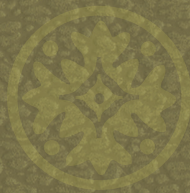




3. Existing Conditions





3.0 Existing Conditions

3.1 PROPERTY OWNERSHIP

The 539.7 gross acre Subarea 29 Specific Plan consists of twenty-two (22) parcels with eight (8) separate ownerships. Three (3) separate developers, SL Ontario Development Company, Richland Communities, Inc., and Brookfield Homes are involved in the entitlement process to develop portions of the study area at this time. *Exhibit 6, Existing Property Ownership & Williamson Act Contract Status* illustrates this information.

3.1.1 PROPERTY OWNERSHIP (2023 AMENDMENT AREA)

The 2023 Amendment area has added 4 Planning Areas to Subarea 29 (PA32, PA33 & PA34). PA32 and PA34 are controlled by SL Ontario Development Company, while PA33 is controlled by Richland Communities. *Exhibit 6—Existing Property Ownerships and Williamson Act Contract Status* illustrates this information and includes the ownership identification for the PAs effected by the unit transfer.

3.2 WILLIAMSON ACT STATUS

The Williamson Act program is designed as a mechanism for the preservation of agricultural and open space lands in the State of California. Within the Subarea 29 Specific Plan, only one Williamson Act contract is active. *Exhibit 6, Existing Property Ownerships & Williamson Act Contract Status* illustrates the location and status of the Williamson Act contract within the Subarea 29 Specific Plan.

3.3 AIRPORT LAND USE COMPATIBILITY PLAN CONSISTENCY

The Project Site is located within the Airport Influence Areas of Chino Airport and Ontario International Airport (ONT) as depicted in Exhibit 10, Airport Influence Areas.

3.4 EXISTING SITE CONDITIONS AND IMPROVEMENTS

Existing on-site land uses include dairy farming, agriculture, and the SCE transmission corridor. The 539.7 gross acre Specific Plan area has historically been used for general agricultural purposes. Agricultural activities remain within the Specific Plan area and include operations such as dairy farming and row crop production. The site contains farm buildings supporting the existing agricultural activities.

3.5 SURROUNDING LAND USES

Uses surrounding the Specific Plan area include residential, dairy farming, agriculture, vacant open space, and roadways. Refer to *Exhibit 8, Aerial Photo*, which documents existing and surrounding land uses.

3.6 TOPOGRAPHY

The project site is relatively flat with gently sloping topography of approximately 2%, sloping in a northeasterly to southwesterly direction. *Exhibit 18, Conceptual Grading Plan*, illustrates existing and proposed topographic contours on the site. There are no significant landforms or rock outcroppings within the project site.

3.7 HYDROLOGY

Most of the project site is presently in agricultural use, and only a limited portion is now covered with impervious surfaces. Normal rainfall in the area is, therefore, able to percolate through on-site soils and does not result in high volumes of surface runoff, typically associated with urban areas. During periods of heavy rainfall, when ground surfaces are saturated, surface runoff is collected in the existing storm drains, culverts, and retention basins located within the surrounding area.

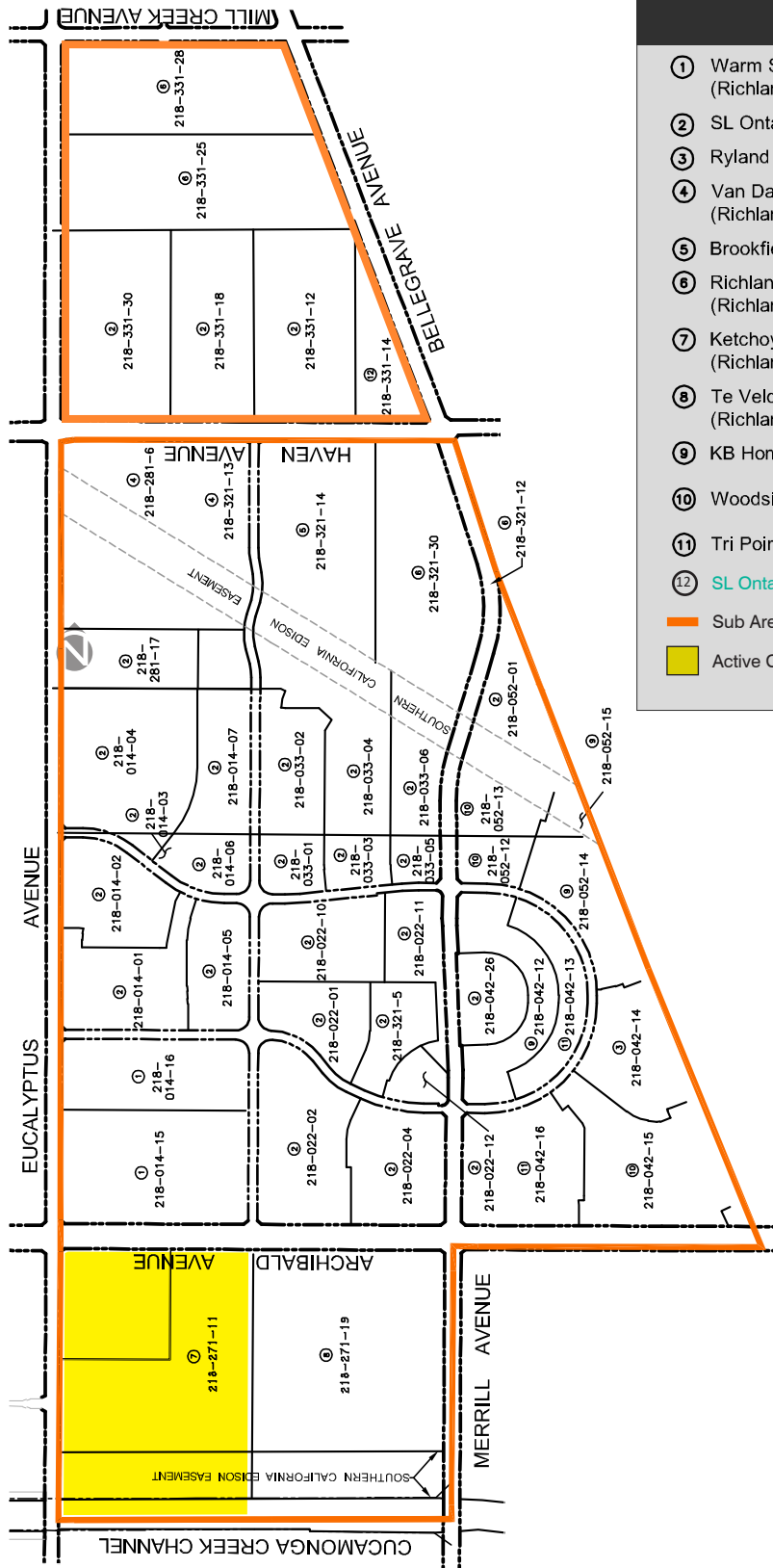
Groundwater within and surrounding the project site as a whole, contains high concentrations of salt, attributable to historic agricultural activities such as dairy farming. The high organic content of on-site soils has contributed incrementally to the degradation of surface and groundwater quality. Removal of the organic materials which constitute by-products of those dairy operations and compliance with National Pollution Discharge Elimination System (NPDES) and other storm water permit requirements will be required as part of project site development.

3.8 EXISTING CIRCULATION/ACCESS

3.8.1 Regional Circulation

The Pomona Freeway, State Route (SR-60), is located approximately one (1) mile to the north of the Ontario Plan area. In this area, SR-60 has full diamond-type interchanges with Euclid Ave., Grove Ave., Vineyard Ave., Archibald Ave., Haven Ave., and Milliken Ave. SR-60 carries approximately 160,000 vehicles per day near the City of Ontario sphere of influence area, also referred to as the New Model Colony (NMC) General Plan area.

The Ontario Freeway, Interstate 15 (I-15), is located approximately one-half mile to the east of the Ontario Plan area, and carries approximately 90,000 vehicles per day in the vicinity of the Ontario Plan area. The closest arterial interchange to the Ontario Plan area is located at Limonite Road in Riverside County, approximately 3-¼ miles south of the SR-60 interchange with I-15.



LEGEND	
①	Warm Springs Investments LTD (Richland)
②	SL Ontario Development Corporation
③	Ryland Homes of California
④	Van Dam Gysbert & Patricia Trust (Richland)
⑤	Brookfield Homes
⑥	Richland Roseville LTD (Richland)
⑦	Ketchoyian Rose TR (Richland)
⑧	Te Velde Ralph And Carol Jean (CM) (Richland)
⑨	KB Home
⑩	Woodside Homes
⑪	Tri Pointe Homes
⑫	SL Ontario
	Sub Area 29 Specific Plan Boundary
	Active Contract (till 2016)

(Not to Scale)

EXHIBIT 6—EXISTING PROPERTY OWNERSHIPS AND WILLIAMSON ACT CONTRACT STATUS

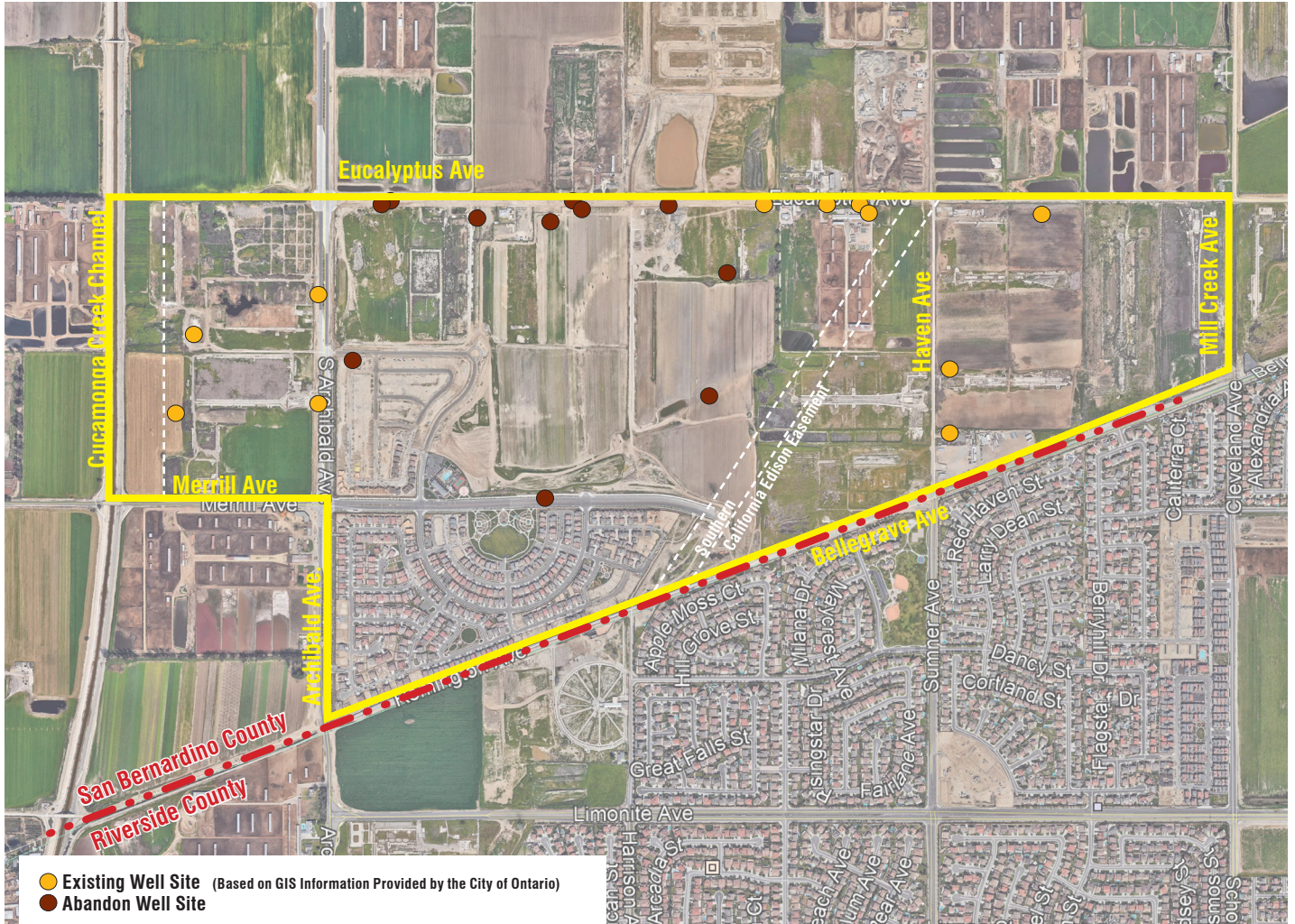


EXHIBIT 7—AERIAL PHOTO



State Highway SR-83 (Euclid Ave.) extends along the western boundary of the NMC General Plan area. Another major freeway in the area is SR-71 (Chino Valley Freeway), located between SR-91 and SR-60, and is approximately 2-3 miles southwest of the Ontario Ranch area. This freeway is a major commuter route in southwestern San Bernardino County, connecting the SR-91 freeway with SR-60 and I-10 freeways.

Regional access to the project site is provided from Interstate 15 (I-15) located approximately 1.5 miles east of the project site and from SR-60, located approximately 2.2 miles north of the project site. Refer to *Exhibit 1, Regional Location*, page 1-2.

3.8.2 Local Circulation

No local streets exist at present to serve the project site, other than Merrill Ave. Archibald Ave. provides arterial access. It has an existing intersection with Eucalyptus Ave. west of the project site.

Archibald Ave. is improved with approximately 36 (thirty-six) feet of paved area from the southerly boundary of the site to Eucalyptus Ave. A five-foot wide shoulder is located adjacent to Archibald Ave. on both sides of the street. Eucalyptus Ave. is improved with approximately 26.5 feet of paved area between Archibald Ave. and the Cucamonga Channel. Haven Ave. is improved with a paved area varying in width from fourteen (14) feet to seventeen (17) feet. Refer to *Exhibit 8, Policy Plan Functional Roadway Classification Plan*, which illustrates the General Plan Circulation network for the New Model Colony.

3.9 EXISTING INFRASTRUCTURE/UTILITIES

3.9.1 Water Supply Facilities

The closest water mains to the project site are located over 1.5 miles north of the Specific Plan area in Riverside Drive. This water main has not been sized to serve significant development within the Ontario Ranch. A 16-inch water main, owned and operated by the Jurupa Community Services District, is located within Riverside County along the east side of Milliken Avenue, east of the site. As part of the development of the project site, the construction of new water systems shall be consistent with the City's approved Water Master Plan.

On-site residential and agricultural uses are served by private wells, as illustrated on *Exhibit 7, Aerial Photo*. Please note that the well sites depicted on this exhibit may not be all inclusive, and existing wells will be identified at the Tentative Map stage. Upon development of the well site areas, these wells, or any other wells found on the property, will be abandoned per California Department of Water Resources Health Guidelines and the City of Ontario Guidelines. 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 County Health Department. A copy of such permit shall be provided to the Engineering and Ontario Municipal Utilities Company (OMUC) 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.

The City of Ontario does not have recycled water facilities on or within the area of the Specific Plan. Construction of new recycled water facilities will be required of the developer as part of development of the project. Construction of these recycled water facilities will be consistent with the City's approved Recycled Water Master Plan.

3.9.2 Sewer

The City of Ontario does not have sewer facilities within the vicinity of the project site. Wastewater disposal within the Specific Plan area is currently provided through septic tanks and subsurface disposal fields. Prior to grading operations, existing septic tanks and subsurface disposal fields will need to be abandoned in accordance with Department of Health Services requirements. The City of Ontario's Sewer Master Plan provides for significant new facilities to serve the project site.

3.9.3 Stormwater/Drainage Facilities

There are no existing storm drain facilities located within the vicinity of the site. The existing storm drainage system surrounding the site generally consists of open earthen swales adjacent to area roadways. Storm water run-off from the site is generally by sheet flow. As part of the development of the project site, construction of new storm drain facilities will be required consistent with the City's approved Storm Drain Master Plan.



3.9.4 Solid Waste Disposal

There is no solid waste disposal in the vicinity of the project site.

3.9.5 Natural Gas Lines

Natural gas service in the vicinity of the site is provided by the Southern California Gas Company.

3.9.6 Electrical Facilities

Electrical service in the vicinity of the site is provided by Southern California Edison.

3.9.7 Communications Systems

Time Warner provides telephone service within the project citarea. Currently, telephone service is provided to the residences, dairies and farms in the area.

3.10 GEOLOGY AND SOILS

The City of Ontario General Plan identified the project site as containing Delhi series soils, as mapped by the United States Department of Agriculture, Soil Conservation Service in 1971 and 1980. Delhi series soils have been used for agriculture, primarily for grapes and citrus, since the 1800's.

3.11 Seismicity

The General Plan identified numerous earthquake faults within a 50-mile radius of the project site. Major mapped faults include, but are not limited to, the Chino, Whittier and North Elsinore, and Cucamonga Faults. For the "maximum probable earthquake" (MPE), defined as the 100-year event normally considered in the design of non-critical structures, the values range from about 0.13 to 0.20 g (i.e., the unit force of gravity). In the design of certain critical or important facilities such as hospitals and dams, the "maximum credible earthquake" (MCE) should yield an estimated peak horizontal acceleration in the range of 0.33 to 0.52 g.

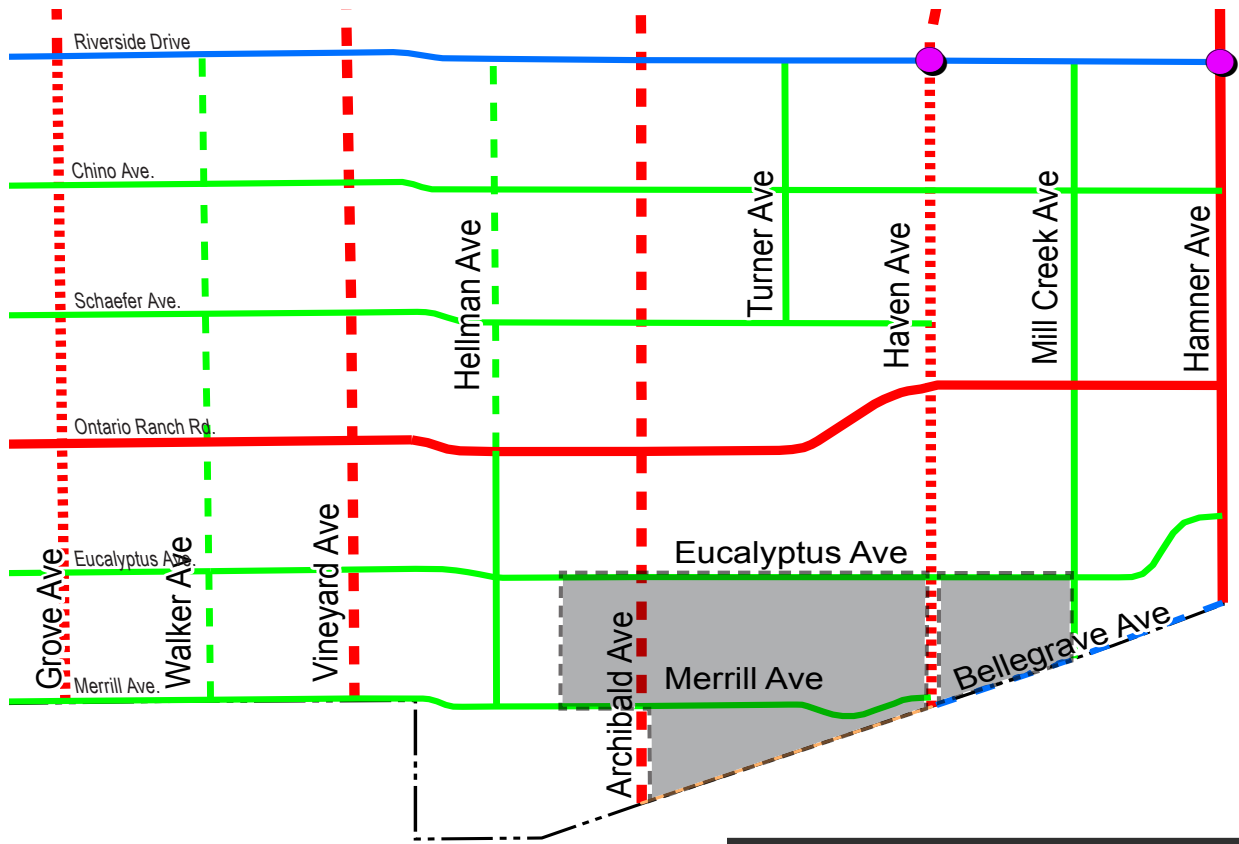
A zone of concentrated, relatively low-magnitude seismicity extends to the southwest from the San Jacinto fault zone (Rialto-Colton branch) along an inferred fault near Fontana. Where the inferred fault (Fontana trend) stops, this zone of micro-seismicity continues in a southwesterly to westerly direction terminating in the New Model Colony area. It is expected that the MPE for this fault structure could produce horizontal accelerations in the range of 0.3 to 0.5 g. More distant faults are capable of larger earthquakes with a higher probability of occurrence. The San Andreas fault is expected to generate a MCE event every 150 to 200 years, yielding a peak horizontal ground acceleration of approximately 0.21 to 0.26 g. The Uniform Building Code (UBC), establishes procedures designed to ensure that all development occurs in a safe manner relative to those known hazards.

3.12 Vegetation

The project site has been extensively used for agricultural operations, including both dairy use and the cultivation of row crops. Those areas not in active agricultural production are occupied by rural residential housing, farm buildings, and other ancillary facilities. The natural vegetation and soils conditions that once occurred throughout the site have been significantly altered through human uses.

3.13 Biological Resources

The Program EIR prepared for the City's NMC General Plan Amendment states that the Ontario NMC General Plan area has been greatly altered from natural conditions, under the influence of intensive agriculture and dairy industry.



LEGEND

- Freeways
- Railroads
- Other Principal Arterial
 - 8 Lanes
 - 6 Lanes
 - 4 Lanes
- Minor Arterial
 - 6 Lanes
 - 4 Lanes
- Collector Street
 - 4 Lanes
 - 2 Lanes
- Freeway Interchange
- Grade-Separated Rail Crossings
- Enhanced Intersections



EXHIBIT 8—POLICY PLAN FUNCTIONAL ROADWAY CLASSIFICATION PLAN