

SECTION 2: EXECUTIVE SUMMARY

2.1 - PROPOSED PROJECT

2.1.1 - Project Location

The project site consists of approximately 510.6-gross acres of land in the City of Ontario bordered by Riverside Drive on the north, Haven Avenue on the west, New Edison Avenue on the south and Colony High School, the Southern California Edison substation and Milliken Avenue on the East. Milliken Avenue forms the boundary between San Bernardino County and Riverside County (Exhibit 3-1 through Exhibit 3-3). The project site is developed with commercial dairies and a hog farm with accompanying residences, a nursery, agricultural field production, and high-voltage electrical transmission lines.

The area surrounding the project site is developed with urban uses to the north and east. To the west, there is a mixture of development and agriculture. The Creekside residential subdivision is located north of the project site across Riverside Drive, and Colony High School abuts the project site on the north end. A Southern California Edison electrical sub-station is located east and north of the project site. Warehouse uses are located east of the southern portion of project site across Milliken Avenue. Land uses in the general vicinity of the project site includes various residential subdivisions, light industrial uses, commercial dairies, agricultural production, and the SR-60 (Pomona Freeway) and I-15 (Ontario Freeway) interchange.

2.1.2 - Project Characteristics

The Rich Haven Project proposes residential development, commercial development, and includes recreation and open space amenities and permanent open space. The NMC General Plan anticipated that each planning subarea would be developed through subsequent preparation of a specific plan that would provide the specific zoning and development standards for the build-out of each subarea within the NMC.

The residential component is designed to address a variety of lifestyles through a traditional neighborhood-planning concept that includes a variety of residential housing types within walking distance to recreational amenities and commercial retail. Housing types will include 1,124 single-family detached homes on medium sized and small lots. Attached housing will include 3,132 condominium units on a variety of lot sizes and vertical configurations. Mixed use and live work residences are provided.

The Rich Haven Project allows for development of 889,200 square feet of regional commercial retail and business uses within a 160 acre portion of the project site.

Pedestrian connectivity within the project site is provided through a system of pedestrian and bicycle trails linking residential neighborhoods to one another, to parks, and to the commercial and business use areas. A major component of the trail system will be provided through the improvement of a portion of the SCE high-voltage transmission line corridor (SCE Corridor) within the project site.

The proposed project includes a General Plan Amendment to: 1) change the land use designation for Subarea 12 from Low Density Residential (4.6 du/ac) to Medium Density Residential (12 du/ac); 2) allow the transfer of 1,211 residential units from Subarea 19 to Subarea 12; 3) increase the number of residential units allocated to Subareas 6 and 12 by the General Plan from 1,268 to 2,479; and 4) potentially reduce the General Plan square footage of the regional commercial land use designation for Subarea 19 from 1,306,800 square feet to 889,200 square feet.

Approval of the Rich Haven Specific Plan will establish the zoning regulations for the project site and take precedence over the Ontario Development Code, except where the Rich Haven Specific Plan is silent or where it specifically references the Ontario Development Code.

2.1.3 - Project Objectives

- OBJ-1** Implement the vision of the NMC General Plan, which is designed to be a place of diversity that includes the following: a mix of residential neighborhoods with a variety of housing options; regional serving centers that provide retail, professional office, medical facilities, high-density housing, entertainment complexes, and hotel and conference facilities; employment centers; and a Town Center that serves as the principal center of activity and the common focal point for all NMC neighborhoods and districts.
- OBJ-2** Provide land uses that are compatible with surrounding land uses and that are consistent with the policies for specific plans identified in the NMC General Plan.
- OBJ-3** Develop a variety of housing types within the residential component available for a range of lifestyles and prices that implement the housing policies of the NMC General Plan.
- OBJ-4** Incorporate the opportunity for residential units to accommodate a live-work environment with living areas on the second floor and home office areas on the first floor in order to promote traditional neighborhood development concepts and to reduce vehicular trips due to job commutes.
- OBJ-5** Linkage of the SCE Corridor trail to the City's Master Plan of trails.

- OBJ-6** Provide infrastructure to serve the project in a timely manner consistent with NMC-programmed infrastructure plans.
- OBJ-7** Provide employment opportunities on the project site.

2.2 - AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The EIR addresses thirteen environmental issue areas that include the following:

- Agriculture
- Hydrology and Water quality
- Biological Resources
- Geology and Soils
- Hazards
- Transportation and Circulation
- Noise
- Air Quality
- Public Services
- Utilities
- Cultural Resources
- Land Use Planning
- Population and Housing

There are no areas of controversy regarding the proposed project that surfaced during early consultation and scoping for this project.

The issues that were raised by the public during a scoping meeting for the proposed project and public agency responses to the Notice of Preparation were related to the following topics:

- Air Quality (Section 5.8)
- Biological Resources (Section 5.3)
- Hazards and Hazardous Wastes (Section 5.5)
- Municipal Services and Utilities (Sections 5.9 and 5.10)
- Schools (Section 5.9)
- Traffic and Circulation (Section 5.6)

2.3 - SUMMARY OF ALTERNATIVES

The CEQA Guidelines require an EIR to describe a range of alternatives to the proposed project, or to the location of the proposed project, which would feasibly achieve most of the basic objectives of the proposed project, but would avoid or substantially lessen any of the significant effects identified in the analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider infeasible alternatives.

The City eliminated from consideration the following alternative:

- Different Site Alternative

The EIR includes an evaluation of the following four alternatives:

- No Project Alternative - No Development
- Baseline or No General Plan Amendment Alternative
- Reduced Density Alternative

Section 8 of this EIR provides descriptions and analysis of each alternative and the reasons the City has for choosing or eliminating each alternative. The environmentally superior alternative is determined to be the No Project Alternative - No Development. However, this alternative fails to meet all of the project objectives. The environmentally superior alternative from the remaining alternatives is the Baseline Alternative.

2.4 - SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2-1 provides a summary of the potentially significant environmental effects of the proposed project. This table references the Environmental Impact, Project Design Features included in the proposed project, recommended mitigation measures, and the Level of Significance after mitigation. This table also includes environmental issue areas that were evaluated in the Initial Study. Environmental issues evaluated in the Initial Study that were determined to be below the level of significance are not included in this table. The environmental issues evaluated in the Draft EIR occur first in the table and reference the Draft EIR section number in parentheses after each environmental issue heading. Environmental issues evaluated in the Initial Study follow those evaluated in the Draft EIR and are so identified in parentheses following each environmental issue heading.

A thorough discussion and analysis of project impacts, recommended mitigation measures, and identification of significant, unavoidable adverse impacts are presented in Section 5 of this document.

Table 2-1: Executive Summary

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
AGRICULTURE (SECTION 5.1)		
<p>The proposed project would permanently convert the existing agricultural land and agricultural uses located on the project site to non-agricultural uses. The proposed project would result in the conversion of 221 acres of land that is considered either Prime Farmland or to urban uses. The LESA score for this property indicates that this is a significant impact.</p>	<p>No feasible mitigation measures on or off the project site were identified or put forth that would eliminate this potentially significant impact altogether or reduce it below the level of significance.</p>	<p>Significant and unavoidable. The NMC Final EIR identified the conversion of agricultural land within the NMC as a significant and unavoidable impact and adopted a Statement of Overriding Considerations.</p>
<p>Cumulative Impacts The project would add to cumulative impacts in regard to loss of farmland occurring throughout the region and the NMC.</p>	<p>No feasible mitigation measures on or off the project site were identified or put forth that would eliminate this potentially significant impact altogether or reduce it below the level of significance.</p>	<p>Significant and unavoidable. The NMC Final EIR identified the conversion of agricultural land within the NMC as a significant and unavoidable impact and adopted a Statement of Overriding Considerations.</p>
HYDROLOGY AND WATER QUALITY (SECTION 5.2)		
<p>The short-term construction phase and the long-term operations of the proposed project has the potential to release pollutants offsite and into receiving Waters of the U.S. that have the potential to negatively impact water quality.</p>	<p>HWQ-1. All development shall comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Stormwater Permit requirements to the satisfaction of the City of Ontario. Applicable BMP provisions shall be incorporated in the approved WQMP(s) for the Specific Plan.</p> <p>HWQ-2. Individual projects within the specific plan area shall be reviewed by the City of Ontario for the inclusion of appropriate structural and non-structural Best Management Practices (BMPs) to control stormwater discharges to ensure compliance with the State and federal water quality requirements. Structural controls may include, but are not limited to filtration, common area efficient irrigation, common area runoff-minimizing landscape design, velocity dissipation devices, oil/grease separators, inlet trash racks, and catch basin stenciling. Non-structural BMPs can include, but not be limited to, education for property owners, tenants and occupants, activity restrictions, common area landscape</p>	<p>Less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>management, litter control, and catch basin inspection, BMP maintenance; and street sweeping.</p> <p>The following are examples of BMPs that may be included within NPDES permit requirements for individual projects:</p> <ul style="list-style-type: none"> • Use of sand bags and temporary desilting basins during project grading and construction during the rainy season (October through April) to prevent discharge of sediment-laden runoff into stormwater facilities. • Installation of landscaping as soon as practicable after completion of grading to reduce sediment transport during storms. • Hydroseeding soil binders or other measures to retain soil on graded building pads if they are not built upon before the onset of the rainy season. • Incorporation of structural BMPs (e.g., grease traps, debris screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the project design to provide detention and filtering of contaminants in urban runoff from the developed site prior to discharge to stormwater facilities. • Stenciling of catch basins and other publicly visible flood control facilities with the phrase “No Dumping-Drains to the Ocean.” 	
<p>If the permanent off-site stormwater-related infrastructure identified in the Master Plan of Drainage has not been constructed prior to the commencement of construction activities on the project site, off-site flooding could result.</p>	<p>HWQ-3. Prior to the issuance of a grading permit or construction permit for the residential component, whichever would occur first, the City Engineer shall review the developers plans to determine whether a temporary water quality/stormwater detention basin or other treatment BMP shall be required onsite. Plans shall be submitted to the City Engineer identifying the location and size of the temporary water quality/stormwater detention basin or other treatment BMP. The City Engineer shall also approve the location and size of an onsite, temporary water quality/stormwater detention basin on the eastern portion of the project site serving the commercial component. These basins will be required to be sized to accept 100 percent of excess stormwater flows from the western and eastern portions of the project site, respectively. Excess stormwater flows during construction can include the quantity of additional runoff from a 100-year storm event caused on the impervious surface on the project site over and above existing conditions. These basins</p>	<p>Less than significant.</p>

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	<p>shall be designed in accordance with the applicable standards of the State Water Resources Control Board Construction Storm Water Permit, the Regional Water Quality Control Board, Santa Ana Region, Area-Wide Urban Storm Water Runoff Permit, the San Bernardino County Flood Control District, and the City of Ontario.</p> <p>HWQ-4. The City of Ontario shall review subsequent development projects within the specific plan area for the application of Best Management Practices (BMPs) to reduce water pollution from urban runoff in accordance with regulatory requirements. Among the source-reduction BMPs that may be required by the City of Ontario for application to such projects are the following:</p> <ul style="list-style-type: none"> • Animal waste reduction. • Exposure reduction. • Recycling/waste disposal. • Parking lot and street cleaning. • Infiltration (exfiltration) devices. • Oil and grease traps. • Sand traps. • Filter strips. • Regular/routine maintenance. • Maintenance of detention facilities should be provided by the homeowners' association. <p>The specific measures to be applied shall be determined in conjunction with review of required project hydrology and hydraulic studies, and shall conform to City standards and the standards of the County's Municipal Stormwater Permit, under the NPDES program.</p>	
<p>Cumulative Impacts Development of the related projects would cumulatively affect the hydrology and water quality due to the conversion of rural agricultural lands to urban-type land uses, resulting in greater impervious surfaces and increased stormwater runoff. In particular, as much of the NMC and surrounding areas are currently undeveloped or in agricultural use, flows of floodwaters</p>	<p>Refer to mitigation measures HWQ-1 through HWQ-4.</p>	<p>Less than significant.</p>

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<p>in the area would increase with urban development. Increased stormwater flows to the Prado Basin from the NMC would result in significant cumulative impacts when considered along with flows of floodwaters from surrounding past, present, and future area projects due to flooding. If 100 percent of the excess flows from the NMC can be detained within the NMC, then released at a rate that does not exceed existing storm flows, cumulative impacts related to flood would be reduced to below a level of significance. The proposed Master Plan of Drainage would aid in achieving this standard.</p>		
<p>Future land development projects within the NMC would cumulatively impact water quality in the region due to increased urban runoff. The nature of the pollutants found in runoff is expected to change from pollutants associated with agricultural land uses, such as bacteria, ammonia, nitrates, phosphorous, and salts, to urban uses, which produce contaminants such as oil and grease, trash and debris, and pesticides. Future development of subareas would be required to obtain SWPPPs and WQMPs for all proposed development affording a more extensive amount of stormwater quality protection. Therefore, development of the project area with the implementation of water quality BMPs has the potential to produce a net beneficial cumulative impact on the quality of downstream surface waters and groundwater within the Chino Basin.</p>	<p>Refer to mitigation measures HWQ-1 through HWQ-4.</p>	<p>Less than significant.</p>
<p>Reach 1 of the Cucamonga Creek channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River are currently in violation of the respective water quality standards. Therefore, development of the project area with the implementation of water quality BMPs has the potential to produce cumulative impacts on the quality of downstream surface waters and groundwater within the Chino Basin.</p>	<p>Refer to mitigation measure HWQ-1 through HWQ-4.</p>	<p>Significant and unavoidable.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
BIOLOGICAL RESOURCES (SECTION 5.3)		
<p>Construction-related activities on the project site could negatively impact the Burrowing owl, if present on the project site, which is protected by the Migratory Bird Treaty Act and identified as Species of Special Concern by the California Department of Fish and Game.</p>	<p>BR-1. Not less than two weeks and not more than four weeks prior to the commencement of any ground-disturbing activities, a survey for burrowing owls will be conducted by a qualified biologist to document their presence or absence. If burrowing owls are documented to be present on the project site, they will be physically relocated to an established preserve relocation site.</p> <p>BR-2. A focused survey by a qualified biologist for burrowing owl shall be conducted each year that the property remains in an undeveloped state to confirm the current number of owls occupying the site. Focused surveys would follow accepted burrowing owl protocol, which includes a nesting season survey. During the nesting season survey, four site visits are conducted between March 1 and August 31. Surveys should be conducted from two hours before sunset to one hour after, or from one hour before to two hours after sunrise.</p> <p>BR-3. Burrowing owl inside the project site will be passively relocated prior to construction activity in order to avoid direct impacts of burrow destruction. Once all burrows on the project site are confirmed to be absent of owls, they will be systematically collapsed. Where possible, burrows will be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags will be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.</p> <p>BR-4. No construction-related disturbance should occur within 50 meters (m), approximately 160 feet. (ft), of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 m., approximately 250 ft, during the breeding season of February 1 through August 31.</p> <p>BR-5. Prior to issuance of permits, the Applicant and the City of Ontario shall hire a qualified biologist to develop a mitigation plan to compensate for the loss of burrowing owl occupied habitat to the satisfaction of the CDFG.</p>	<p>Less than significant.</p>

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Removal of the windrows throughout the project site would negatively impact raptors if they were present.	BR-6. Removal of windrows shall be accomplished in a manner that avoids impacts to active nests during the breeding season. If a windrow is removed entirely between September 1 and January 14, no surveys or monitoring will be required. If removal of this windrow must be performed between January 15 and August 31, a nesting bird survey must be conducted one week prior to commencing tree removal. If any active nests are detected within the windrow, a 100-foot wide buffer area around the nest(s) will be flagged, and will be avoided until the nesting cycle is complete or it is determined that the nest(s) has failed. In addition, a qualified biological monitor will be present on the site to monitor tree removal or other construction activity in the vicinity of nest sites to assure that active nests are not disturbed.	Less than significant.
Elimination of the existing stormwater retention basin could negatively impact migratory waterfowl, which is classified as High Value Habitat by the City’s Sphere of Influence Parks, Recreation, and Biological Resources Implementation Program.	BR-7. Require the developer of the Rich Haven Project to pay a Habitat Mitigation Fee of \$4,320 per net acre to the City of Ontario toward the development of the Waterfowl and Raptor Conservation Area, which would be based on the percentage of land area of the NMC that is occupied by the project site, as approved by the City of Ontario.	Less than significant.
<p>Cumulative Impacts Implementation of the Rich Haven Project in combination with the other related projects would result in the conversion of agricultural land uses to urban uses and elimination of the majority of windrows that, when used together, provide foraging habitat for migratory birds. In addition, the elimination of the on-site stormwater detention basin along with the elimination of the majority of other surface water features located throughout the NMC would eliminate habitat for migratory birds. Therefore, the elimination of windrows, foraging habitat, and surface water features would be cumulatively considerable.</p>	See Mitigation Measure BR-7.	Significant and unavoidable.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
GEOLOGY AND SOILS (SECTION 5.4)		
Development of urban uses on the project site would expose people and structures to seismically-induced ground shaking.	GS-1. Future development of the site shall be based on evaluation of property-specific conditions by a geotechnical consultant following their review of the grading plans for a specific property.	Less than significant.
Structures built on unconsolidated or poorly compacted soils could settle during to seismically-induced ground shaking, which could result in structural damage. Structures built on unconsolidated or organically-rich soils could settle if these soils become too wetted, which could result in structural damage.	GS-2. Site-specific seismic design parameters determined in accordance with Section 16 of the 2001 California Building Code shall be provided in project-specific geotechnical investigation reports. GS-3. Compressible surficial materials unsuitable for construction shall be removed or overexcavated prior to construction in accordance with the standards of the City of Ontario. GS-4. As part of the site grading and prior to the commencement of building construction, unconsolidated fill materials, organic rich soils shall be excavated and removed offsite and shall be replaced with engineered fill. GS-5. Improvements along the boundary of the site where unsuitable soils may remain shall be designed and constructed with deepened and/or strengthened foundations systems to withstand relative movement that is likely to result from consolidation of these potentially compressible surficial soils.	Less than significant.
Structures built on corrosive soils could have concrete and metal elements damaged and ultimately fail over time.	GS-6. Soils shall be tested to determine their corrosive potential. Some foundations may need to be constructed using Type V cement to mitigate deterioration from water-soluble sulfates. Additional testing for corrosivity shall be performed as part of property-specific investigations and a final evaluation shall be performed at or near the completion of rough grading to more accurately assess soil corrosivity, and a certified corrosion engineer shall be consulted to prepare project specific recommendations to protect against corrosion.	Less than significant.
Structures built on expansive soils could become severely damaged as a result of the movement in the soils.	GS-7. Contingencies shall be made for balancing earthwork quantities based on actual shrinkage and subsidence that occurs during construction.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Cumulative Impacts Future development within the NMC would result in the conversion of predominantly agricultural uses to urban uses, consistent with the vision of the NMC General Plan. This would contribute to a cumulative increase in the number of people and amount of structures exposed to similar geologic hazards previously described. While these impacts are expected to be potentially significant, development of these subareas will require geotechnical studies, similar to those completed for the proposed project that would include mitigation measures to reduce potentially significant impacts to less than significant levels, as recommended by the NMC Final EIR.</p>	<p>Refer to mitigation measures GS-1 through GS-7.</p>	<p>Less than significant.</p>
HAZARDS (SECTION 5.5)		
<p>Demolition of structures on the project site that were built prior to 1978 have the potential to expose people to lead-based paints and asbestos.</p>	<p>HM-1. Prior to the issuance of permits by the City of Ontario for any structural demolition activities on the project site, the project developer will be required to submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions will be undertaken to correct any lead-based paint or asbestos issues, in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.</p>	<p>Less than significant.</p>
<p>The presence of methane gas in soils could be significant, if present.</p>	<p>HM-2. Subsequent to grading activities, testing for the presence of methane in the soil shall be performed. This testing shall conform to applicable City of Ontario standards. If methane is detected, mitigation would include the installation of under-slab methane vents, methane barrier, and sealing utilities in locations where they enter a structure and penetrate the methane barrier.</p> <p>HM-3. Post-grading methane gas investigation should take place near the former Scritsmier Hog Ranch (13571 Haven Avenue) where subsurface methane levels exceed 5,000 ppm. A passive vent system and gas membrane beneath the floor slab should be installed, along with utility trench dams and conduit seals.</p>	<p>Less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>HM-4. Careful clearing, grubbing, segregation, and stockpiling or proper disposal of the near surface organic-rich soils at the site prior to the initiation of mass grading activities should occur.</p> <p>HM-5. Identification and segregation/stockpiling or proper disposal of deeper soils which contain elevated levels of organic material should be conducted.</p>	
<p>A portion of the project site (the Hillardis property) has not been subject to a Phase I ESA.</p>	<p>HM-6. Prior to approval of a discretionary permit or approval for development of proposed residential uses on the Hillardis property, such as a parcel map or tentative tract map, a Phase 1 Environmental Site Assessment (ESA) shall be conducted and the results of that ESA implemented.</p>	<p>Less than significant.</p>
<p>Cumulative Impacts Implementation of the proposed plan will provide for a variety of residential, commercial, light industrial, and open space related uses. In general, the types of uses allowed do not include those that would result in the generation of substantial quantities of hazardous wastes or toxic materials. Compliance with federal, state, and local regulations concerning the handling, transport, and disposal of hazardous materials and wastes would reduce impacts to less than significant levels. As related projects in the project vicinity will be required to mitigate their own hazardous materials impacts, no significant cumulative impacts related to hazardous materials are anticipated.</p>	<p>Refer to mitigation measures HM-1 through HM-6.</p>	<p>Less than significant.</p>
<p>TRANSPORTATION AND CIRCULATION (SECTION 5.6)</p>		
<p>The implementation of the proposed project would result in significant impacts to levels of service at several intersections and freeway ramps in the Year 2015.</p>	<p>T-1. Intersection Mitigation Measures:\</p> <ul style="list-style-type: none"> (a) Intersection #3 Archibald Avenue/Edison Avenue <ul style="list-style-type: none"> • Provide EB free-flow-right-turn only lane (b) Intersection #9 Haven Avenue/SR-60 EB Ramps <ul style="list-style-type: none"> • Re-stripe EB center lane as shared left-turn/right-turn lane (c) Intersection #10 Haven Avenue/Riverside Drive <ul style="list-style-type: none"> • Provide NB and SB left turn protected phasing 	<p>Less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>(d) Intersection #12 Haven Avenue/Edison Avenue</p> <ul style="list-style-type: none"> • Provide NB and SB left turn protected phasing <p>(e) Intersection #16 Milliken Avenue/SR-60 WB Ramps</p> <ul style="list-style-type: none"> • Provide NB left-turn only lane • Provide WB shared left-turn/right-turn lane <p>(f) Intersection #17 Milliken Avenue/SR-60 EB Ramps</p> <ul style="list-style-type: none"> • Re-stripe EB shared left-turn/right-turn lane as free-flow-right-turn only lane <p>(g) Intersection #18 Milliken Avenue/Riverside Drive</p> <ul style="list-style-type: none"> • Provide EB and WB left turn protected phasing • Provide WB right-turn only lane with overlap phasing • Provide EB left-turn only lane <p>(h) Intersection #20 Milliken Avenue/Edison Avenue</p> <ul style="list-style-type: none"> • Provide SB shared through/right-turn lane • Provide WB left-turn only lane <p>T-2. Prior to the issuance of a building permit for the commercial component, the project applicant shall pay the proportionate share for all intersection improvements, or construct those improvements deemed necessary by the City Engineer at the time of development contained in mitigation measure T-1 and other transportation improvements in conformance with the City of Ontario’s Traffic Impact Fee Program. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval.</p>	
<p>Cumulative Impacts The Six Specific Plan Traffic Impact Analysis provides a cumulative traffic analysis. This analysis assumes the generation of traffic from the development of the proposed project as well as the development of the NMC. In addition, this cumulative scenario includes traffic volumes associated with development in the project vicinity. Significant traffic impacts would occur</p>	<p>Refer to mitigation measures T-1 and T-2.</p>	<p>Less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
in the Year 2015 with the development of the proposed project and development anticipated for the Year 2015.		
NOISE (SECTION 5.7)		
Sensitive receptors adjacent to the project site could be impacted by noise from short-term, construction-related activities.	<p>N-1. Prior to Grading Permit issuance, the Applicant shall demonstrate that the project complies with the following:</p> <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Noise Control Officer. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the City Planner. • During construction and to the satisfaction of the City Planner, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities <p>N-2. Prior to the issuance of a building permit, require an Acoustical Analysis Report to be submitted to the City of Ontario Planning Department that includes the following noise reduction information that adheres to the City of Ontario Noise Ordinance: a description of the interior and exterior noise levels for residential uses on the project site and specific design features and mitigation measures to document compliance with the established City of Ontario noise criteria; identification of the hours of construction in compliance with Section 9-1.3350 of the Ontario Municipal Code; a description of the location of the construction equipment and the distance between the equipment and the affected sensitive receptors; identification of temporary noise attenuation fences; a description of the preferential location of construction equipment; and a description of the use of current noise suppression technology and equipment.</p>	Less than significant.
Established City noise standards could be exceeded depending on the location of sensitive receptors in relation to roadways.	<p>N-3. Prior to the construction of residential development along Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue, an acoustical noise analysis should be prepared prior to the submittal of final tentative tract maps to ensure that exterior and interior noise levels are met. According to</p>	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>the California Building Code, typical residential construction has a Sound Transmission Class of 20 dBA, which would attenuate 65 dBA noise to 45 dBA. The acoustical analysis shall demonstrate that the buildings have been designed to limit interior noise levels to 45 dBA CNEL and exterior noise (backyards and habitable balconies and patios) to less than 65 dBA CNEL. In areas where typical construction does not attenuate interior noise to 45dBA or less, additional measures shall be incorporated into the design and construction of the residences to limit interior noise to 45 dBA. Such additional measures may include, but not be limited to:</p> <ul style="list-style-type: none"> • Install an eight-foot backyard perimeter wall at the edge of the pad for project site homes that back up onto Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue. • Install double-paned windows and extra wall insulation in second story bedrooms of project site dwelling units that are adjacent to Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue. • Use non-noise sensitive structures such as garages to shield noise-sensitive areas. • Orient buildings to shield outdoor spaces from a noise source. • Incorporate architectural design strategies, which reduce the exposure of noise-sensitive spaces to stationary noise sources (i.e., placing bedrooms or balconies on the side of the house facing away from noise sources). These design strategies shall be implemented based on recommendations of acoustical analysis for individual developments as required by the City to comply with City noise standards. • Modify elements of building construction (i.e., walls, roof, ceiling, windows, and other penetrations) as necessary to provide sound attenuation. This may include sealing windows, installing thicker or double-glazed windows, locating doors on the opposite side of a building from the noise source, or installing solid-core doors equipped with appropriate acoustical gaskets. <p>N-4. To mitigate noise from commercial parking areas into residential areas and other sensitive receptors, prior to the construction of commercial development an acoustical analysis shall</p>	

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	be required to ensure that walls, landscaping or other attenuating measures are sufficient to reduce noise from parking areas to levels below 65 dBA.	
<p>Cumulative Impacts Cumulative impacts related to noise would be experienced in the region due to this project and other related projects resulting from traffic noise and other human activities. As the New Model Colony transitions from agriculture to urban uses and population increases, noise associated with traffic, schools, recreation, shopping and other activities will increase throughout the City and region including areas of Riverside County. Cumulative impacts relating to noise are significant.</p>	Refer to mitigation measures N-1 through N-2.	Significant and unavoidable.
AIR QUALITY (SECTION 5.8)		
<p>Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM₁₀.</p>	<p>AQ-1. During construction of the project, the developer shall require painting contractors to use only zero-VOC paints (assumes no more than 100 grams/liter of VOC) and coatings. All paints shall be applied using either high-volume low-pressure (HVLP) spray equipment or by hand application. For a listing of paints, see www.aqmd.gov/prdas/brochures/paintguide.html.</p> <p>AQ-2. Prior to construction of the proposed improvements, the project proponent will provide a traffic control plan that will describe in detail safe detours around the project construction site and provide temporary traffic control (i.e. flag person) during concrete transport and other construction related truck hauling activities. This suggested condition is a standard procedural requirement imposed on projects by the City of Ontario and is implemented during the plan check process.</p> <p>AQ-3. During construction of the proposed improvements, all contractors will be advised not to idle construction equipment onsite for more than five minutes.</p> <p>AQ-4. Construction equipment “run-time” shall be limited to no more than a total of 8 hours of work every day.</p> <p>AQ-5. During construction of the project, onsite electrical hook ups shall be provided for electric construction tools including saws,</p>	<p>After implementation of Mitigation Measures AQ-1 through AQ-7, NO_x and ROC emissions will still exceed the SCAQMD threshold. Therefore, short-term emissions for ROC and NO_x would remain significant and unavoidable.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>drills, and compressors to eliminate the need for diesel powered electric generators.</p> <p>AQ-6. Prior to the issuance of a grading permit, the developer will provide documentation to the City indicating that a carpool incentive plan has been developed to the satisfaction of the City. The incentive must include a method to educate workers about the benefits of carpooling and additional incentives for workers who carpool. In addition, to reduce worker trips during the lunch hour, workers shall carpool to lunch and/or a lunch wagon shall be provided.</p> <p>AQ-7. During the construction of the proposed project, asphalt operations shall not occur at the same time as building operations.</p> <p>AQ-8. To reduce emissions of NO_x and diesel particulate matter, during all phases of construction, the off-road construction equipment shall be fueled with aqueous diesel fuel.</p> <p>AQ-9. Prior to construction of the project, the project proponent will provide a Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices will include application of water on disturbed soils a minimum of three times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD for approval and approved prior to construction.</p>	
<p>Long-term operations would exceed the daily thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM₁₀. Long-term operations would not exceed the daily thresholds for SO_x.</p>	<p>AQ-10. Fireplaces and wood-burning stoves shall be prohibited from the development.</p> <p>AQ-11. To reduce fugitive dust emissions on the roads within the project site, the project shall contribute a fair share amount to the City of Ontario for its procurement of a street sweeper that meets the requirements of the South Coast Air Quality Management District Rule 1186. The main roads within the project site shall be cleaned a minimum of once per month or more frequently if the road is shown to have visible accumulation of road debris.</p>	<p>After implementation of Mitigation Measures AQ-8 and AQ-11, ROC, NO_x, CO and PM₁₀ will still exceed the SCAQMD threshold.</p> <ul style="list-style-type: none"> • Significant regional short-term air quality impacts during construction from ROG, NO_x, and PM₁₀ emissions.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>AQ-12. Sensitive land uses (residences, schools, parks) shall not be placed within 300 feet of any dry cleaning operation or gasoline station.</p>	<ul style="list-style-type: none"> • Significant localized short-term air quality impacts during grading from PM₁₀ and PM_{2.5}. • Significant operational impacts during project occupancy from ROG, NO_x, CO, PM₁₀, and PM_{2.5} emissions. • Cumulative health impacts during grading from localized emissions of PM₁₀ and PM_{2.5}. • Cumulative health impacts during operation for ground-level ozone, PM₁₀, and PM_{2.5}.
<p>Global Climate Change The project will increase carbon dioxide (CO₂) emissions and contribute to cumulative impacts.</p>	<p>GCC-1. To encourage recycling, there shall be areas designated for recycling incorporated into the project design in the multi-family housing and the commercial/retail uses.</p> <p>GCC-2. To increase energy efficiency, the following measures shall be implemented to the satisfaction of the City of Ontario: a) there shall be a 20 percent reduction in all buildings combined space heating, cooling, and water heating energy compared to the current Title 24 Standards; b) the project shall incorporate light roof colors; c) each appliance (i.e., washer/dryers, refrigerators, stoves, etc.) provided by the builder must be Energy Star qualified if an Energy Star designation is applicable for that appliance; photovoltaic cells (solar panels); low flow appliances (i.e., toilets, dishwashers, shower heads, washing machines) shall be installed if provided by the builder/applicant and; d) solar powered water heaters shall be offered to the homebuyers as an option.</p> <p>GCC-3. To reduce idling emissions at commercial loading docks, the following shall be implemented to the satisfaction of the City of Ontario: all dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board (CARB) regulations; truck drivers shall turn off engines when not in use; all diesel delivery trucks servicing the project shall not idle for more than five minutes per truck trip per day; and electricity shall be</p>	<p>Less than significant.</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	provided in any major loading dock areas that anticipate transportation refrigeration units visiting the site.	
PUBLIC SERVICES (SECTION 5.9)		
The development of urban uses on the project site would result in the generation of 1,569 elementary and middle school students, and 723 high school students, which could negatively impact school facilities in the Mountain View Unified School District and Chaffey Joint Union High School District that are near or over capacity.	S-1. Prior to the issuance of building permits or grading permits, the project applicant shall pay developer impact fees or otherwise, in lieu of fees, meet Project Obligations to schools as approved by the Mountain View School District and Chaffey Joint Union High School District in accordance with Section 65995 of the California Government Code.	Less than significant.
The project will increase demands on police services	P-1. The developer shall pay development impact fees to that will offset the cost of new police services.	Less than significant.
The project will increase demands on fire services.	<p>F-1. To reduce fire hazards, wood-shingle and shake-shingle rooves shall be prohibited.</p> <p>F-2. To reduce fire hazards, fire hydrant locations and water mains shall meet standards established by the City Fire Department and reviewed and implemented by the Engineering Department.</p> <p>F-3. To reduce fire hazards when water is provided to the site, adequate fire flow pressure shall be provided for residential areas and non-residential projects in accordance with currently adopted standards (2001 California Fire Code Appendix III-A).</p> <p>F-4. To reduce fire hazards, adequate water supply shall be provided by the Fire Department prior to the framing stages of construction.</p> <p>F-5. To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.</p> <p>F-6. To reduce fire hazards, access roadways designed in accordance with Fire Department standards to within 150 feet of all structures, shall be provided prior to the framing stages of construction. This access is to be maintained in an unobstructed manner throughout construction.</p>	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Cumulative Impacts Future growth will result in an increased student population and substantially contribute to a significant cumulative impact on public school facilities. However, with the identified mitigation measure, no cumulative impacts would result.</p>	<p>Refer to mitigation measure S-1.</p>	<p>Less than significant.</p>
<p>UTILITIES (SECTION 5.10)</p>		
<p>Cumulative Impacts The increased solid waste that would be generated from implementation of the proposed project in combination with other related projects would significantly increase the amount of solid waste that would need to be disposed of in area landfills.</p>	<p>The Integrated Waste Management Act of 1989 (AB 939) requires jurisdictions to divert 50 percent of their solid waste from solid waste landfills. If all jurisdictions in San Bernardino County achieve the mandated diversion rate, the amount of solid waste disposed of in landfills will decrease. However, it is not certain that all jurisdictions will achieve this mandated diversion rate. Moreover, jurisdictions that achieve the mandated diversion rate would have to maintain this diversion rate indefinitely into the future. No feasible mitigation measures are required exist that would eliminate or substantially lessen the cumulative impacts to solid waste facilities.</p>	<p>Significant and unavoidable.</p>
<p>Cumulative Impacts The proposed project would contribute to a cumulative deficit in the availability of solid waste disposal capacity.</p>	<p>SW-1. Commercial - The developer shall comply with Municipal Code Section 6-3.314 Commercial Storage Standards, and Section 6-3.601 Business Recycling Plan. SW-2. Apartment - For apartments using commercial bin service, the developer shall comply with Municipal Code Section 6-3.314 Commercial Storage Standards and Section 6-3.601 Business Recycling Plan. SW-3. Residential - For curbside automated container service, the developer shall comply with Municipal Code Section 6-3.308.9(a) and (d), Residential Receptacles, Placement. SW-4. Recycling Requirements - The developer shall comply with Municipal Code Article 6. Recycling Requirements for Specified Business Activity, Section 6-3.601 Business Recycling Plan, and Section 6-3.602 Construction and Demolition Recycling Plan. SW-5. Site Improvement Plans shall follow the City of Ontario refuse collection standards.</p>	

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
CULTURAL RESOURCES (SECTION 5.11)		
<p>Possible subsurface archaeological resources, paleontological resources, and/or human remains could be affected by the proposed project (PS).</p>	<p>CR-1. Prior to issuance of a grading permit, the project sponsor shall provide written evidence to the City of Ontario that a qualified archaeologist, experienced with Native Americans and Native American resources, has been retained to observe grading activities and conduct salvage excavation of any archaeological resources or Native American resources that are discovered. The archeologist shall be present at the pre-grading conference, shall, establish procedures for archaeological resource surveillance, and shall establish procedures for temporarily halting or redirecting work in order to permit the sampling, identification and evaluation of the artifacts. If additional or unexpected archaeological features are discovered, the archaeologist shall report such findings to the City of Ontario. If the archeological resources or Native American resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the City of Ontario, for exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Ontario.</p> <p>CR-2. Prior to issuance of a grading permit, the project sponsor shall provide written evidence to the City of Ontario that a qualified paleontologist has been retained to observe grading activities and salvage any discovered fossils. The paleontologist shall be present at the pre-grading conference, shall establish procedures for paleontological resource surveillance, and shall establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the fossils. If major paleontological resources are discovered which require long term redirecting of grading, the paleontologist shall report such findings to the City of Ontario. The paleontologist shall determine appropriate actions, in cooperation with the applicant, which ensure proper exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Ontario.</p> <p>CR-3. If human remains are discovered during construction related activities, in conformance with California Health and Safety Code Section 7050.5, disturbance of the immediate area shall be halted</p>	<p>Less than significant</p>

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	until the San Bernardino County Coroner has made a determination regarding the origin and disposition as required by California Public Resources Code Section 5097.98. If encountered remains are determined to be of Native American origin, the Native American Heritage Commission shall be notified.	
LAND USE AND PLANNING (SECTION 5.12)		
Implementation of the proposed project would reduce the jobs/housing balance currently projected for the NMC, the City and the County and be inconsistent with SCAG regional policy.	No mitigation is possible other than to select an alternative project that includes fewer homes or more commercial development.	Significant and unavoidable
POPULATION AND HOUSING (SECTION 5.13)		
<p>The proposed project would provide population growth in the area. The existing uses on the property include a very small population estimated at 20 or less. The proposed General Plan Amendment with 4,259 du can be expected to generate a population of 13,970. The existing NMC General Plan permits 1,268 du with a projected population of 4,159. The additional 9,811 persons associated with the proposed General Plan Amendment would represent a 9.63 percent increase in the 101,845 population projected for the NMC. The SCAG population forecast for the NMC was 144,949. Thus, the increased population falls within the SCAG forecasts.</p> <p>The City of Ontario is forecast to add 53,846 persons to its population between 2006 (171,113 persons) and 2020 (224,977 persons). The additional 9,811 persons associated with the proposed General Plan amendment would represent 18.2 percent of that increase expected in 2020 when the proposed project can be expected to be completed. The significance of this population increase is addressed in this document as it relates to various environmental factors. Therefore, the impact of the population increase in and of itself is less than significant.</p>	No mitigation measures are necessary.	

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
<p>Cumulative Impacts The proposed project will promote increases in population greater than that considered in the NMC General Plan Amendment (GPA); however, the NMC GPA did provide for greater residential densities if the number of vehicle trips remained constant or decreased. The related projects listed in Section 4, Environmental Setting, do not include conversions of commercial uses to residential uses. Therefore, the impacts to population increases are limited to this project and there is no cumulative impact.</p> <p>The project provides beneficial impacts related to the provision of low and moderate income housing and therefore there are no cumulative impacts,</p>	<p>No mitigation measures are necessary.</p>	

2.5 - CONCLUSIONS

The Draft EIR evaluated potential impacts to the thirteen environmental issue areas previously identified in Section 2.2. With the inclusion of the Project Design Features and after implementation of the recommended Mitigation Measures, all potentially significant environmental effects have been reduced to a less than significant level except for the following environmental issues:

- Agriculture - Loss of Prime and Unique Farmland.
- Biological Resources - Cumulative loss of habitat.
- Air Quality - Exceed Air Quality Management District thresholds for nitrogen oxides (NO_x), reactive organic compounds (ROCs), carbon monoxide (CO), particulate matter (PM_{2.5} and PM₁₀).
- Water Quality - Cumulative impacts on Chino Basin.
- Utilities - Cumulative impact on solid waste disposal facilities.
- Land Use and Planning - Reductions to the jobs/housing planning ratio.
- Noise - Cumulative noise impacts would be experienced in the region.

Therefore, the City would be required to adopt a Statement of Overriding Considerations in accordance with Section 21081 of the CEQA Guidelines.