City of Ontario, northeasterly of the Ontario International Airport. The site is adjacent to the I-10 (San Bernardino) Freeway and is generally bounded by Inland Empire Boulevard to the north; Day Creek Channel to the west; the San Bernardino Freeway (I-10) to the south; and Etiwanda Avenue to the east (Figure III-A-3, Regional Context, and Figure III-A-4, Project Site).

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FIGURE
III-A-1,2

STATE OF CALIFORNIA
SOUTHERN CALIFORNIA REGIONAL MAP

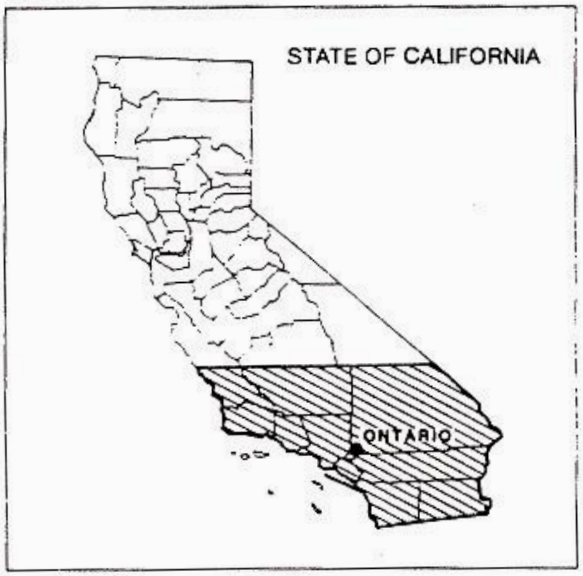

FIGURE III-A-1

FIGURE III-A-2

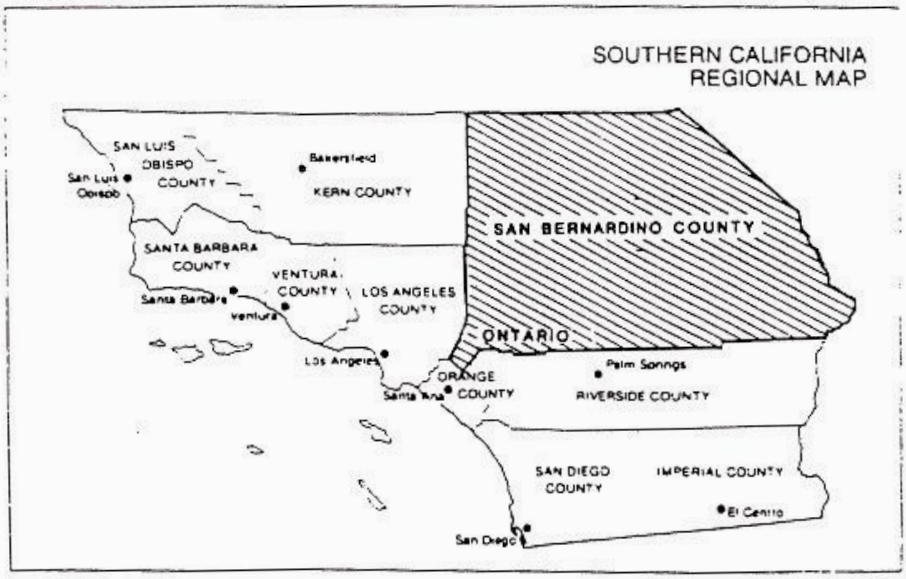

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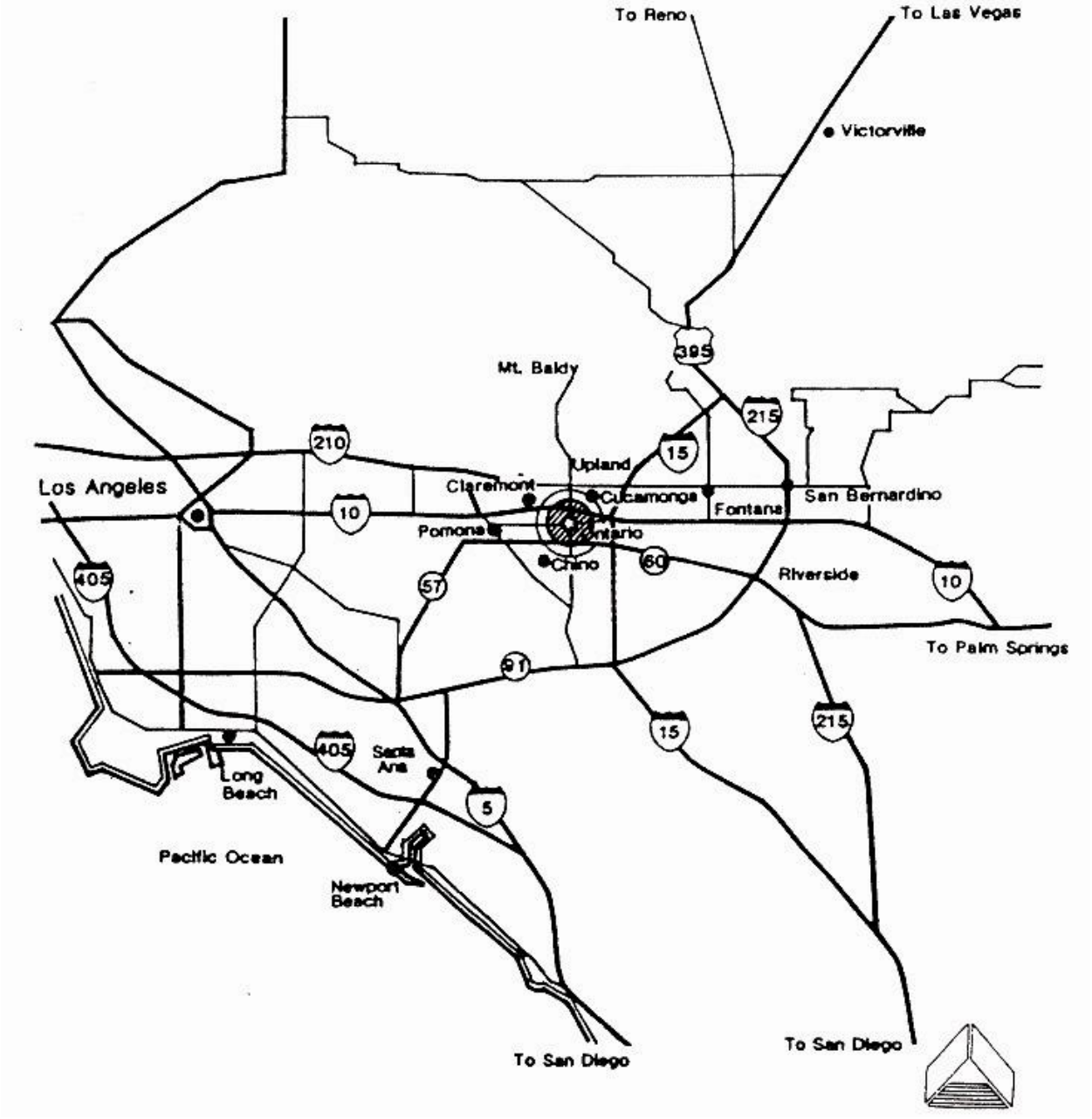
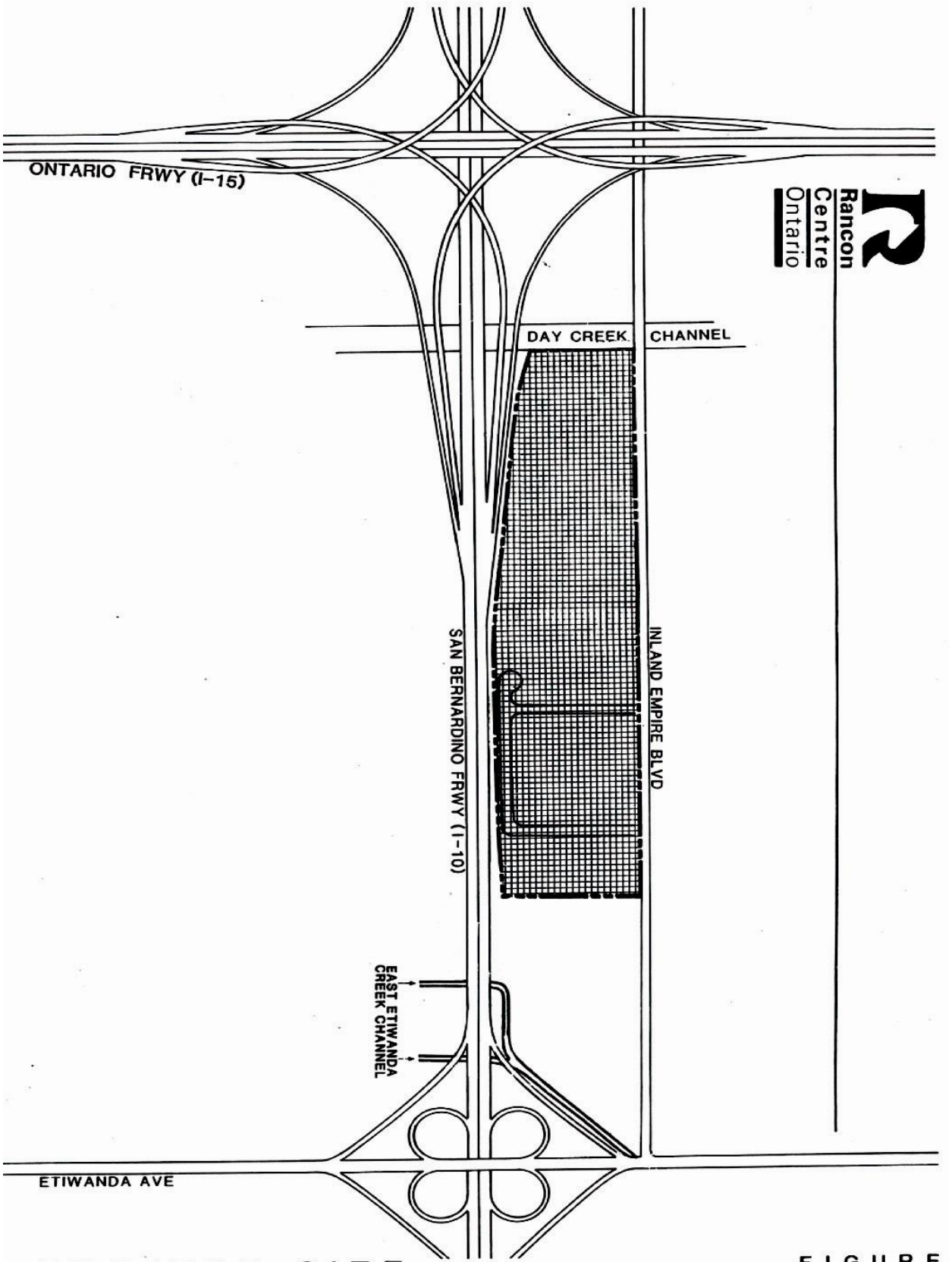
FIGURE
III-A-3

REGIONAL CONTEXT





PROJECT SITE

FIGURE III-A-4

B. SITE CONDITIONS: EXISTING LAND USES

The project site is bisected (north-south) by a 330 foot wide Southern California Edison Company overhead utility right-of-way. The easterly portion of the site consists of partially graded, unimproved lots and seven structures associated with the Phase One industrial development. The western portion of the site is vacant with remnants of a previous agricultural use (grape vines). The existing land use to the north is mostly vacant land, with one industrial use (Cement Pipe Company); to the east is the San Bernardino County Flood Control District's East Etiwanda Channel (unimproved) and Etiwanda Avenue, followed by the former Kaiser Steel plant slag hills; to the south is a portion of the East Etiwanda Flood Control Channel (south-easterly corner of site) and the I-10 Freeway; to the west is San Bernardino County Flood Control's Day Creek Channel followed by an overhead utility right-of-way (see Figure III-B-1, Existing Land Use).

C. EXISTING CIRCULATION

1. Regional Circulation

The project site has excellent regional accessibility as it is located adjacent to the San Bernardino Freeway (I-10) and the Devore 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 Devore Freeway provides north-south regional circulation. Access onto the Interstate 10 Freeway can be accomplished by utilizing the Etiwanda Avenue interchange adjacent to the site. Access onto Interstate 15 can be accomplished by utilizing the 4th Street interchange north of the site (see Figures III-C-1 and III-C-2, Regional and Local Circulation).

2. Local Circulation

The site is serviced locally by Inland Empire Boulevard, and east-west major arterial. North-south access to the site is accomplished by utilization of Etiwanda Avenue, east of the site. On-site circulation will be accomplished by the construction of Gibralter Street and Barrington Avenue (see Figure III-C-3). Gibralter Street will connect with Barrington Avenue to form a loop system connected to Inland Empire Boulevard.

FIGURE III-B-1

EXISTING LAND USE

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FIGURE
III-C-1

REGIONAL CIRCULATION

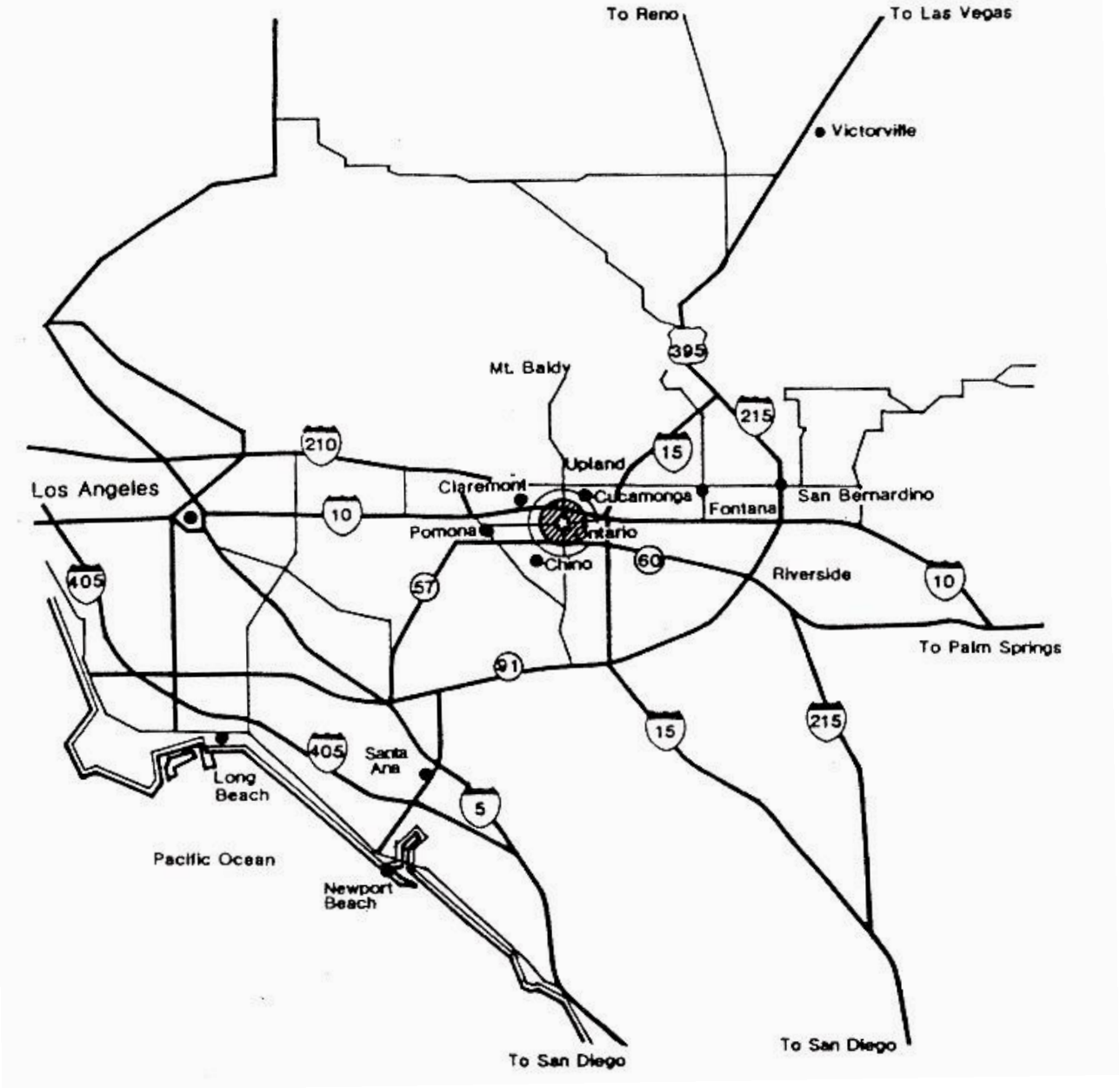

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FIGURE
III-C-2

LOCAL CIRCULATION

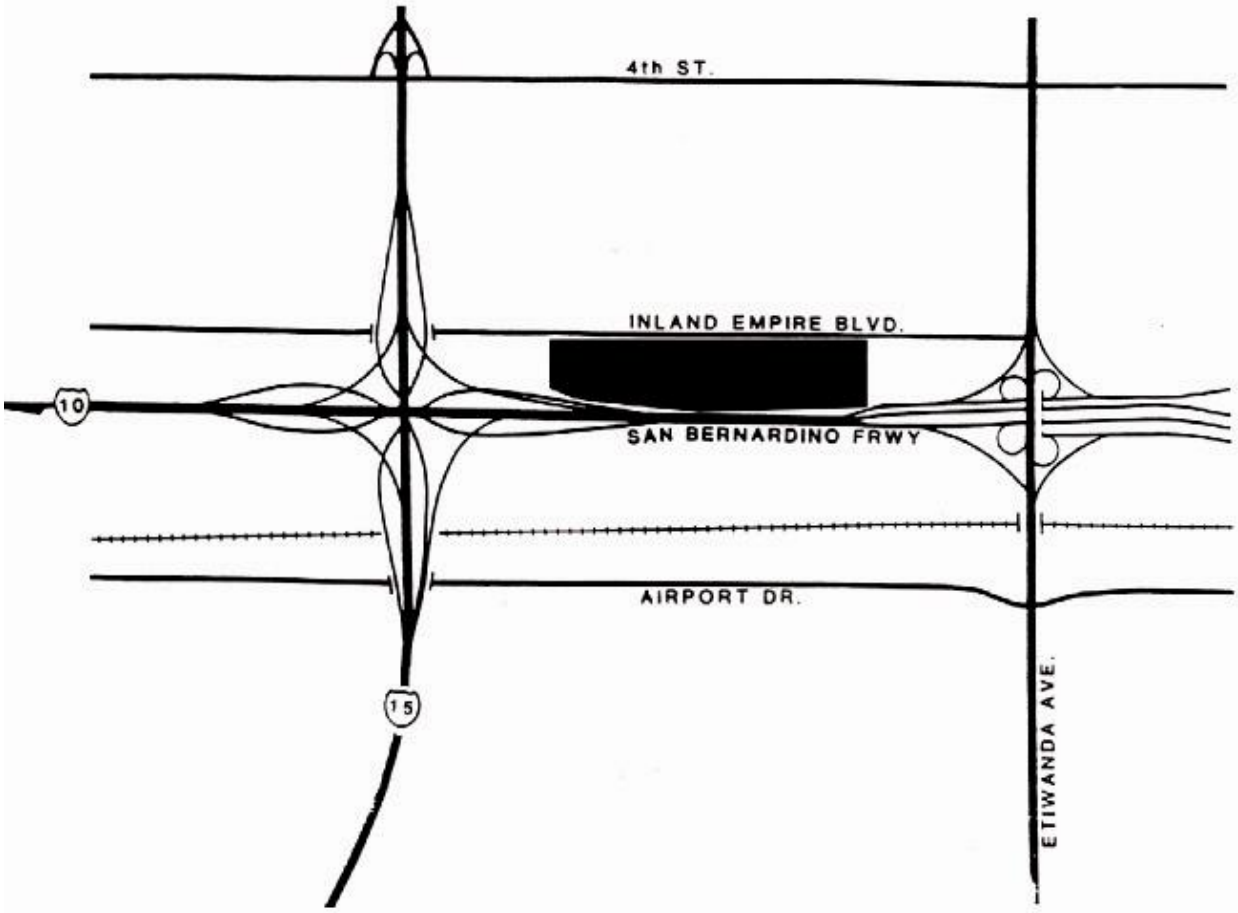

FIGURE III-C-3
INTERNAL CIRCULATION
ETIWANDA AVE
INLAND EMPIRE BLVD
SAN BERNARDINO FRWY (I-10)
BARRINGTON AVENUE
PRIVATE AVENUE
GIBRALTAR STREET
DAY CREEK CHANNEL
ONTARIO FRWY (I-15)
LEGEND
PROPOSED STREETS
Note: Based on the Kaiser Commerce Center Specific Plan in the County of San Bernardino, east of Etiwanda Avenue, and the Crossroads Business Park Specific Plan in Ontario, north of Inland Empire Boulevard (now Ontario Mills Parkway), Inland Empire Boulevard will be realigned at the intersection with Etiwanda Avenue. Valley Blvd. has been extended to meet Etiwanda Avenue on the east side, Inland Empire Blvd. will curve northward starting east of Barrington Avenue and will align with the newly extended Valley Blvd. at Etiwanda Avenue. The alignment of Inland Empire Blvd. remaining from the realignment will be abandoned for street purposes, but an easement for utilities will be maintained for the existing utilities.
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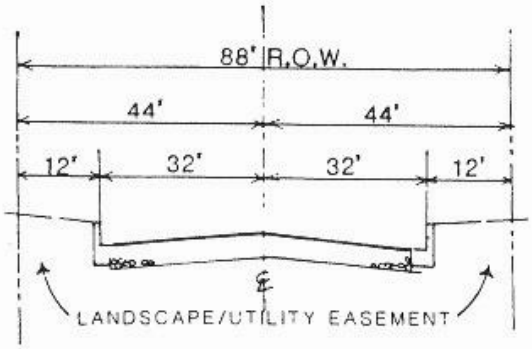
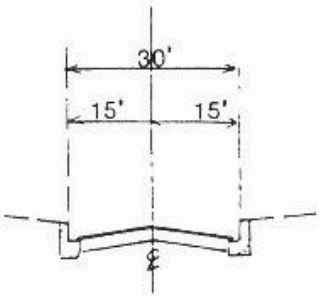
FIGURE
III-C-4

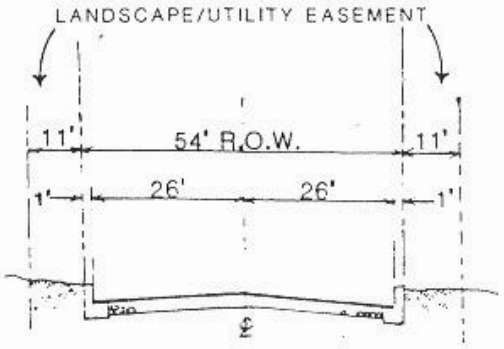
TYPICAL STREET SECTIONS



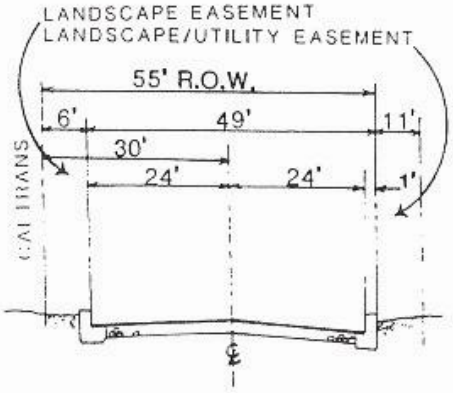
INLAND EMPIRE BOULEVARD



COMMON PRIVATE DRIVE EASEMENTS



BARRINGTON AVENUE
WINEVILLE AVENUE
"A" AVENUE



GIBRALTAR STREET

D. EXISTING PHYSICAL CONDITIONS

1. Topography

The existing ground surface is generally flat with drainage towards the south (towards the I-10 Freeway). The average surface gradient is approximately two percent, with elevations ranging from approximately 1,010 feet above sea level in the northwestern corner of the parcel, to 995 feet above sea level in the southeastern corner of the parcel (see Figure III-D-1, Topographical Map).

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 the (10) feet or more (Geofon Company soils report on file with the City of Ontario).

3. Seismicity

There are no known faults crossing or projecting towards the site. Potential for liquefaction and/or ground rupture on the site is negligible. 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-five miles northwest of the area (see Figure III-D-2, Seismic Faults).

4. Hydrology

According to the Flood Insurance Rate Map (FIRM) for the City of Ontario prepared by the Federal Emergency Management Agency (FEMA), the Rancon Centre Ontario Specific Plan area has FEMA flood hazard zone ratings of A, B, and C.

The majority of the project has a rating of "C" meaning an area of minimal flooding. A significant portion of the project's southerly area is flood rated "B" meaning areas subject to 100 to 500 year storm flooding. The easterly portion of the Specific Plan area is bisected north-south by an area designated as zone "A", that is an area subject to 100 year flooding. The existing drainage at the Rancon Centre Ontario site flows uncontrolled from north to south. To alleviate the possible flooding associated with Zone "A", a combination of surface grading, storm drains, and street "V" ditches will be installed. Proposed drainage for the project will be a directed flow away from the structures (east-west) and capture in a combination of on-site storm drain facilities and "V" drains located in the center of the drive aisles. Water will be drained southerly to the north side of the I-10 Freeway where it will be directed via storm drains into Day Creek to the west and the East Etiwanda Creek to the east. All new connections into San Bernardino Flood Control Channels will require a permit from the Flood Control District (see Figure III-D-3 and III-D-4).

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 grading and agricultural activities. Immediately south and east of the project is a continuous row of mature eucalyptus trees maintained by Caltrans.

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/UTILITIES PLAN

1. Water

A Cucamonga County Water District 12" water pipe is located within the southern portion of the Inland Empire Boulevard right-of-way. The pipe originates at 4th Street and is connected to an existing 12" water line in Inland Empire Boulevard via two 12" water lines. The existing 12" water line in Inland Empire Boulevard extends along Phase I.

A second connection is proposed to the 4th Street line. This connection will be made utilizing the Etiwanda Avenue right-of-way to place a 12" pipe for connection into the eastern

extension of the Inland Empire Boulevard line. This will complete a "loop" water system onto the 4th Street main. Connecting the project into the Inland Empire Boulevard water line will be a minimum of two southerly running 12" pipes located within the Gibralter Street right-of-way and an easement west of Gibralter Street in Phase Three. Two additional connections have been made into the Inland Empire Boulevard pipeline for the development of Phase One of the Specific Plan area, one of which is within Barrington Avenue. All additional facilities which will need to be developed on-site as part of this specific plan development will need to be constructed by the project sponsor. All connections to existing water lines will require approval of the Cucamonga County Water District and the City Engineer (see Figure III-E-1, Water).

2. Wastewater

On-site sewage collection facilities within public rights-of-way and easement areas containing public facilities will be dedicated to and maintained by the Cucamonga County Sewer District. The City of Ontario will monitor the construction of sewer facilities located on private property within the Centre.

Existing on-site and flowing southerly is a 21" line located on the western boundary of Phase One, a 10" line located near the center of the right-of-way in Barrington Avenue, the 24" Etiwanda Avenue line located inside and adjacent to the property's eastern boundary, and a 27 (easterly flowing) line in the Gibraltar Street right-of-way from the western private drive aisle of Phase One. Lines proposed within the area are an 8" southerly flowing line in Phase Three, and a 12" continuation of the Gibraltar Street line from the project area's western boundary to the existing 27" Gibraltar Street sewer line.

The site's sewers will flow southerly to the Gibraltar Street line, which then flows easterly to connect into the southerly flowing Etiwanda Avenue line. This crosses underneath the I-10 Freeway to the Chino Basin Municipal Water Districts Regional Wastewater Treatment Plant Number One (RP-1). RP-1 has a current capacity of 32 million gallons per day. A phased expansion program is currently under way for RP-1 which will increase the capacity to 44 million gallons per day. Both the current and increased capacities of RP-1 are sufficient to support this project (see Figure III-E-2, Sewer).

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 southwest of the project site

4. Natural Gas

The Inland Division of the Southern California Gas Company provides natural gas service in the area. Inland Empire Boulevard currently accommodates a 36" main gas line, as well as a 4" gas line. Gas lines existing on-site include a 4" pipe within the eastern edge of the Barrington Avenue right-of-way. This pipe connects into Gibralter Street and extends westerly along the northern edge of the right-of-way to the western boundary of Phase One. Also on-site is an 8" gas main located adjacent to and within the property's eastern boundary. Two 4" southerly directed gas lines are proposed on-site within the Gibralter Street rights-of-way and an easement west of Gibralter Street in Phase Three, as well as a location within the westerly private drive aisle of Phase One. An east/west aligned 4" pipe is proposed to extend the distance of the Gibralter Street right-of-way. Additional gas facilities will be added as development occurs. All new facilities shall obtain approval from the Southern Gas Company, the City Engineer and the City Building Official (see Figure III-E-3).

5. Electricity

Electricity in the project area is provided by the Southern California Edison Company (SCE). An electrical service line is in place along the southern Inland Empire Boulevard right-of-way from the Day Creek Line to the west, and extends to the eastern boundary of Phase One. Service to Phase One is taken by an electrical distribution line located in the eastern portion of the private drive aisle separating the six structures. All electricity for the six structures will be provided via lateral connections in this distribution line. Another connection is made from the Inland Empire Drive line into the distribution warehouse via a direct connection to that structure. The Electrical service to facilities to be developed on site shall be provided as per the requirements of the Southern California Edison Company, the City Engineer and the Building Division (see Figure III-E-4, Electrical).

6. Telephone

Telephone service to the project area is provided by the General Telephone Company (GTE). An underground GTE line is in place along the southern right-of-way of Inland Empire Boulevard (located with the Edison line). Two connections into this east/west line have been made to service Phase One development. A connection has been taken south along the western portion of the internal drive aisle separating the western six structures of Phase One. Connections into these structures will be taken laterally from the north/south telephone line. Another north/south telephone line will run along the eastern parkway of Barrington Avenue. This line will service the distribution warehouse structure. All additional telephone connections shall be made in accordance with the requirements of the servicing telephone company and the City of Ontario (Figure III-E-5).

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FIGURE
III-D-1

TOPOGRAPHICAL MAP

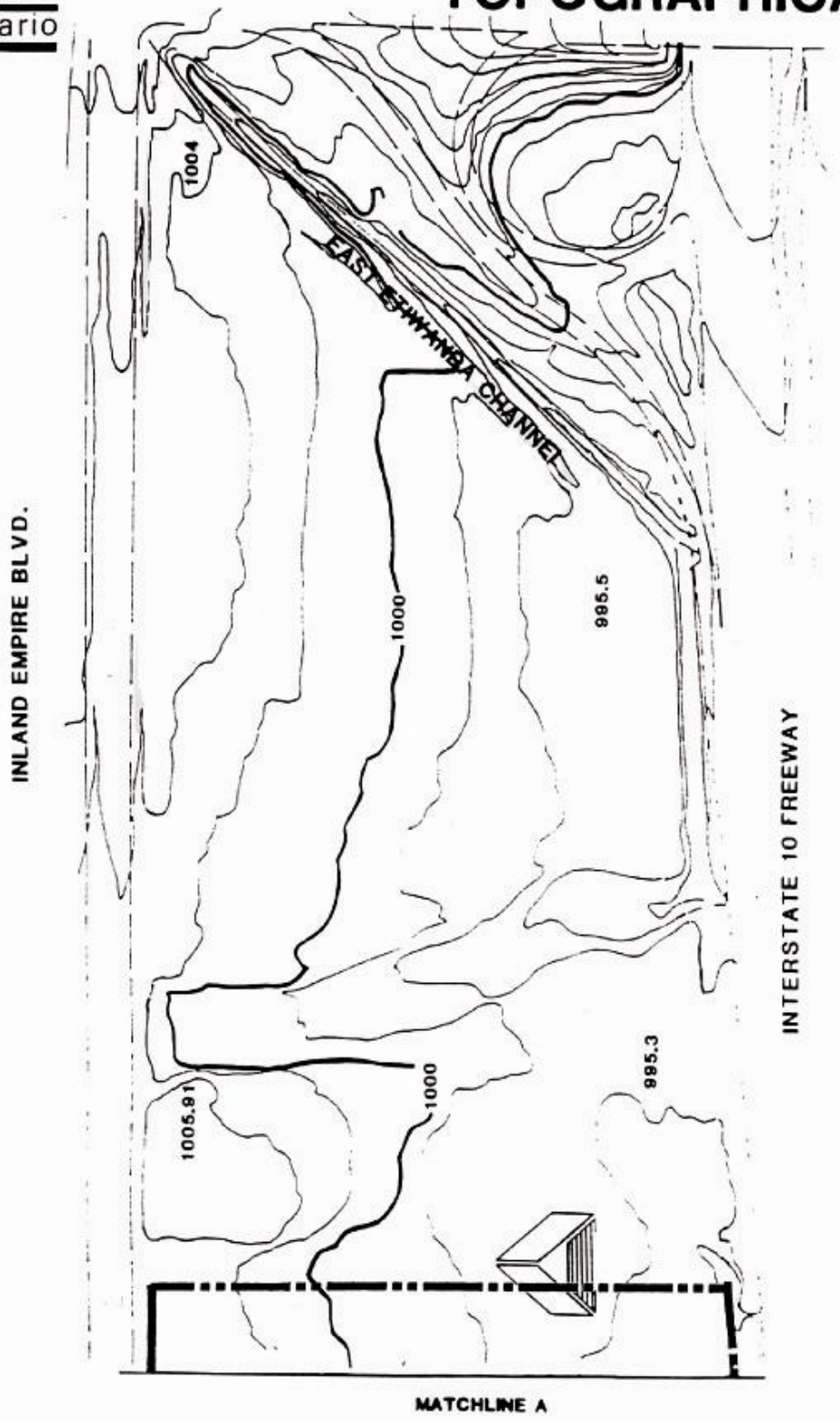

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FIGURE
III-D-1,A

TOPOGRAPHICAL MAP

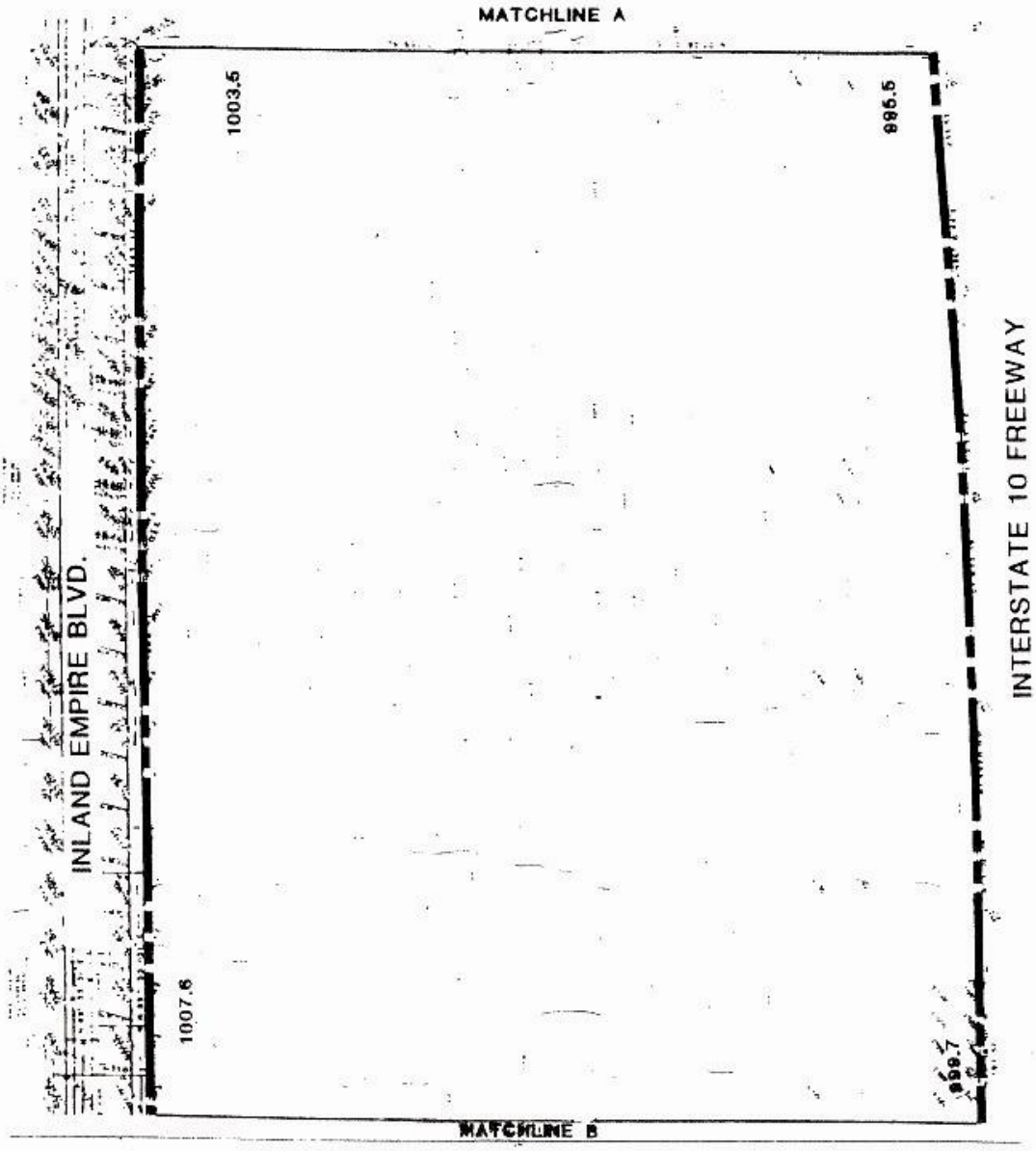

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FIGURE
III-D-1,B

TOPOGRAPHICAL MAP

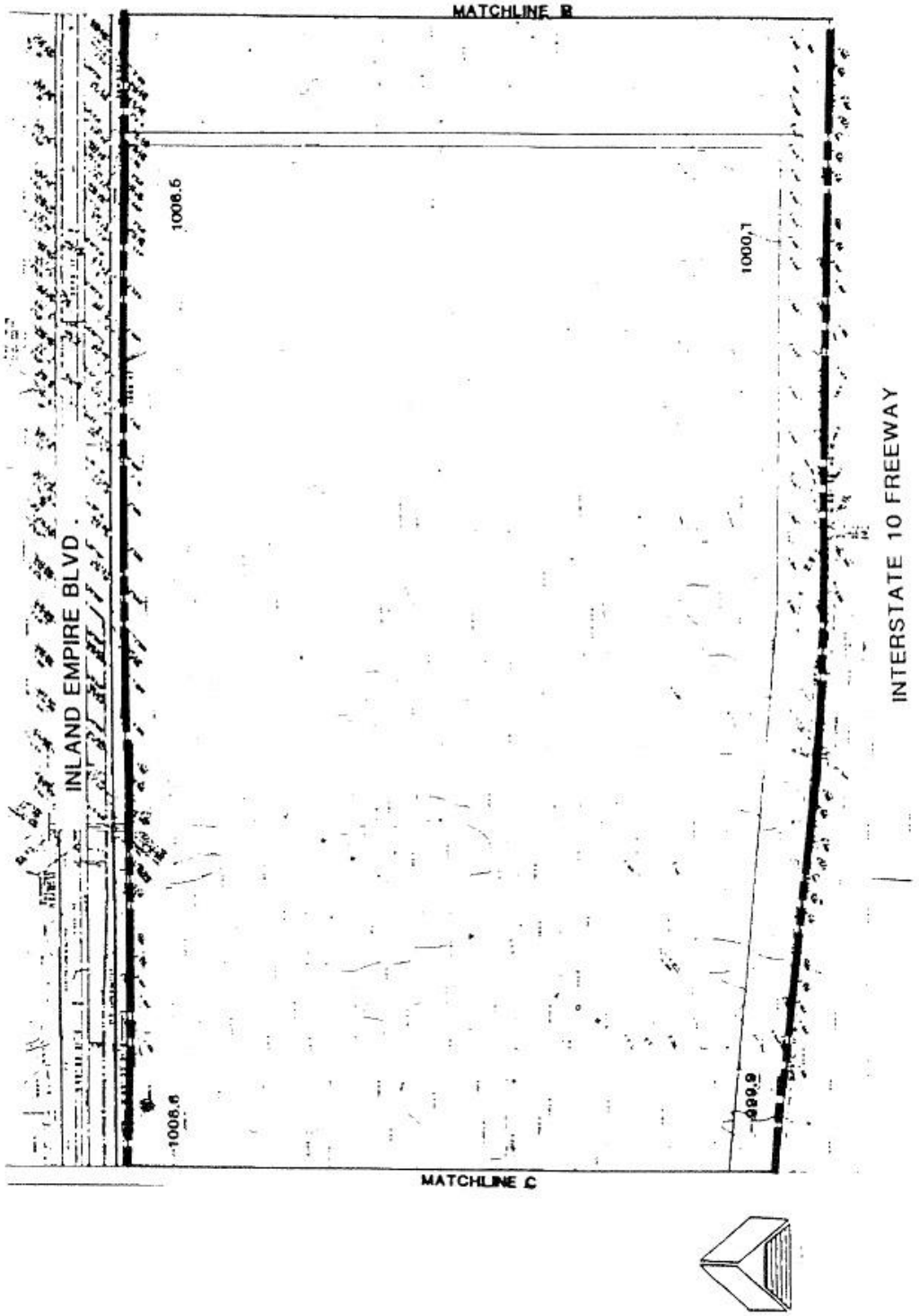

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FIGURE
III-D-1,C

TOPOGRAPHICAL MAP

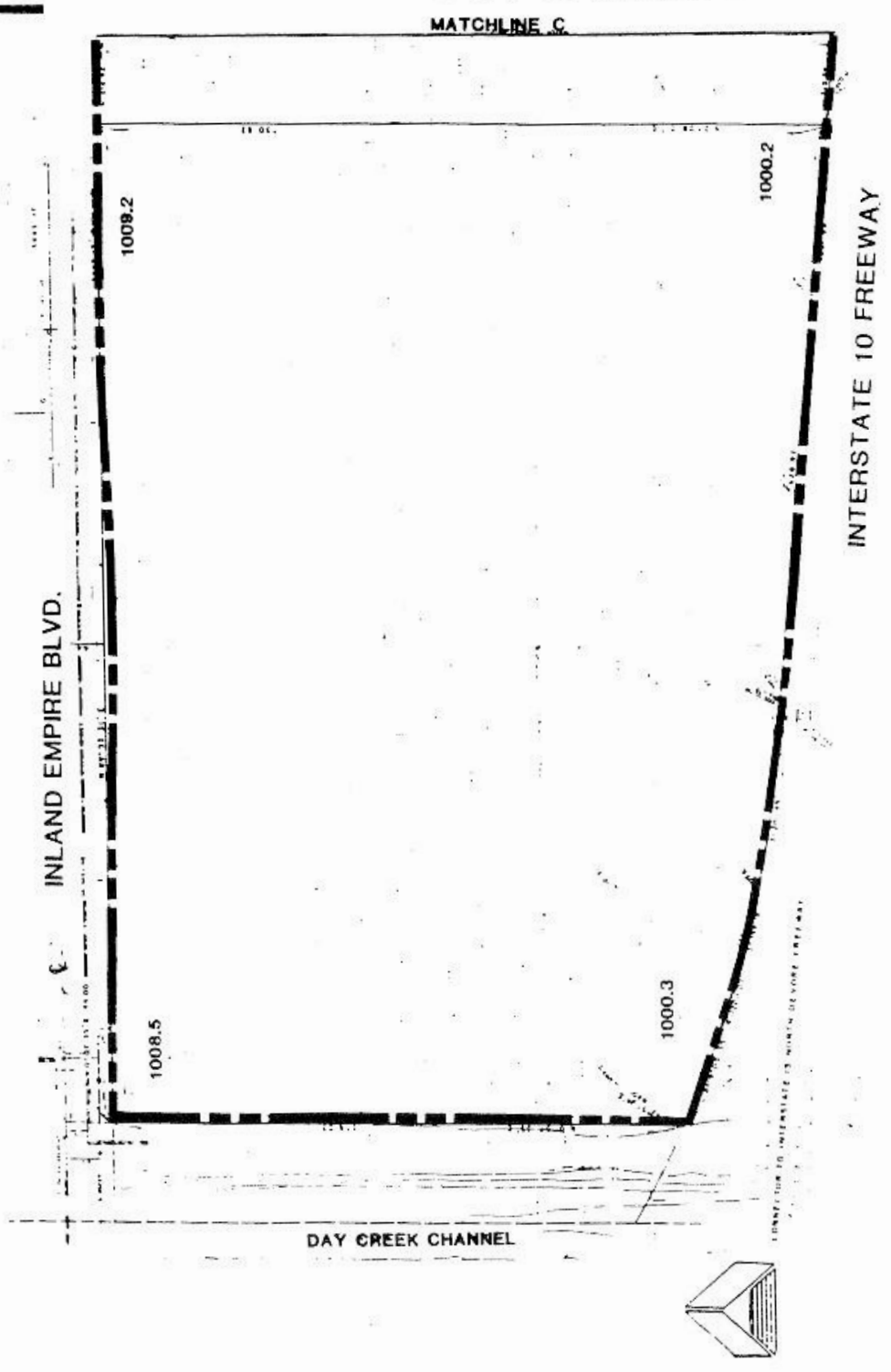

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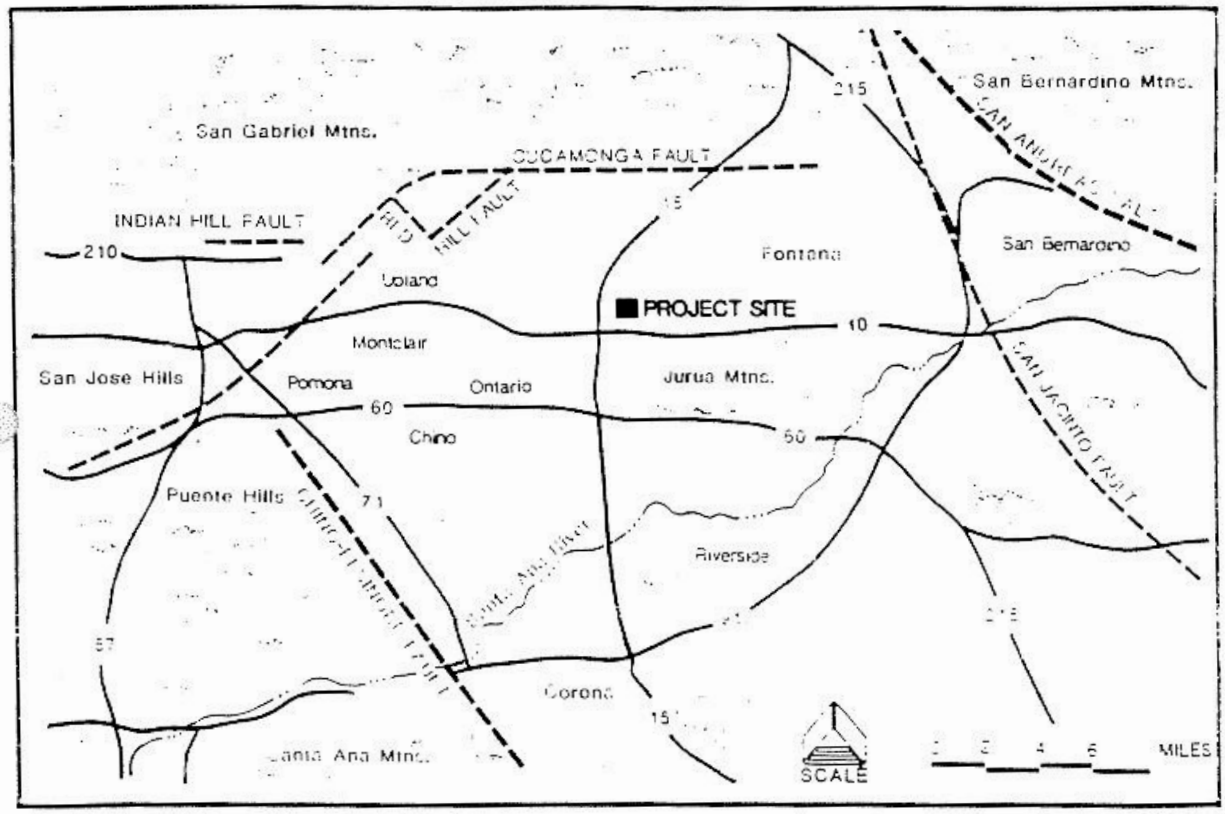
FIGURE
III-D-2

SEISMIC FAULTS



Source: Ontario Industrial Center EIR No. 80-3

FIGURE III-D-3

HYDROLOGY

FIGURE III-D-4

DRAINAGE PLAN

FIGURE III-E-1

WATER PLAN

FIGURE III-F-2

SEWER PLAN

FIGURE III-E-3

NATURAL GAS PLAN

FIGURE III-E-4

ELECTRICAL PLAN

FIGURE III-E-5

TELEPHONE PLAN