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SECTION 2 - EXISTING CONDITIONS

This section of the Rich-Haven Specific Plan discusses the existing physical natural and man-made conditions of the Rich-Haven Specific Plan area at the time of the preparation of the Specific Plan, including existing land uses, infrastructure and improvements, topography, geology, and vegetation and wildlife.

2.1 OWNERSHIP/WILLIAMSON ACT CONTRACTS

Within the Specific Plan area, one private property owner has property currently under Williamson Act contracts. See Figure 2-1, Ownership Map.

2.2 LAND USES

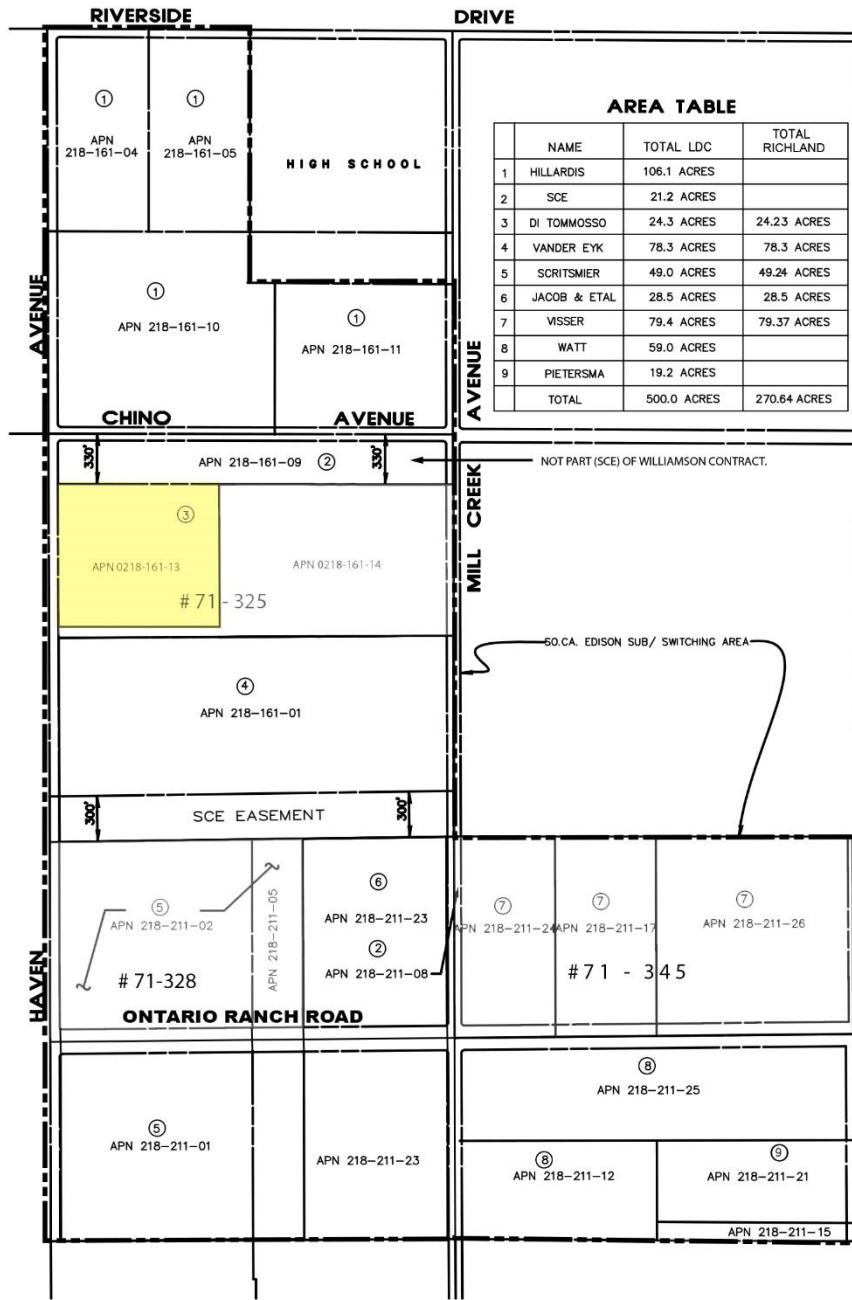
2.2.1 ON-SITE LAND USES

The Rich-Haven project site is presently used for agricultural purposes, including the raising of livestock, however the southern portion of the project site along Ontario Ranch Road is transitioning to commercial and residential development with the ongoing implementation of the Rich Haven Specific Plan. Fallow and cultivated fields are present, with multiple dry basins and windrows throughout the central portion of the site. Additionally, Southern California Edison (SCE) easements containing power transmission lines cross the site in an east to west direction directly south of the Chino Avenue alignment (mid-way between Chino Avenue and Ontario Ranch Road) and directly south of Ontario Ranch Road. Transmission lines also run north/south along the east side of Mill Creek Avenue, and northeast to southwest diagonally across the site near the intersection of Mill Creek Avenue and Ontario Ranch Road. See Figure 2-2, *Existing Conditions*.

2.2.2 SURROUNDING LAND USES

Existing land uses in the vicinity include residential development to the north, and Colony High School to the northeast. A Southern California Edison (SCE) Substation is located adjacent to the project on the east, separating the site from existing industrial uses to the east of the Substation. Both active and fallow agricultural lands, including dairy farms, are present to the west and south of the project area. To the west, east, and south, new development is proposed for the adjacent existing agricultural areas.

EXISTING CONDITIONS



NOTE:
LDC TOTALED NUMBERS ARE FOR REFERENCE ONLY

LEGEND
 Williamson Act - Active Contracts





LEGEND

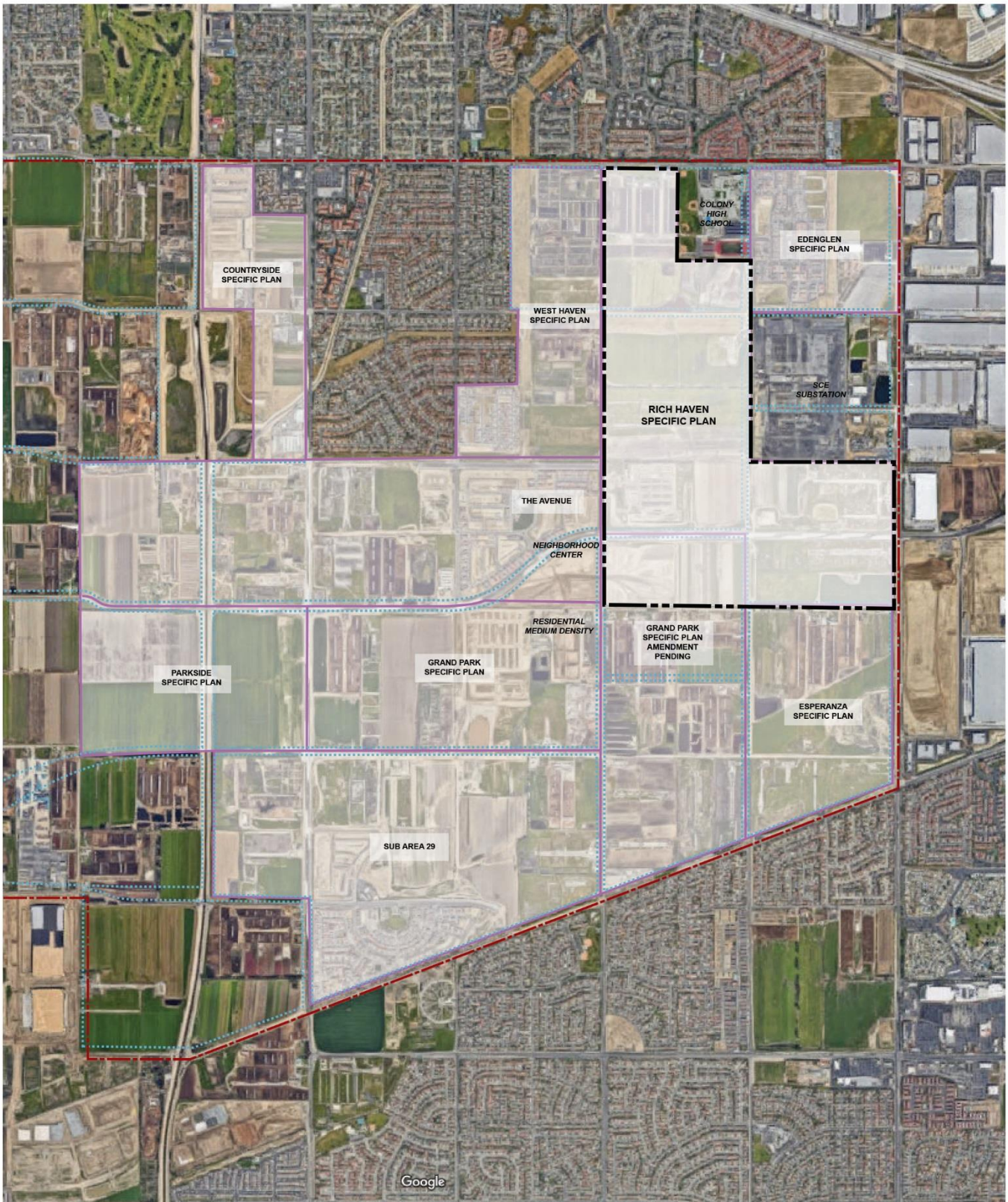
-  SCE Power Line
-  30 Foot Natural Gas Line
-  Project Boundary
-  County Boundary
-  Dairy Pond



NOT TO SCALE

RICH-HAVEN SPECIFIC PLAN
EXISTING LAND USES

FIGURE 2-2



Projects proposed in the immediate area include the West Haven Specific Plan area, directly to the west of the project across Haven Avenue, designated low- and medium-density residential, and an elementary school. The Edenglen Specific Plan area is adjacent to the project on the northeast side, and also proposes low and medium-density residential areas. The Esperanza Specific Plan located adjacent to the southern portion of the project and includes a mixture of residential uses and a school. Residential low and medium-density and Neighborhood Commercial uses are also designated in The Avenue Specific Plan consistent with the City's TOP for the lands generally to the southeast of the Rich-Haven Specific Plan. See Figure 2-3, *Surrounding Land Uses*.

2.2.3 ONTARIO AIRPORT INFLUENCE AREA SECTION

Existing conditions and impacts include:

- **Safety Zones** – The project site is located outside the ONT ALUCP Safety Zones. Refer to *ONT ALUCP*.
- **Noise Impact Zones** – Portions of the Rich Haven SP are located within the 60-65 dB CNEL Noise Impact Zone. New Residential land uses within the 60-65 dB CNEL noise impact zone must incorporate exterior-to-interior noise level reduction (NLR) design features and be capable of attenuating exterior noise to 45 dB interior noise level. Acoustical data documenting that the structure will be designed to comply with the criteria must be provided. Refer to *ONT ALUCP*.
- **Airspace Protection Zones** – Allowable structure heights for the project site are greater than 200 feet.
 - **Policy A1b of the ONT ALUCP** states: The FAA requires that it be notified about any proposal to construct or alter a structure that would be taller than 200 feet above the ground level regardless of the structure's proximity to ONT or any other airport. Refer to *ONT ALUCP*.
- **Overflight Notification Zones** – Portions of the project site are located within a Recorded Overflight Notification Zone and the following is required. Refer to *ONT ALUCP*:
 - New Residential land uses are required to have a Recorded Overflight Notification appearing on the Property Deed and Title incorporating the following language: (NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors.) Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with

the property before you complete your purchase and determine whether they are acceptable to you.)

- Portions of the project site are located within Real Estate Transaction Disclosure Notification Zone and the following is required:
 - The applicant is required to meet the Real Estate Transaction Disclosure in accordance with California Codes (Business and Professions Code Section 11010-11024). New residential subdivisions within an Airport Influence Area are required to file an application for a Public Report consisting of a Notice of Intention (NOI) and a completed questionnaire with the Department of Real Estate and include the following language within the NOI:
- ***NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors.) Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.***

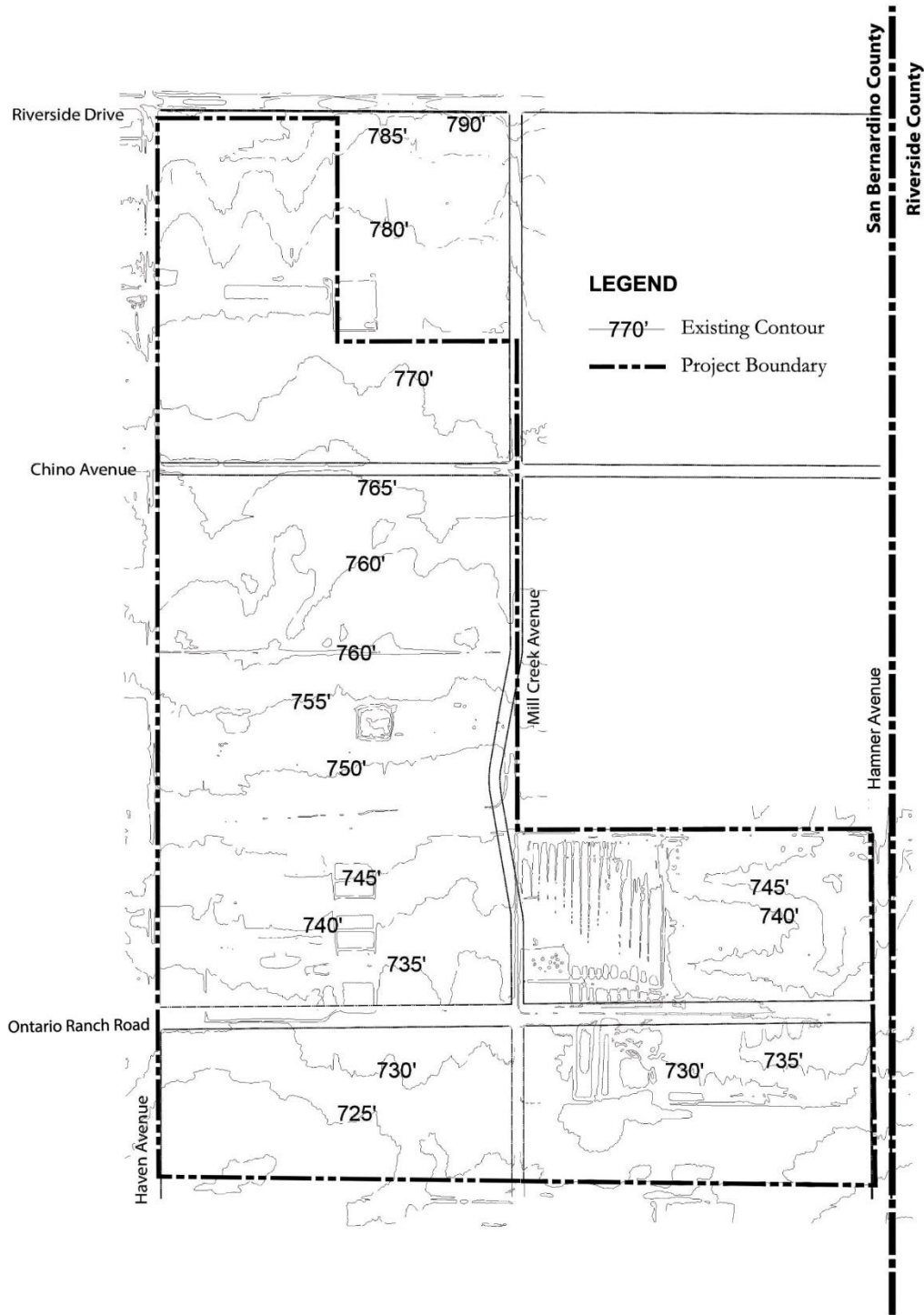
2.3 EXISTING IMPROVEMENTS

Roadway and utility infrastructure improvements within and adjacent to the Rich-Haven project are expanding to accommodate the implementation of several Specific Plans that surround the project site and to accommodate approved development projects within the Rich-Haven project area. Riverside Drive, portions of Mill Creek, Chino Avenue, Haven Avenue and Ontario Ranch Road have been constructed to their ultimate design and improvements will continue to be expanded as future development occurs around and within the project area.

Remaining structures associated with the current agricultural and dairy uses of the site are present mainly in the northwest and southeast portions of the project area. Dairy ponds are also present in active and abandoned dairy properties. See Figure 2-2, *Existing Land Uses*.

2.4 TOPOGRAPHY

Like the rest of the Ontario Ranch, the Rich-Haven Specific Plan area is relatively flat, located in the central portion of the Chino Basin. Ground elevations in the Ontario Ranch vary from 780 to 630 feet above sea level, and, like the area at large, the Rich-Haven Specific Plan Area is relatively flat with an average slope of approximately two percent (2%). See Figure 2-4, *Site Topography*.



 NOT TO SCALE

RICH-HAVEN SPECIFIC PLAN
SITE TOPOGRAPHY

FIGURE 2-4

2.5 CIRCULATION AND ACCESS

The Ontario Ranch is served by two freeways, State Route 60 to the north and Interstate 15 to the east, and one state highway, Euclid Avenue (SR-83) to the west. Euclid Avenue (SR-83) is a major divided arterial, with four to six lanes.

The Rich-Haven Specific Plan is directly accessed by arterial and collector roads that pass through and adjacent to the site, including Riverside Drive to the north, Haven Avenue to the west and Hamner Avenue to the east. Riverside Drive is a three-lane primary arterial with an existing 60-foot right-of-way. Haven Avenue is a two-lane major arterial with an existing 60-foot right-of-way. Hamner Avenue is a four lane major arterial with an existing 80-foot right-of-way. Mill Creek Avenue is unimproved south of the Colony High School, and is a rural dirt road as it passes the project site.

Chino Avenue is unimproved and is currently designated as a four-lane collector street. Few other internal roadways exist, with the exception of unimproved dirt roads serving the site's agricultural operations. The existing Ontario Ranch Road roadway alignment to the south of the project site is proposed to be realigned through a portion of the Rich-Haven Specific Plan.

2.6 INFRASTRUCTURE AND UTILITIES

See Figure 2-5 for existing onsite and surrounding electric, communications, wells, and gas lines locations.

2.6.1 WATER

The Rich-Haven Specific Plan area is located within the Chino Groundwater Basin, and water demand from the Rich-Haven Specific Plan is currently served by private wells, as the Ontario Ranch area currently does not have a water distribution infrastructure system. The Chino Groundwater Basin, the primary source of groundwater for the City of Ontario, has an estimated storage capacity of 13 million acre-feet and a current storage of approximately 7.5 million acre-feet.

The project site is located within the 1010 and 925 Pressure Zones of the City's water delivery system. Existing infrastructure near the project within the 1010 Pressure Zone includes 12-inch water main within Archibald Avenue and Turner Avenue to the west of the project, and both a 10-inch and a 12-inch water main within Riverside Drive, adjacent to the project to the north. The 925 Pressure Zone includes an existing 16-inch high-pressure water main along a portion of the east side of Hamner Avenue, within the County of Riverside, owned by Jurupa Community Services District. There is a City of Ontario existing water line in Hamner Avenue which has an existing 24"/30" water main.

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. If a private well is actively used for water supply, the Developer shall submit a plan to abandon such well and connect users to the City's water system (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from the County Health Department.

A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

2.6.2 SEWER

Wastewater from the project site is currently disposed of through private septic systems. An existing 10-inch sewer line is located within Riverside Drive, although, it does not service the site. The Eastern Trunk Sewer line is also located in the vicinity of the project, running north to south, to the west of the Rich-Haven project site in Archibald Avenue.

Four wastewater treatment plants are in the vicinity of the Ontario Ranch: RP1 to the north, RP2 to the North, Carbon Canyon Wastewater Treatment Plant (CCWTP) to the southwest, and RP5 also to the southwest. Sewage will ultimately be conveyed to RP5 from the Rich-Haven Specific Plan area through the Eastern Trunk Sewer line to the Kimball Interceptor.

2.6.3 STORM DRAINAGE

The major improved drainage facility affecting the Rich-Haven Specific Plan is the Cucamonga Creek Channel, which runs parallel to Archibald Avenue, west of the project site. Cucamonga Creek Channel is a major north-to-south rectangular concrete line channel, carrying storm water from the mountains to the Santa Ana River.

Lower Deer Creek Channel feeds into the Cucamonga Creek Channel, by way of the Chris Basin, a county-owned groundwater recharge basin west of the project site. Lower Deer Channel also conveys flows from a very small portion of the eastern half of the Ontario Ranch area.

Drainage facilities on-site include unimproved basins and open earthen swales along area roadways. Because of the existing agricultural uses, normal rainfall does not cause runoff. Ground waters within the NMC, as a whole, contain high concentrations of salt, attributable to historic agricultural activities such as dairy farming. The high organic content of on-site soils has contributed incrementally to the degradation of surface and groundwater quality.

2.6.4 ELECTRIC

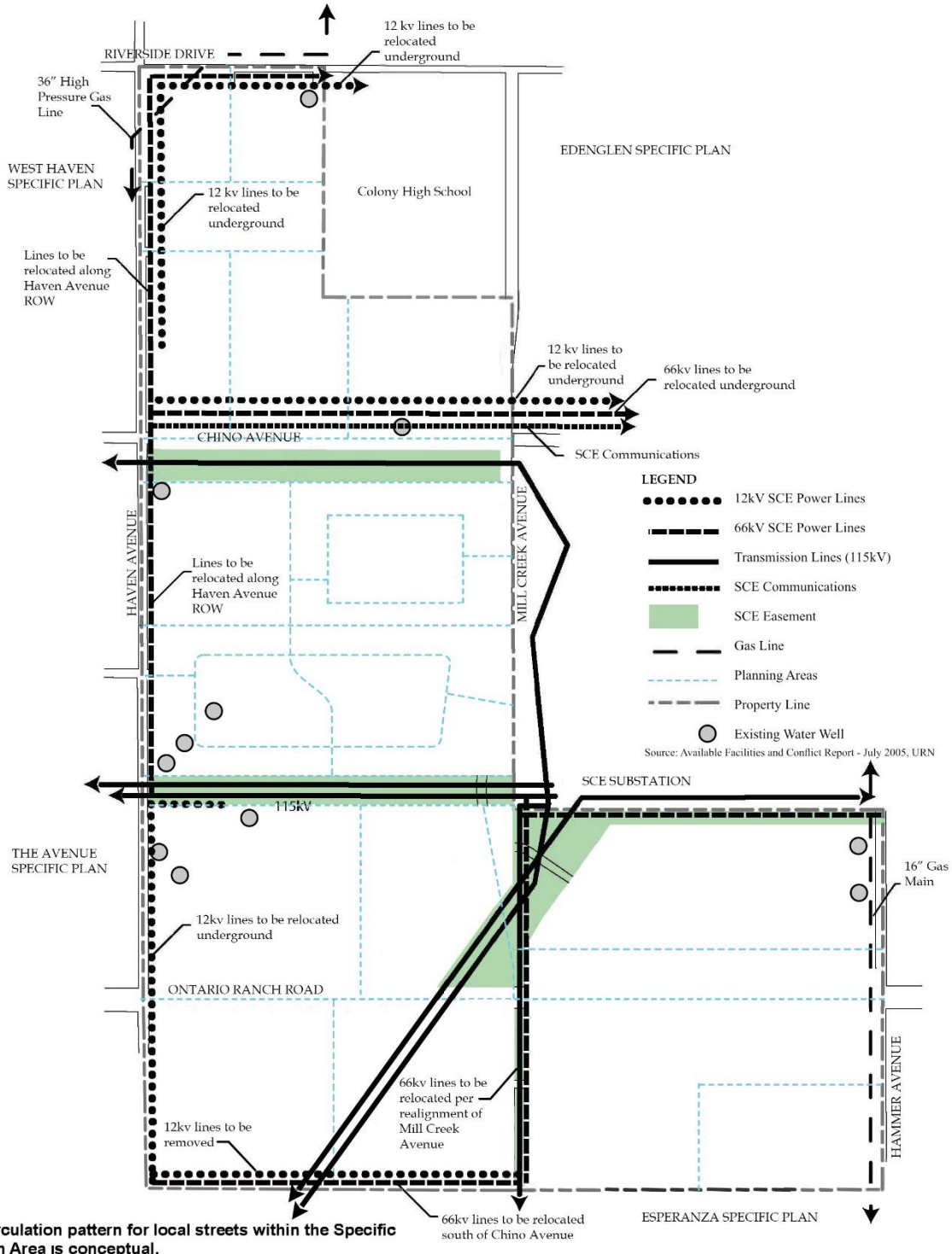
Currently, the project site is located within the service territory of the Southern California Edison Company (SCE). SCE facilities located within and adjacent to the project area consist of a substation, 500 kV, 220kV, 115kV, 66kV, and 12kV lines, and SCE Communications lines. See Figure 2-5, *Existing On-Site Facilities*.

Electric power transmission lines associated with the adjacent Southern California Edison (SCE) Substation transverse the site. Electric power 115kv transmission lines are present within a 330-foot wide SCE easement, crossing the site east to west.

Electric power 115kv transmission lines are also present between Chino Avenue and Ontario Ranch Road within a 300-foot SCE easement, which also crosses the site east to west. In a 355-foot-wide SCE easement running northeast to southwest near the

intersection of Mill Creek Avenue and Ontario Ranch Road, 115kv transmission lines cross the site as they follow Mill Creek Avenue north. These lines connect to north-to-south 115kv transmission lines along the east side of Mill Creek Avenue, ultimately connecting to the SCE Substation.

In addition to the 115kv transmission lines, there are existing 66kv, 12kv, and SCE communications lines that transverse the site. Electric power 66kv and 12kv lines exist along the north side of the existing old Ontario Ranch Road roadway alignment running east to west. Electric power 66kv, 12kv, and communication lines are located along the north side of Chino Avenue running east to west. Along the east side of Haven Avenue electric power 66kv and 12kv lines exist running north to south. Electric power 66kv lines exist along the east side of Mill Creek Avenue running north to south. Electric power 66kv, 12kv, and communication lines are located along the north side of Chino Avenue running east to west as well as, along northern portion of property between Mill Creek Avenue and Hamner Avenue. All existing facilities with 34.5kV or less will be underground in accordance to City ordinance.



2.6.5 NATURAL GAS

Southern California Gas Company (The Gas Company) provides natural gas service to the area. The Gas Company has an existing 36" high pressure main extending through the site at the northwest corner of the project along a gas easement that continues extending east along Riverside Drive and turns north at about 1,000 feet before the extension of Mill Creek Avenue. There is a four-inch main that extends in an east/west direction along Riverside Drive and parallels the 36" high-pressure main along Riverside Drive for about 800 feet. A three-inch main is located on the west side of Haven Avenue and extends in a north/south direction and continues south to existing Ontario Ranch Road, transitioning east for about 1,200 feet. In addition, a 16" main extends in a north/south direction along the west side of Hamner Avenue.

2.6.6 COMMUNICATIONS SYSTEMS

Currently, Verizon provides telephone service within the project area. Verizon has existing underground facilities located on the east side of Haven Avenue that transition to overhead lines just south of Riverside Avenue to Chino Avenue, where the lines cross over to the west side of Haven Avenue terminating approximately 1,200 feet south.

SBC has existing underground telephone lines on the east side of Hamner Avenue extending in a north/south direction.

Charter Spectrum and Frontier have existing overhead facilities on the south side of Riverside Drive.

2.6.7 SOLID WASTE

The Ontario Municipal Utilities Company (OMUC) currently, by request, provides solid waste collection and disposal services to the Ontario Ranch.

2.7 GEOLOGY AND SOILS

A Preliminary Geotechnical Investigation for a majority of the project was prepared by Petra in September 2005 and revealed from subsurface investigation that the project site is underlain by Quaternary-age alluvial deposits to the maximum depth explored (51.5 feet below ground surface). A relatively thin layer of artificial fill mantles the ground surface throughout the entire site. Surface layers of manure, generally six to 12-inches thick were observed within existing cattle pens at the dairy farms, in addition to stockpiles of manure, some several feet high, within the dairies and the pig farm.

2.7.1 SEISMICITY

The project site is located within the Southern California area, dominated by northwest-trending faults associated with the San Andreas system. No active or potentially active faults are known to extend through the site. Several active or potentially active faults are in close proximity and include the Chino-Central Avenue fault approximate 7 mile to the northeast, the San Jose fault 10 miles to the southeast, Cucamonga fault 11 miles to the south, Whittier fault and Glen Ivy fault 11 miles to the northeast, and the San Andreas fault 19 miles to the southwest.

2.8 VEGETATION & WILDLIFE

Little or no naturally occurring vegetation is present on the project site, due to its historic dairy and agricultural use. Existing vegetation within dairy lands include cattle pastures, while agricultural uses consist of cultivated and fallow fields, in addition to windrows along internal, unimproved roadways.