2.1 LAND USE

The project site is currently vacant with some remnants of a previous agricultural use (grapevines). A Southern California Edison right of way runs through the site in a north–south direction. This right of way is currently in the process of being acquired by Shea Properties Ontario.

A new business park (Rancon Ontario Center) is partially improved north of the San Bernardino Freeway (I–10). The San Bernardino County Flood Control District's East Etiwanda Channel (unimproved) runs along the eastern boundary of the site adjacent to Etiwanda Avenue. The Flood Control District's Day Creek Channel lies directly west of the project site; the Southern Pacific Railroad is located along most of the southerly boundary of the site. One parcel, located south of the railroad and north of Airport Drive, is also part of the Specific Plan. Situated east of the Specific Plan parcel between the railroad and Airport Drive is the existing Linde Ontario plant.

The area east of Etiwanda is within the City of Fontana; north of Slover Avenue (Airport Drive) is the Linde Fontana Plant. South of Slover, southeast of the project site, is the Fontana Gateway Specific Plan, a partially developed manufacturing and warehouse area. Northeast of the Shea Business Center is the former Kaiser Fontana Steel mill, for which an automobile raceway is proposed in the County of San Bernardino. The existing slag piles east of Etiwanda Avenue north of the San Bernardino Freeway are in the process of being removed.

To the northwest of Shea Business Center across the Ontario Freeway is a mix of industrial development and vacant industrial lands. The California Commerce Center North Specific Plan (Ontario Mills outlet mall) is located northwest of Shea Business Center in the northwest quadrant of the I–10/I–15 interchange.

2.2 CIRCULATION

A. STREETS AND HIGHWAYS

The project site is served regionally by the San Bernardino Freeway (I–10) and the Ontario Freeway (I–15). The San Bernardino Freeway serves as a major route between Los Angeles to the west and San Bernardino and the desert regions to the east. The Ontario Freeway provides north–south circulation to the region, connecting to Las Vegas to the north and San Diego to the south. Access onto the I–10 is via the Etiwanda Avenue interchange, located adjacent to the site. Access onto I–15 is via the 4th Street and Jurupa Street interchanges to the north and south, respectively. The subject property currently has no direct access to a City maintained street. Existing access for this site is through Caltrans' right of way via loop road from Etiwanda Avenue (see Exhibit 4).

B. RAIL AND AIRPORT FACILITIES

A Southern Pacific Railroad mainline parallels the southern boundary of the site. Industrial users located adjacent to the track will be in an optimal location to utilize the rail through the use of spur lines. The Ontario International Airport is approximately four miles west of the property.

2.3 UTILITIES

A. WATER

Water service will be provided by the City of Ontario. Groundwater is the source of 30 percent to 100 percent of the City's water supply. The City is able to provide up to 70 percent of water through imported sources. It is able to meet 100 percent of demand through groundwater sources. The wells within the City limits are owned by the City of Ontario. These wells are drawn from the Chino Basin.

A City of Ontario 12–inch water line is located in the Airport Drive right of way south of the project site (see Exhibit 11). The pipe originates in Etiwanda Avenue, and runs westerly in the south side of Airport Drive approximately 2,500 lineal feet. The pipe then shifts to the north side of Airport Drive, continuing westerly beyond the Day Creek Channel to the westerly project boundary.

B. SEWER

An 18–inch sewer line exists in Wineville Avenue. The terminal upstream manhole of this line is located at the intersection of Airport Drive (see Exhibit 12). Wastewater flows southerly within the Wineville Avenue right of way, and is eventually delivered to Chino Basin Municipal Water district's Regional Treatment Plant No. 1 (RP–1). RP–1 is located along the south side of the Pomona Freeway (SR 60) west of Archibald Avenue in the City of Ontario.

C. ELECTRICITY

Southern California Edison Company (SCE) provides electrical service in the project vicinity. Power is currently available along Airport Drive.

D. NATURAL GAS

The Southern California Gas Company provides natural gas service to the area. Existing improvements in the vicinity include a regulatory station just easterly of the Ontario Freeway and a medium distribution main extending westerly of the Freeway from this station. A 10–inch high pressure main is located in Airport Drive southerly of the project.

E. SOLID WASTE

Solid waste collection service to the project area is provided by the City of Ontario. Collected solid waste from the project site will be transported to San Bernardino County's Milliken Landfill, which is located southwesterly of the project site. The Milliken landfill is scheduled for closure in the near future, after which solid waste will be transported to San Bernardino County's San Timoteo Canyon Landfill near Redlands.

2.4 TOPOGRAPHY

The Shea Business Center site is generally flat, with an average gradient of approximately two to three percent. Existing drainage is southerly, away from the San Bernardino Freeway. Elevations range from approximately 980 feet above mean sea level (ASL) at the extreme southeastern corner of the site to approximately 997 feet ASL at the northern property boundary (see Exhibit 4).

2.5 HYDROLOGY

The subject site is currently within the floodplains of Day Creek on the west and Lower Etiwanda Creek on the east. According to the Flood Insurance Rate Map (FIRM) for the City of Ontario (Panel 11) dated June 18, 1985, a significant portion of the site is covered by Flood Zones A and AH, indicating a 100–year floodplain (see Exhibit 5). However, Day Creek has been improved from the Day Creek Basin to the Riverside County line. The FIRM was updated by a Letter of Map Revision, May 6, 1993, to reflect the improvements that eliminated the Day Creek flood plain through the subject site (see Exhibit 5).

The Lower Etiwanda Creek floodplain through the site is created by several sources. The FIRM shows three (3) locations where the 100–year flow crosses under and over the San Bernardino Freeway. The flows under the freeway are restricted to two (2) existing 8' x 4' reinforced concrete boxes (RCB's) and an existing 38–foot bridge span. Flows in excess of the above structures' capacities spill over the freeway. Caltrans has recently constructed a 32–inch high concrete barrier wall along the centerline of the freeway west of the bridge. The barrier eliminates the two westerly overflows shown on the FIRM and potentially increases the overflow at the bridge (where there is no barrier). The FIRM also indicates a restriction at the Southern Pacific Railroad. The original timber bridge, however, was recently replaced by a 60–foot span concrete bridge. An updated floodplain map has been prepared ("Determination of Floodplain Limits for Shea Properties, Etiwanda Creek," Williamson and Schmid, December 19, 1988) based on the above existing improvements and is shown on Exhibit 14.

There are four existing culverts under the freeway which collect local runoff north of the freeway (between Day and Etiwanda Creeks) and discharge to the site (see Exhibit 13). The tributary area is bounded on the west by Day Creek, the north by the Ontario Freeway, and the east by Etiwanda Avenue. The majority of drainage in the area is collected in a natural swale within the Southern California Edison Company right of way. The flow spreads out at the freeway and outlets through the various culverts. The existing Etiwanda Creek channel also collects local runoff from this area and discharges to the site. Exhibit 5 illustrates existing site drainage.

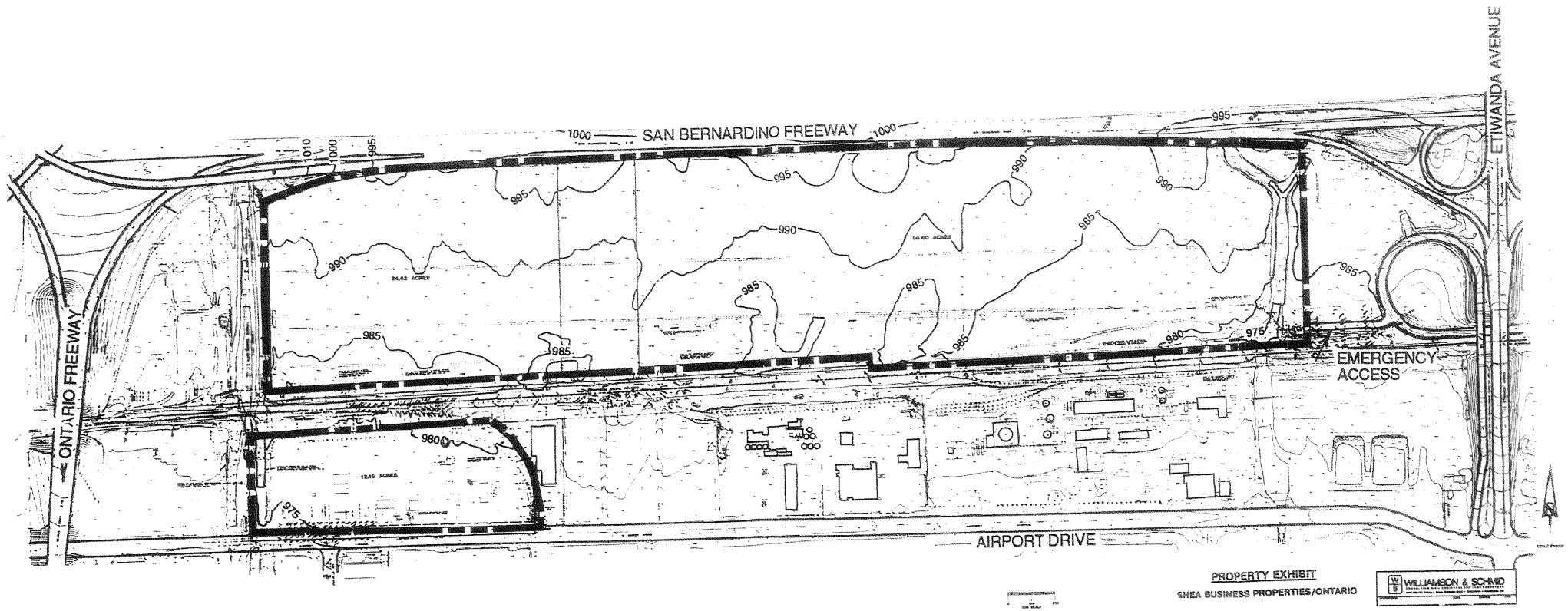
2.6 VEGETATION

Primary site vegetation consists of native grasses and weeds. Some remnants of grapevines also remain on the site from the former use of the property as a vineyard. A single mature eucalyptus tree exists north of the project in Caltrans property (see Exhibit 22). Prior to grading of the site, the applicant shall consult with Caltrans as to the future of the eucalyptus tree within Caltrans' right of way. Other trees on the site will be removed, pursuant to review by Public Facilities Department.

2.7 NOISE

The project site is subject to high noise levels from the San Bernardino Freeway, Ontario Freeway, and Southern Pacific Railroad. The industrial and commercial land uses proposed for the site are compatible with these noise levels. Compliance with the interior noise standards contained in the City of Ontario General Plan will reduce impacts to a level of insignificance.

Exhibit 4



EXISTING TOPOGRAPHY