

2.0 SUMMARY OF EXISTING CONDITIONS

2.1 EXISTING LAND USES

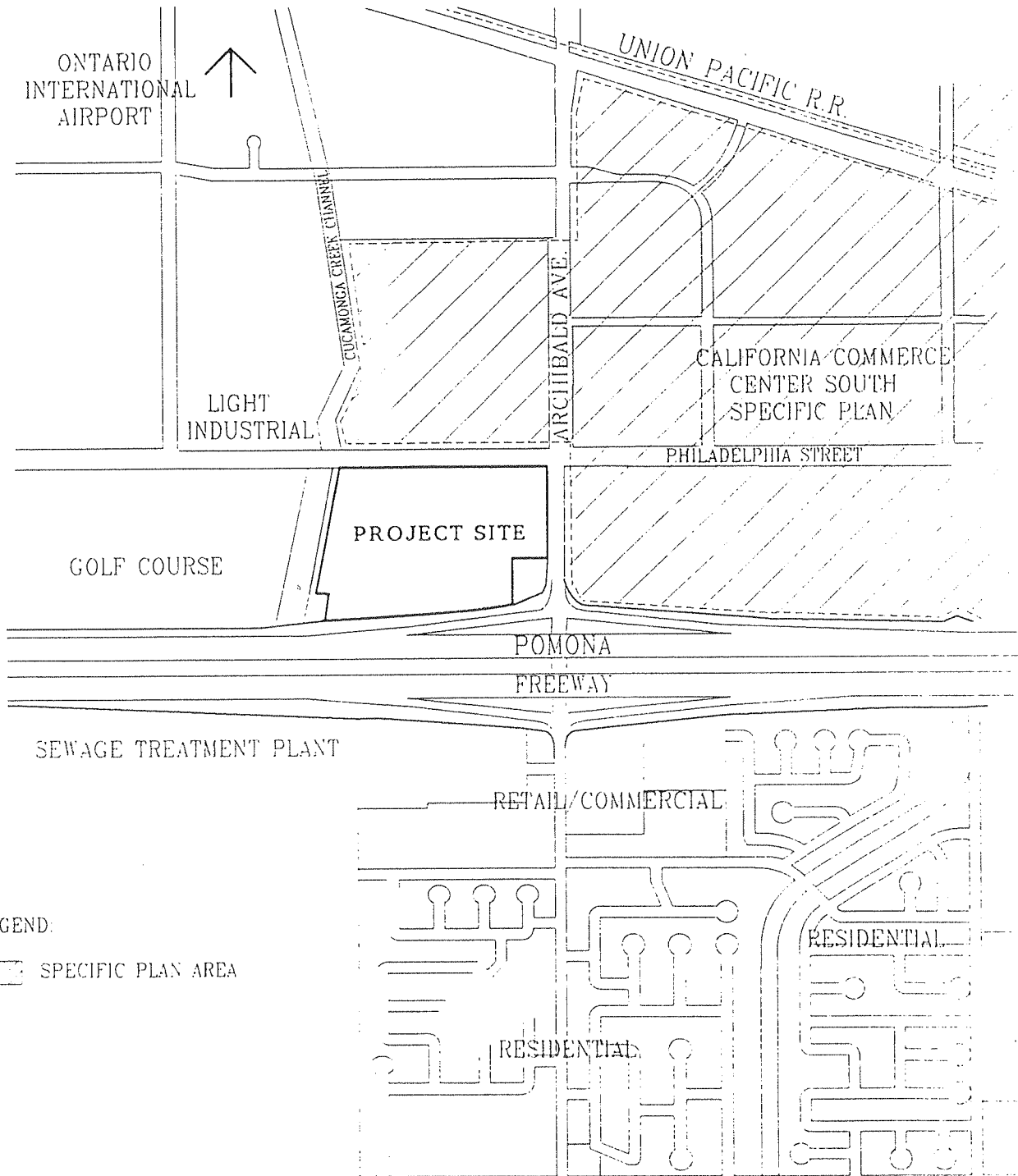
The project site is presently vacant, consisting primarily of abandoned agricultural uses, including vineyard and row crop production. The California Commerce Center South Specific Plan, located directly north and east of the project site, consists of 505 acres of planned industrial, office/commercial, and business park uses. West of the site is the Cucamonga Creek Channel and a golf course. South of the Pomona Freeway are various retail/commercial uses and two percolation basins which are part of the Chino Basin Municipal Water District's Regional Waste Water Treatment Plant No. 1 facilities. EXHIBIT 6 depicts the Existing Land Uses and EXHIBIT 7 depicts surrounding zoning.

2.1.1 WELL SITE

The only structure on the project site is a well at the southwest corner of Archibald Avenue and Philadelphia Street. This well is to be removed and capped as part of the first phase of the construction of the project.

EXISTING LAND USE

EXHIBIT 6



0 250 500' 1000'



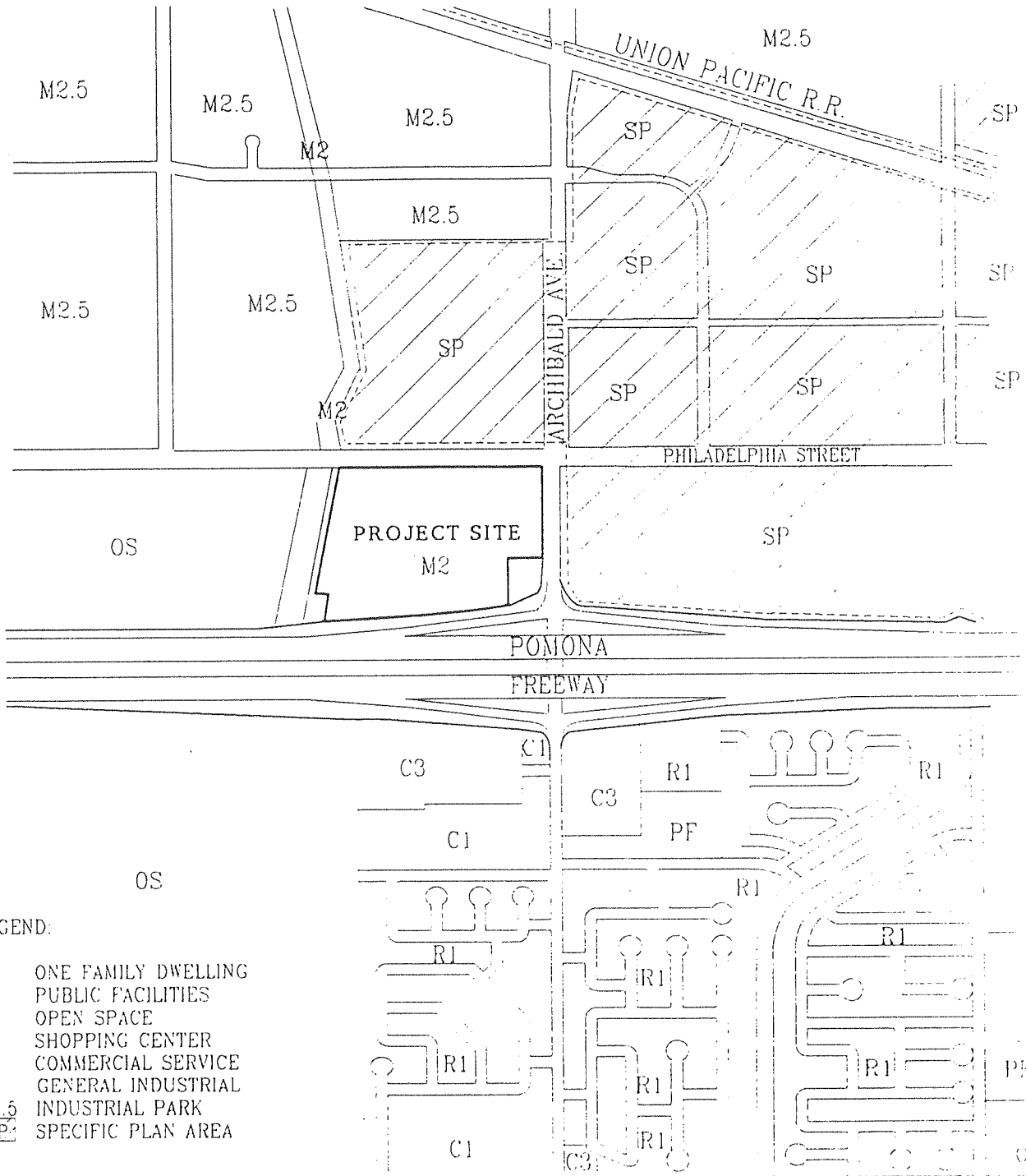
ARCHIBALD CENTER SPECIFIC PLAN

ONTARIO, CALIFORNIA



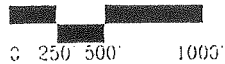
EXISTING ZONING

EXHIBIT 7



LEGEND:

- R1 ONE FAMILY DWELLING
- PF PUBLIC FACILITIES
- OS OPEN SPACE
- C1 SHOPPING CENTER
- C3 COMMERCIAL SERVICE
- M2 GENERAL INDUSTRIAL
- M2.5 INDUSTRIAL PARK
- SP SPECIFIC PLAN AREA



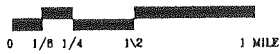
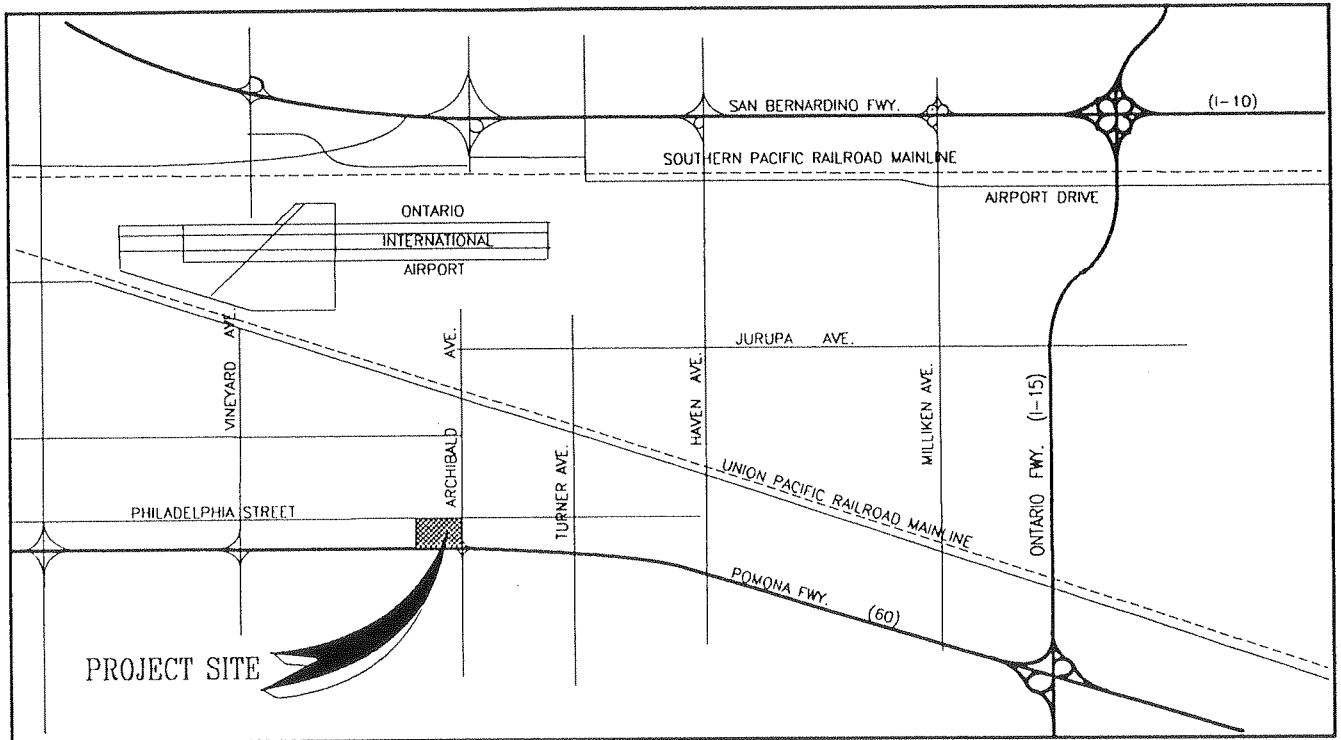
ARCHIBALD CENTER SPECIFIC PLAN

ONTARIO, CALIFORNIA



REGIONAL AND LOCAL CIRCULATION

EXHIBIT 8



ARCHIBALD CENTER SPECIFIC PLAN

ONTARIO, CALIFORNIA



2.2 EXISTING CIRCULATION

2.2.1 REGIONAL

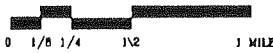
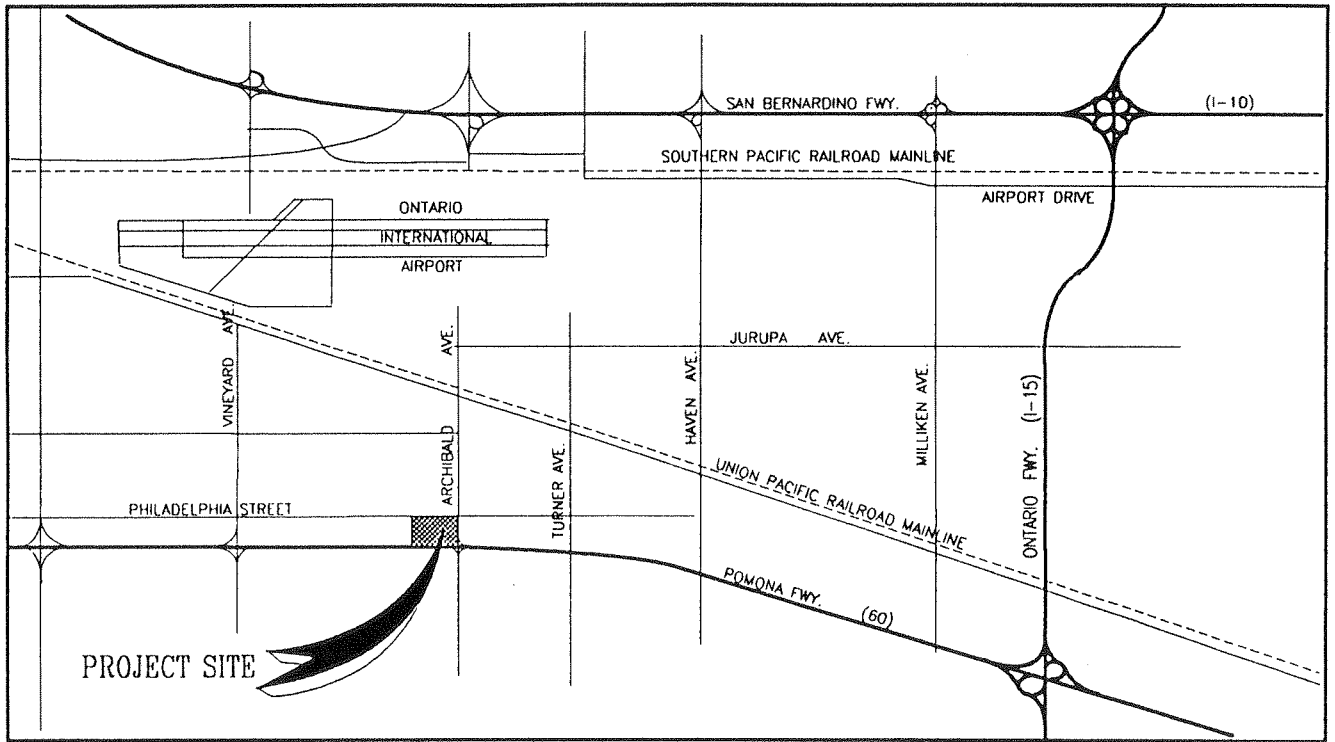
The project site is located within close proximity to the San Bernardino Freeway (I-10), and the Ontario Freeway (I-15), and lies directly north of the Pomona Freeway (SR-60). The San Bernardino Freeway is a major transportation route between Los Angeles on the west, and San Bernardino and the desert areas to the east. The Ontario Freeway provides north-south regional circulation. The Pomona Freeway also provides a major route to Los Angeles on the west and Riverside and desert areas to the east. In addition, the site is located near the Ontario Airport, providing excellent inter-regional access to the site. EXHIBIT 8 depicts regional and local circulation.

2.2.2 LOCAL

Existing local circulation for the project site is provided by Archibald Avenue and Philadelphia Street. Archibald Avenue runs in a north-south direction along the site's easterly boundary, connecting it to the Pomona Freeway. To the north, Archibald terminates south of the Ontario International Airport at Jurupa Street. Philadelphia Street runs in an east-west direction paralleling the Pomona Freeway from Haven Avenue into the City of Pomona, several miles to the west of the site. The Archibald Avenue/Pomona Freeway interchange is a full diamond interchange.

REGIONAL AND LOCAL CIRCULATION

EXHIBIT 8



ARCHIBALD CENTER SPECIFIC PLAN
ONTARIO, CALIFORNIA



2.3 EXISTING PHYSICAL CONDITIONS

2.3.1 TOPOGRAPHY

The site is nearly flat, sloping slightly to the south at an average grade of two percent. Elevations on site range from 819 to 831 feet above mean sea level. Topography to the east and the west of the site is also flat. Immediately to the west of the site is the Cucamonga Creek Channel. To the South is the Pomona Freeway which is elevated along the boundary it shares with the site.

2.3.2 GEOLOGY AND SOILS

Major soils of the project site have been classified as part of the Delhi-Fine Sand Association, with a small portion of the site near the Cucamonga Creek Channel identified as Tujunga-Loamy Sand. There are no soil stability problems associated with these soils, and they are suitable for development. Delhi soils are suitable for grapes, pasture plants, alfalfa, some citrus, and is also used as a source for sand and road fill. Tujunga soils are suitable for such irrigated crops as citrus, grapes, small grains, and pasture plants.

2.3.3 SEISMICITY

No geological faults are known to occur on the project site. 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 faults 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. The risk of seismic activity on the site does not represent any unusual hazards, and is typical of those found throughout Southern California.

2.3.4 HYDROLOGY

According to the Flood Insurance Rate Map (FIRM) for the City of Ontario prepared by the Federal Emergency Management Agency (FEMA), a small portion of the site adjacent to the Cucamonga Creek Channel is in flood Zone B. Zone B indicates areas between the limits of 100-year and 500-year floods. However, major flood control improvements have been constructed along Cucamonga Creek Channel. The improvements have been made to remove flood hazards within the previously existing Zone B.

2.3.5 VEGETATION

Vegetation within the project site consists primarily of weeds and fallow lands. Most of the area's native vegetation has been modified or displaced by the introduction of agriculture. There are two small stands of Elm trees on the site with diameters ranging from four (4) to ten (10) inches. Within the right-of-way of the Pomona Freeway along the south edge of the project site, a windrow of Blue Gum Eucalyptus trees extends west to the Cucamonga Creek Channel.

2.3.6 WIND

The prevailing winds blow in a generally westerly direction in the Ontario area. These flows become somewhat less regular at night when air along the slopes of the San Gabriel Mountains cools and sinks to the valley floor. Night-time winds across Ontario which lies on the valley floor, often drift south toward Chino and west toward Pomona.

The project site is northeast of the Chino Basin Municipal Water District's Regional Waste Water Treatment Plant Number One, and is separated from the site by the Pomona Freeway. The effects of odors from the sewage treatment plant on the project site are expected to be minimal due to ongoing efforts taken by the sewage treatment plant to reduce odors. Also, the prevailing wind patterns in the area are such that potential odors from the plant would not normally blow directly toward the site. In addition, the Pomona Freeway, is elevated providing an additional barrier between the site and the sewage treatment plant, and vehicle movements along the freeway will help to provide additional dispersion of any potential odors.

The project site is located within a high wind and dust control area. Appropriate mitigation measures will be taken to mitigate fugitive dust during construction on the project site. The use of landscaping on the site will also be employed to provide for the ongoing control of dust on the site.

2.4 EXISTING INFRASTRUCTURE AND UTILITIES

2.4.1 SEWER

Sewage collection facilities are operated 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 with the city. There is an existing sewer line in Archibald Avenue that is to the south of the site. This sewer line has a ten (10) inch diameter from Riverside Avenue to approximately 600 feet north, and an eight (8) inch diameter terminating south of the 60 Freeway, directly opposite the eastbound on and off ramps.

There is a sewer line in Philadelphia Street, but its elevation is too high to be used by the site. There is also a 27 inch non-reclaimable waste line (NRW) in Philadelphia street running from Haven Avenue to the Cucamonga Creek Channel. The Chino Basin Municipal Water District owns and operates the NRW system and will be responsible for any expansion of the system. A sewer service plan has been prepared and is included in this document in Section 8.2.

2.4.2 WATER

Water service to the project site will be provided by the City of Ontario. Groundwater is the source of 30 to 60 percent of the City's water supply. The City is able to provide up to 70 percent of water through imported sources. The City is able to meet 100 percent of demand through groundwater sources. The wells within the City limits are owned by the City of Ontario and draw from the Chino Basin. There are existing twelve (12) inch lines in Philadelphia Street and in Archibald Avenue north of Philadelphia Street which are part of the Fourth Street Pressure Zone. There are also parallel ten (10) inch and twelve (12) inch lines in Archibald Avenue south of Philadelphia Street which are part of the Phillips Street Pressure Zone.

The Ontario Fire Department has performed recent pressure tests for the site. These tests indicate water availability and fireflow is adequate for most structure types.

A water service plan has been prepared and is included in this document in Section 8.1.

2.4.3 STORM DRAINS

Currently, storm drainage on site is collected into an existing 4' x 2' reinforced concrete box inlet constructed by Caltrans, and then carried into the City's storm drainage system south of the freeway. The inlet was designed to accommodate approximately 50 cubic feet per second. Storm drainage on site is carried to the Caltrans concrete box inlet through a private storm drain system. Maintenance of the on site private storm drain system is the responsibility of the property owner(s).

2.4.4 SOLID WASTE DISPOSAL

The City of Ontario provides solid waste disposal service throughout the city, including the project site. Six (6) refuse trucks currently service the City's commercial areas and ten (10) trucks currently serve the industrial areas. Solid waste collected within the project site will be transported to San Bernardino County's Milliken Landfill, located northeast of the site.

2.4.5 NATURAL GAS

The Southern California Gas Company provides natural gas service to the area and maintains facilities adjacent to the site. There is presently a four inch, high pressure gas main within the Archibald Avenue right-of-way. Service will be in accordance with the Company's policies and extension of service rules on file with the California Public Utilities Commission.

2.4.6 ELECTRICITY

Electricity in the project area is provided by the Southern California Edison Company. An existing underground SCE conduit is located on the east side of

Archibald Avenue. Underground crossings of Archibald Avenue will be needed to provide electricity to the site.

2.4.7 TELEPHONE

Telephone service to the project site area is provided by the General Telephone Company (GTE). There are existing adjacent facilities that will be extended to serve the site.