

SECTION 3: PROJECT DESCRIPTION

3.1 - PROJECT LOCATION

The project is located in southwestern San Bernardino County, within the City of Ontario (Exhibit 3-1). The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of San Bernardino, and 30 miles northeast of Orange County (Exhibit 3-2). The project site consists of approximately 510.6-gross acres of land generally located south of Riverside Drive and the Southern California Edison (SCE) substation, west of Milliken Avenue, north of the proposed Esperanza Specific Plan and the new Edison Avenue alignment, and east of Haven Avenue (Exhibit 3-3).

3.2 - PROJECT BACKGROUND

The project site is developed with dairies, a hog farm, associated single-family residences, and high-voltage electrical transmission lines owned and operated by SCE. The transmission lines bisect the eastern portion of the site in an east-west alignment and diagonally across the corners of the residential and commercial districts proposed for the project site (Exhibit 3-4). Research on when transmissions lines were constructed did not reveal exact construction dates; however, it is highly likely that these structures were constructed prior to 1978. Prior to this date, the project site was used for farming. No other uses are known to have previously existed on the project site. Existing property ownership is identified in Table 3-1 and depicted on Exhibit 3-5.

Table 3-1: Existing Property Ownership

Map ID	APNs	Ownership	Acres
1	218-161-04, 218-161-05, 218-161-10, 218-161-11	Hillardis	106.1
2	218-161-09, 218-211-08	SCE Company	21.2
3	218-161-08	Di Tommosso	24.3
4	218-161-01	Vander Eyk	78.3
5	218-211-02, 218-211-05	Scritsmier	49.0
6	218-211-08	Jacob, et al.	28.5
7	218-211-24, 218-211-17, 218-211-26	Vissar	79.4
8	218-211-25, 218-211-12	Watt	59.0

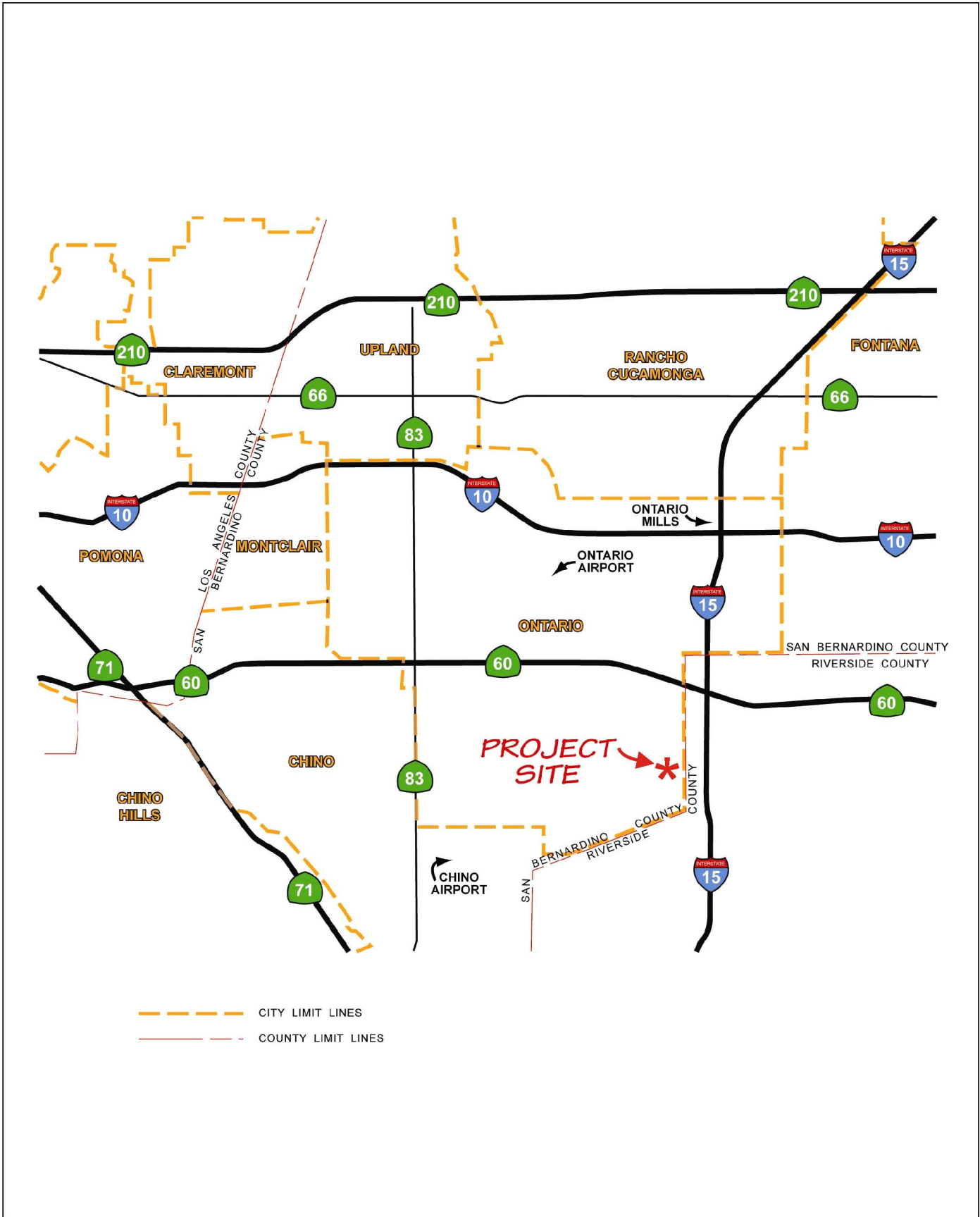
Table 3-1 (Cont.): Existing Property Ownership

Map ID	APNs	Ownership	Acres
9	218-211-21, 218-211-15	Pietersma	19.2
Notes: APN = Assessor's Parcel Number. Source: Rich Haven Specific Plan, 2006; RBF Consulting, July 11, 2006.			

In 1999, the City annexed approximately 8,200 acres of land of the area known, at that time, as the San Bernardino Agricultural Preserve. The San Bernardino Agricultural Preserve covered approximately 30,000 acres of unincorporated San Bernardino County and, at its operational peak in the 1970s, included approximately 340 dairy operations. Currently, there are approximately 174 active dairies. This action culminated a 7-year process that began with the 1993 decision by the San Bernardino County Board of Supervisors to dissolve the San Bernardino Agricultural Preserve. Within the City, this area is now known as the New Model Colony (NMC). This action brought land use authority under the control of the City. All of this land was zoned as Specific Plan in order to create cohesive, identifiable neighborhoods within the NMC to implement the vision of the NMC. The NMC is divided into 30 designated planning areas (PAs) known as subareas (Exhibit 3-6). Section 1.0 of the NMC General Plan states the purpose of these subareas is to provide a framework for the NMC whereby detailed specific plans will be required for development of each subarea that would determine individual property designations and entitlements.

The vision of the NMC is intended to become a place of diversity that includes a mix of residential neighborhoods, high intensity regional serving centers, employment centers, and an activity core that serves as the common focal point for all NMC neighborhoods and districts (Exhibit 3-7). All uses that are typically found in sustainable communities are here—housing, retail, offices, entertainment, educational, medical, visitor-oriented, industrial, schools, cultural, recreational and parks, government, and open space. These uses will be connected through a network of greenways/trails, open spaces, amenities, and infrastructure. Development will be organized around a number of amenities including a regional-scaled public park (Village Green), lake and waterways, a golf course, and extensively landscaped parkways and trails. Following are descriptions of these uses and a statistical summary of the NMC land uses is provided in Table 3-2.

Town Center. A Town Center will constitute the principal center of activity and identity for all NMC neighborhoods and districts. The highest densities/intensities of uses and public events will be concentrated here. A broad diversity of uses that serve as a destination for NMC residents will be accommodated including retail, office, entertainment, dining, hotels, cultural, performing arts, government, and similar uses. High-density housing will be integrated in mixed-use structures or as freestanding development to make the Town Center a

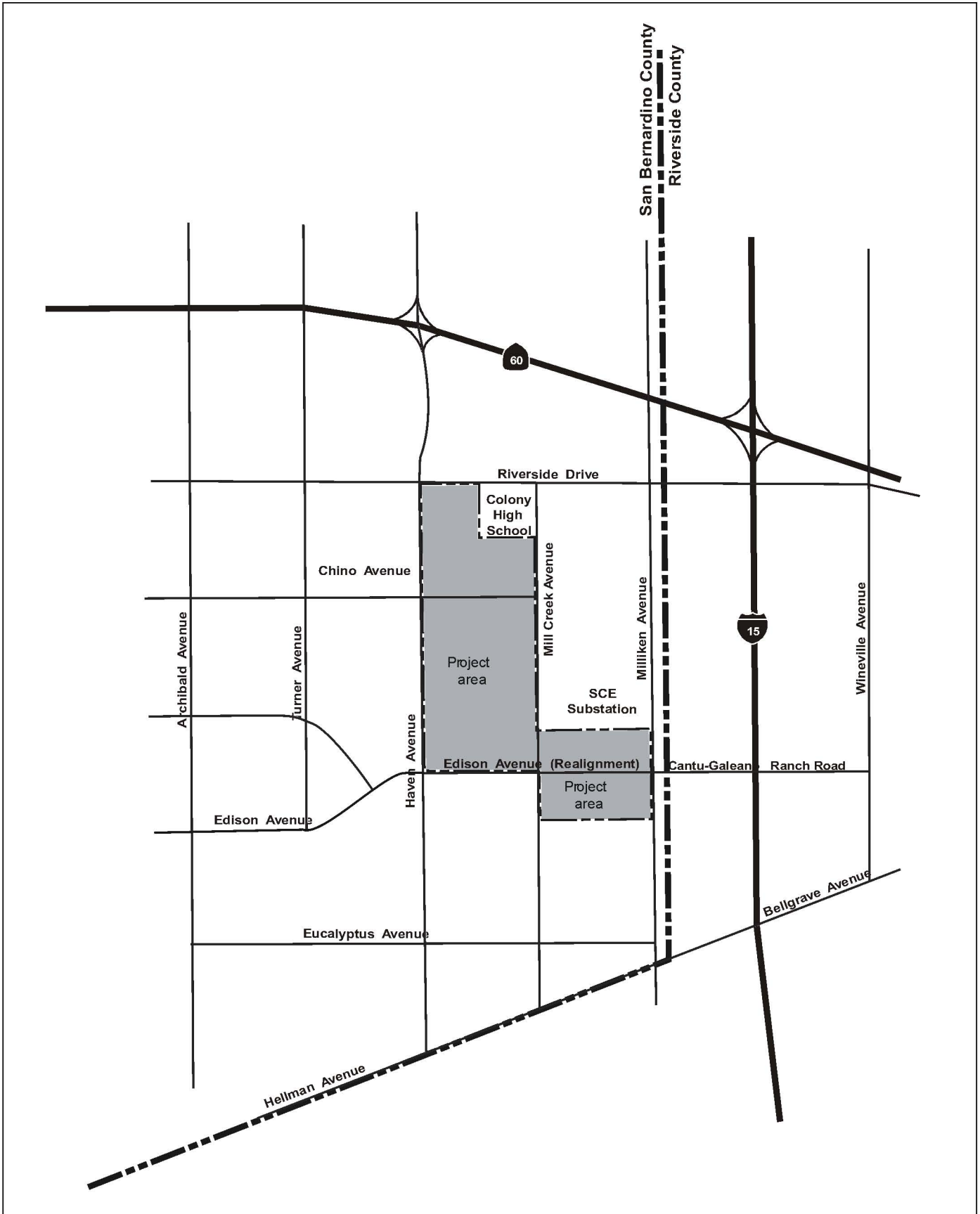


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Exhibit 3-1 Regional Location



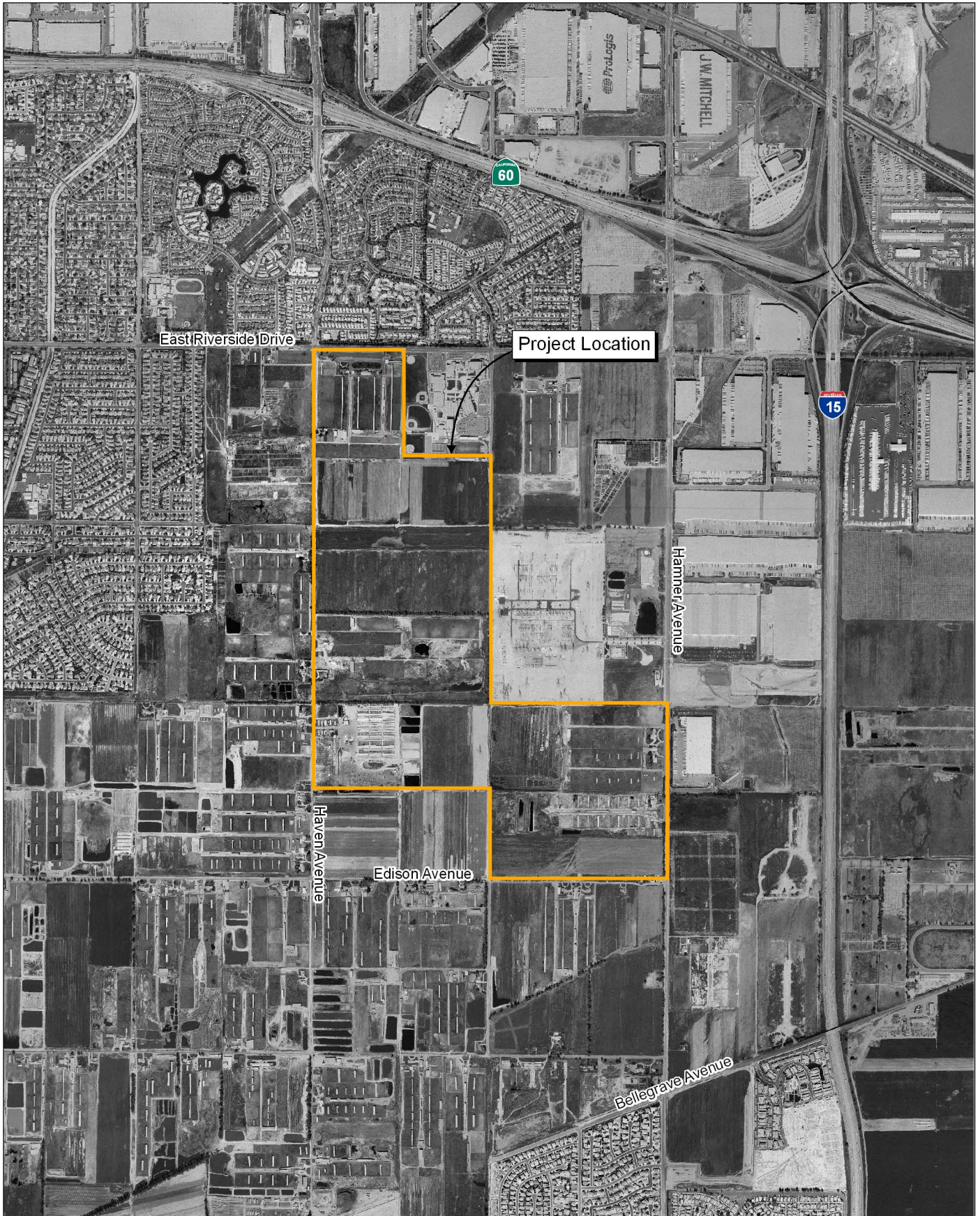
Source: RBF Consulting, July 2006.



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Exhibit 3-2 Local Vicinity Map



Source: Farmland Mapping and Monitoring Program 2004.

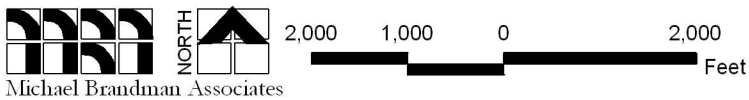
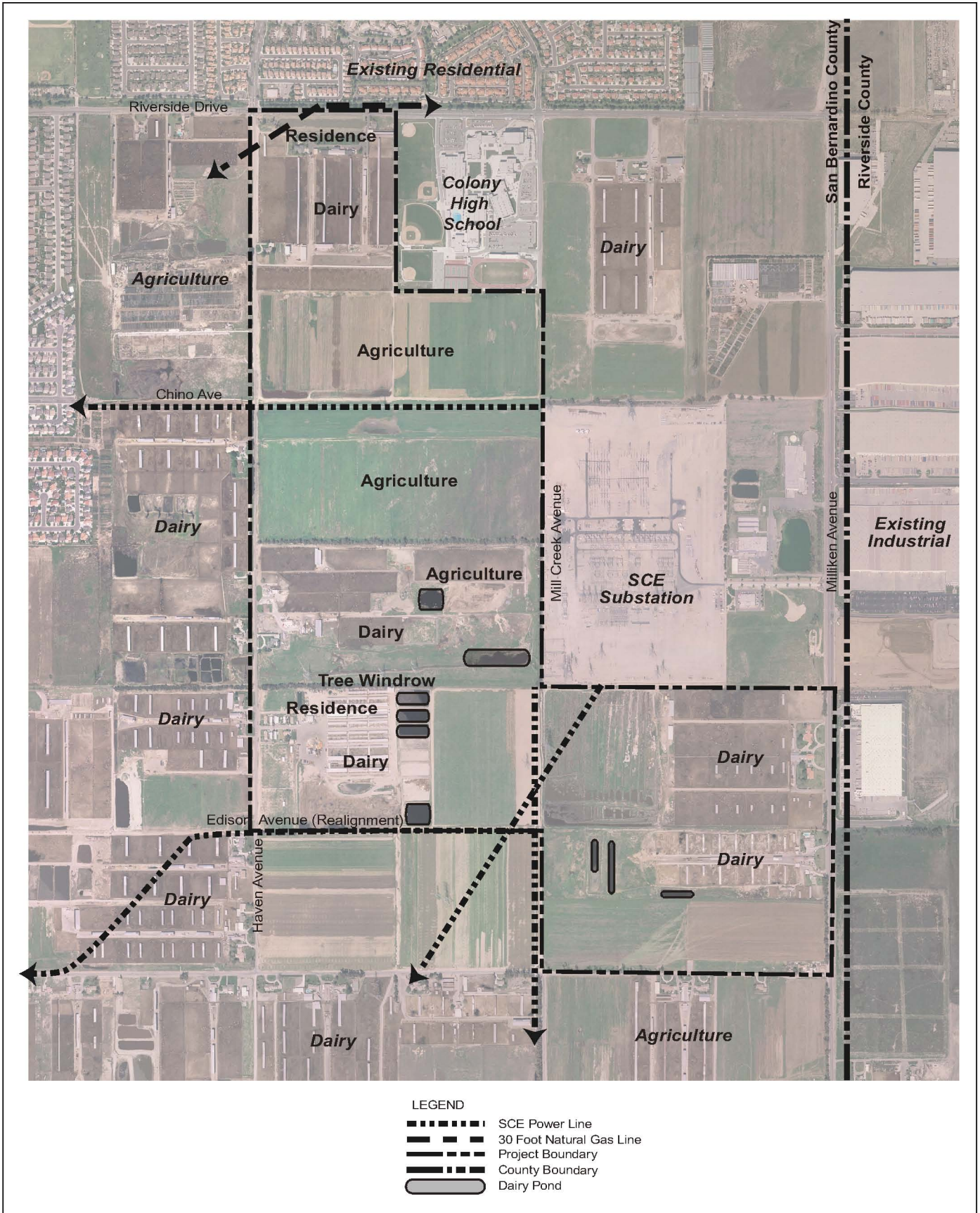


Exhibit 3-3 Project Location



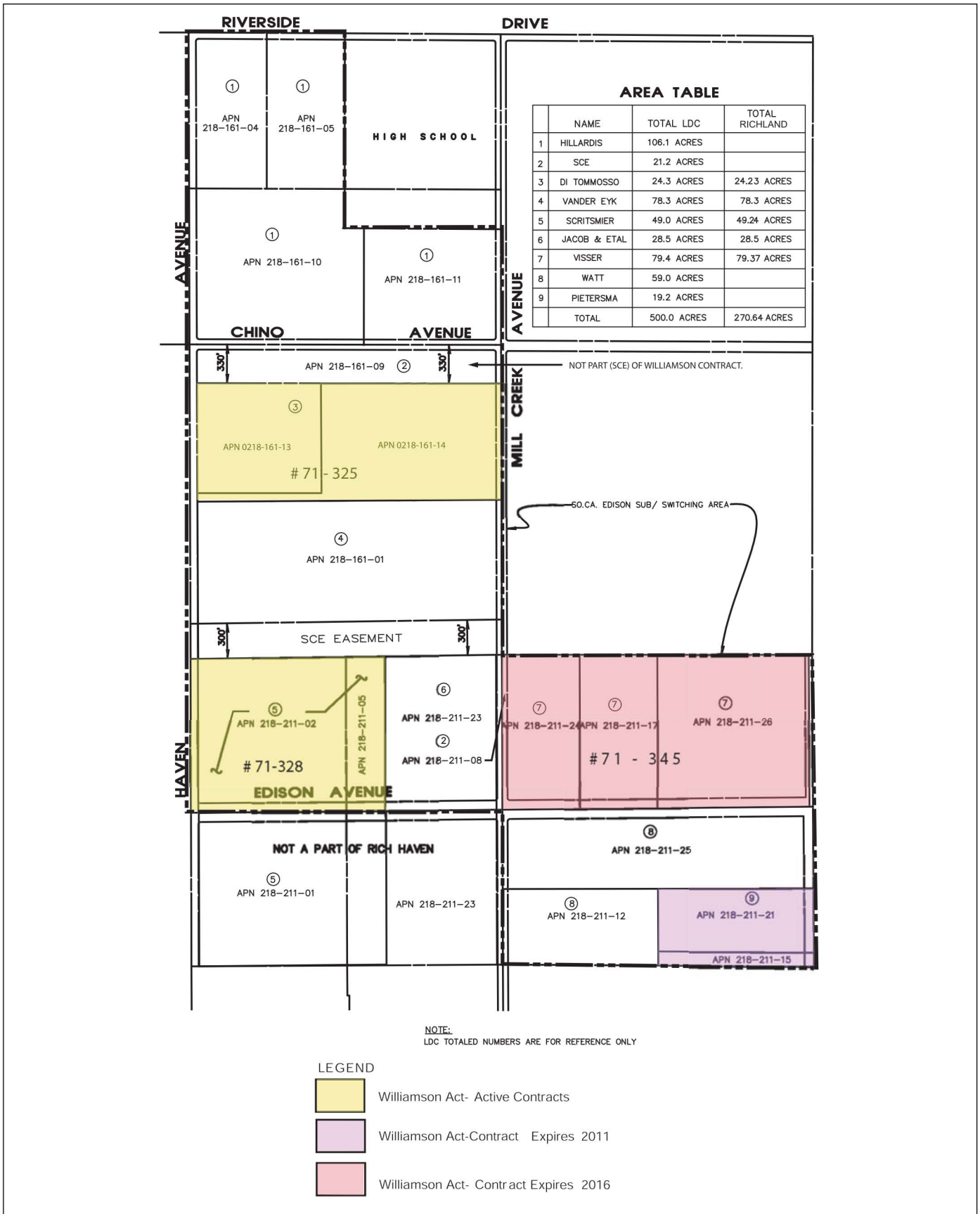
Source: RBF Consulting, July 2006.



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Exhibit 3-4 Existing Land Use

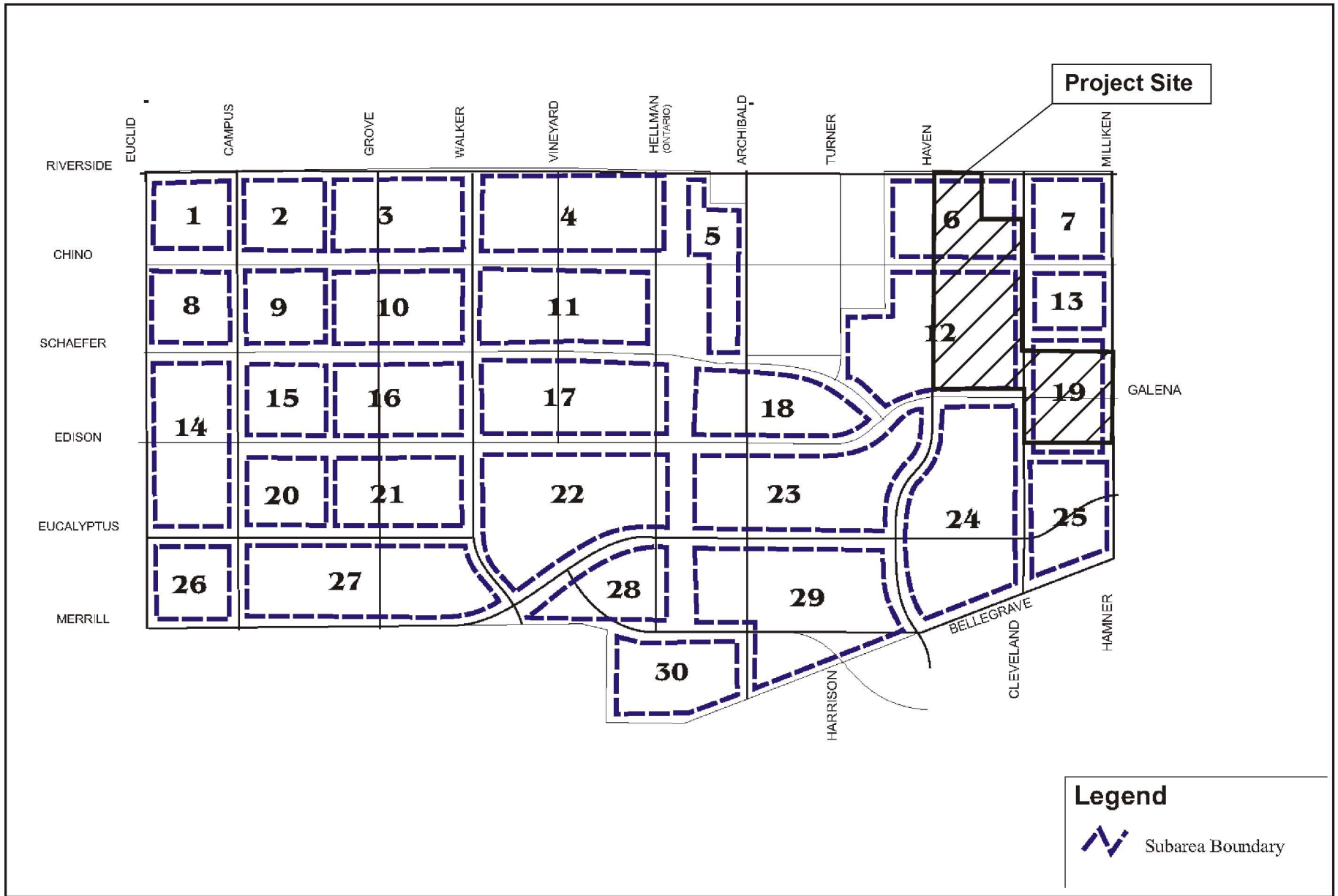


Source: RBF Consulting, January 2007.



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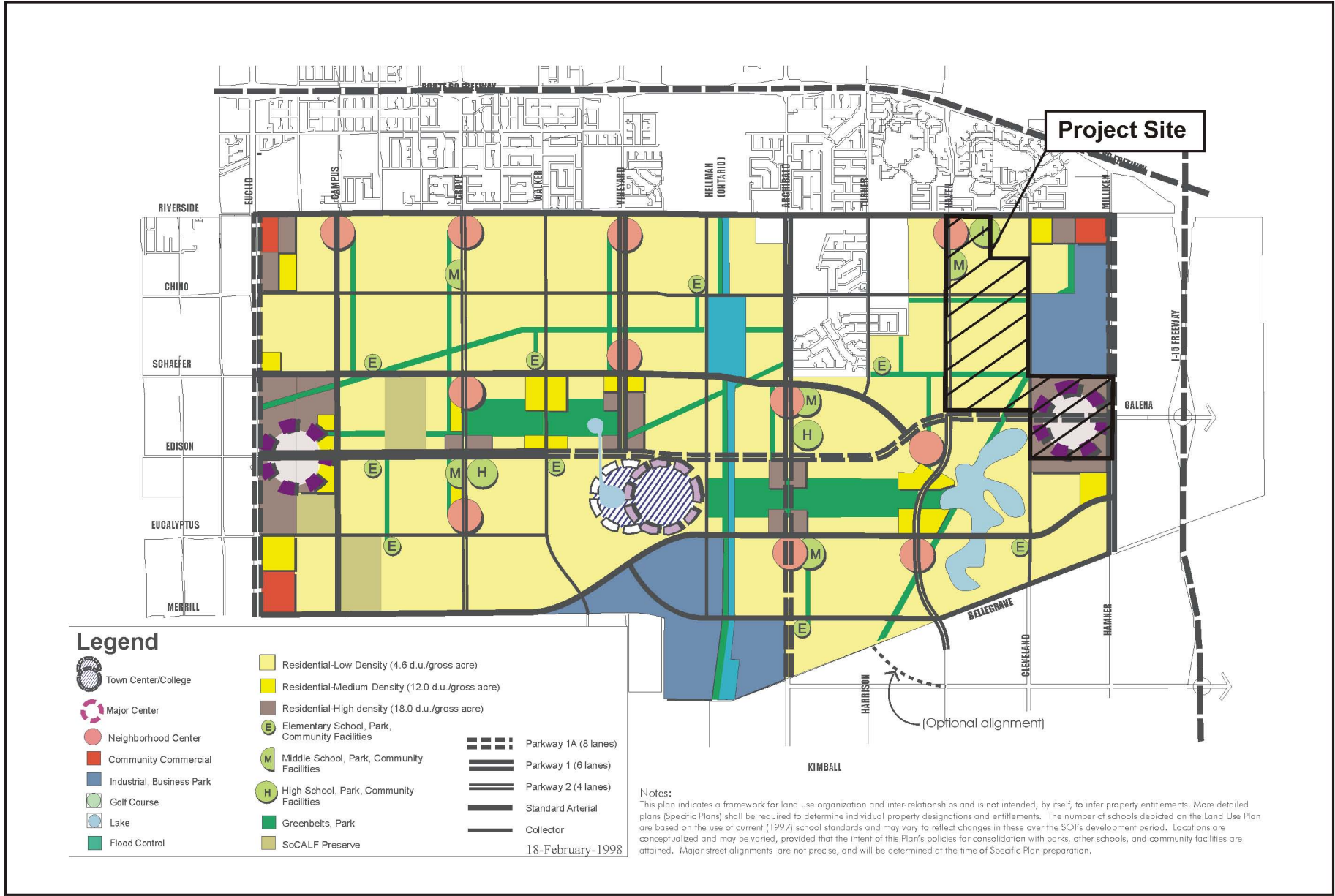
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Exhibit 3-6 New Model Colony Specific Plan Subareas

RICH HAVEN SPECIFIC PLAN DRAFT EIR



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Exhibit 3-7 New Model Colony Land Use Plan

RICH HAVEN SPECIFIC PLAN DRAFT EIR

24-hour working and living environment. This may include live/work facilities for artists, professionals, and others with home occupations.

The Town Center will be linked to surrounding residential neighborhoods and activity centers by a network of trails, bike paths, and greenways, as well as local streets. Its uses will transition with surrounding neighborhoods to integrate with adjacent residential areas and activity centers.

Village Green. A large-scale park known as the Village Green will be developed as a major amenity of the NMC and as a key organizational element of land use development.

Conceptually similar to Golden Gate Park in San Francisco, it may accommodate passive and recreational uses, museums, outdoor performance venues, botanical gardens, ponds and waterways, and similar elements. Adjacent residential and commercial uses will be sited to take advantage of views and access to the park. It will be linked to surrounding residential neighborhoods and activity centers by a network of trails, bike paths, and greenways.

Regional Centers. These will accommodate uses that serve and attract a regional population, provide employment opportunities, and contribute substantial revenues for the maintenance of City and local services. A diversity of “destination” uses may be accommodated including regional and specialty retail, professional offices, medical and research facilities, hotels and conference facilities, large-scale entertainment complexes, commercial recreational and sports uses, and similar functions. Higher density housing, including live/work facilities, may be incorporated within or immediately abutting the centers to intensify their activity and support population.

Business Parks. Business parks will provide employment opportunities for local and regional residents and support other uses, such as medical and educational facilities, within the NMC. These will accommodate “clean,” non-polluting industries, with an emphasis on high technology, research, and educational businesses. The parks will accommodate a wider diversity of supporting uses than normal to reflect the changing functions, products, and needs of the industrial sector of the economy. This may encompass financial, retail sales, professional office, design, and similar uses that need to be located in proximity of the primary uses to maximize efficiency.

Residential Neighborhoods. A diversity of housing types will be accommodated in each neighborhood offering opportunities for differing family sizes and compositions, age groups, incomes, and lifestyles. This may encompass small lot detached or attached units, townhomes, co-housing, apartments, and other new forms of housing that may emerge from market conditions in addition to traditional single-family detached configurations. A portion

of the NMC will be developed with higher priced executive housing. The various types of housing will be integrated and mixed within neighborhoods, offering diversity within a small area. Large scale areas consistently developed with high-density apartments will be avoided. Rather, these units will be distributed in smaller pockets and integrated with lower density forms of housing.

Infrastructure. The NMC includes a comprehensive plan to develop utilities and services synchronously with the development of residential and commercial uses. These plans include backbone water, sewer, storm drainage, and traffic circulation systems. The complete systems are presented in Section 4 of the NMC GPA which is incorporated by reference. The portions of these systems that relate to the proposed project include:

- **Water System:** 16-inch water distribution lines along Edison, Haven, Chino, Milliken, and Cleveland Avenues.
- **Waste Water System:** Major lines along Milliken, Chino, and Haven Avenues running south to connect to Bellegrave Avenue.
- **Storm Drainage System:** Major drains along Milliken and Cleveland Avenues connecting to Bellegrave Avenue.
- **Circulation System:** Milliken Drive and Edison Avenue that are parkways with 8 lanes, Haven Avenue that is a parkway with 4 lanes, and Cleveland and Chino Avenues that are collector streets.

Table 3-2: NMC Statistical Summary

Land Use Component	Acres	Percent of NMC
Single-Family and Multi-Family Residential <i>(Multi-Family is also included as mixed-use housing in the Town Center)</i>	5,196	63.35%
Commercial		
• Neighborhood.....	120	
• Community.....	40	
• Retail		
-Town Center Mixed-Use.....	15	
-Town Center Retail.....	35	
-Business Park Retail	30	
• Office (<i>Town Center only</i>)	29	
• Regional	195	
• Hotel/Conference	<u>40</u>	
Sub-total	504	6.14%

Table 3-2 (Cont.): NMC Statistical Summary

Land Use Component	Acres	Percent of NMC
Industrial		
• Light Manufacturing	66	
• Business Park	<u>272</u>	
Sub-total	338	4.12%
Specialty		
• Educational Campus	80	
• Sports Complex	<u>20</u>	
Sub-total	100	1.22%
Public		
• SCE Sub-station (<i>excludes transmission line corridors</i>).....		
• Drainage/Detention Basins	160	
• Community Facility	185	
• Parks.....	11	
• Schools.....	163	
Sub-total	<u>420</u>	
	939	11.45%
Amenity		
• Village Green	355	
• Lake	50	
• Golf Course.....	150	
• SoCal Properties.....	200	
• Trails/SCE Transmission Line Corridors		
• Trails/Passive Open Space	291	
Sub-total	<u>79</u>	
	1,125	13.72%
Total	8,202	100.00%
Source: NMC General Plan, 1998.		

The Rich Haven Project represents the ninth development proposal within the NMC. 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 buildout of each subarea within the NMC. To date, 11 specific plans have been prepared or are in the process of being prepared by the City within the NMC. As of this date, 3 of these 11 specific plans have been approved or developed. The proposed Rich Haven Project is the seventh proposed specific plan development proposal within the NMC. Development of the Rich Haven Project includes development of residential neighborhoods and a regional commercial center consistent with the planned uses of the NMC previously described.

3.3 - PROJECT CHARACTERISTICS

3.3.1 - Project Overview

The Rich Haven Project proposes residential development and regional commercial development with parks and open space. The application involves creation of a Specific Plan to regulate development of a proposed master planned community within portions of Planning Subareas 6 and 12, and all of Subarea 19, within the City's NMC (Exhibit 3-8).

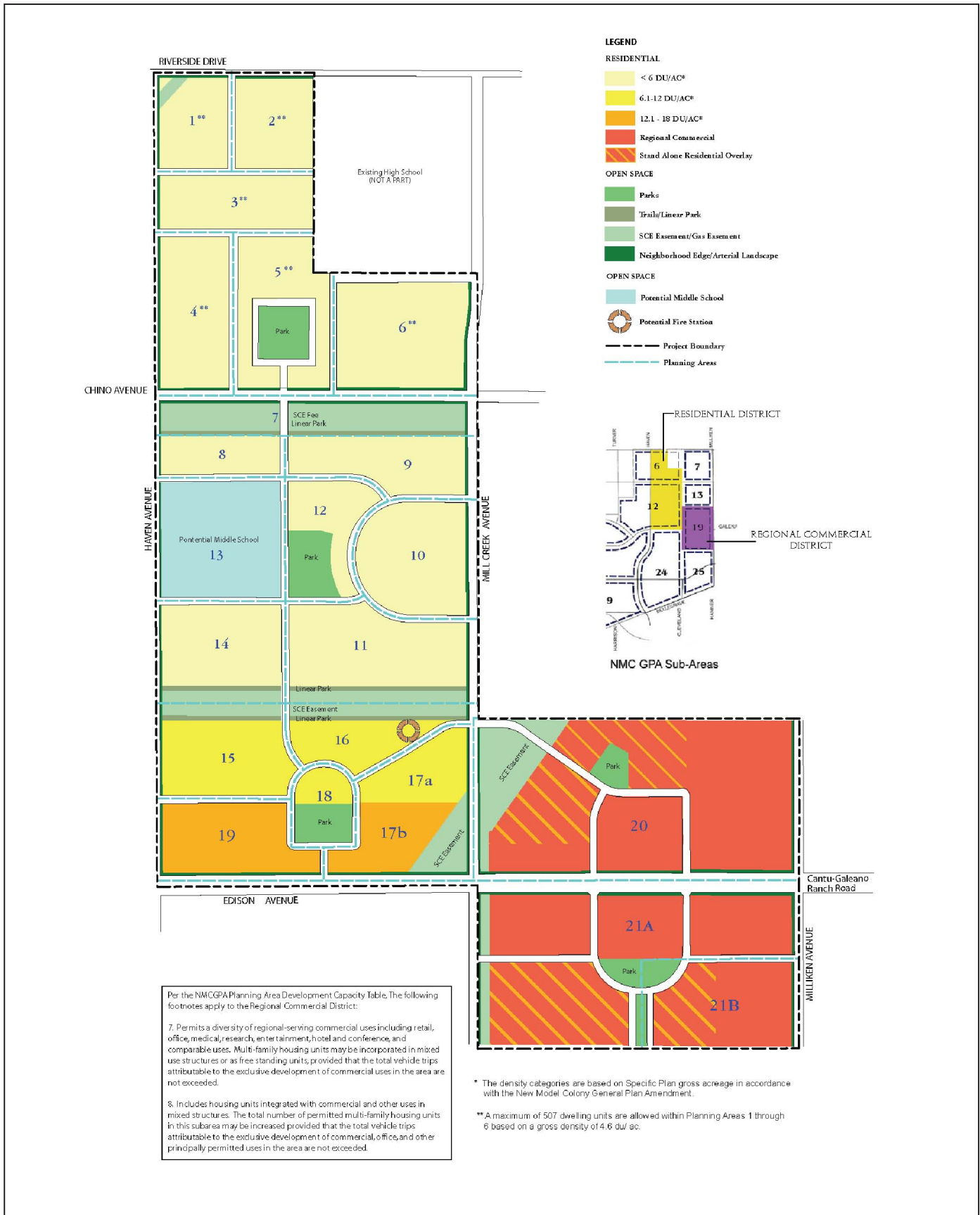
The Specific Plan Land Use Plan proposes the following:

- Development standards and guidelines for the various land use designations.
- Development of 1,259 to 4,256 residential dwelling units (du).
- Development of 889,200 to 1,306,800 square feet (sq ft) of regional commercial/office.
- Development maximum daily vehicle trips not to exceed 49,271 daily trips.
- Development of approximately 27 acres of parks.
- Development of two ground water wells on 20,000 sq ft parcels on Haven and Edison Avenues.
- A proposed 24.8-acre Middle School in PA13.
- A new fire station on a 1.5-acre site located in PA16.
- Provisions for providing infrastructure and utilities to serve the site.
- Vehicular circulation in and around the Specific Plan boundaries.

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.

The project would be constructed in two phases. Phase I would include PAs 9 through 21A. Phase II would include PAs 1 through 8 and 21B and would be constructed some time after 2012.

In addition to the proposed improvements, demolition and/or removal of onsite structures would occur, as well as and offsite export of organic-rich soils that are unsuitable for development.



Per the NMC GPA Planning Area Development Capacity Table, the following footnotes apply to the Regional Commercial District:

7. Permits a diversity of regional-serving commercial uses including retail, office, medical, research, entertainment, hotel and conference, and comparable uses. Multi-family housing units may be incorporated in mixed use structures or as free standing units, provided that the total vehicle trips attributable to the exclusive development of commercial uses in the area are not exceeded.

8. Includes housing units integrated with commercial and other uses in mixed structures. The total number of permitted multi-family housing units in this subarea may be increased provided that the total vehicle trips attributable to the exclusive development of commercial, office, and other principally permitted uses in the area are not exceeded.

* The density categories are based on Specific Plan gross acreage in accordance with the New Model Colony General Plan Amendment.

** A maximum of 507 dwelling units are allowed within Planning Areas 1 through 6 based on a gross density of 4.6 du/ ac.

Source: RBF Consulting, April 2006.



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Exhibit 3-8 Land Use Plan

Table 3-3 provides a statistical summary of the proposed project with the maximum amount of residential units and the minimum amount of regional commercial square footage. This is the alternative that is analyzed in the body of this Draft EIR. The minimum amount of residential and the maximum amount of regional commercial use are analyzed in Section 8, Alternatives to the Proposed Project, under the Baseline Alternative. Each component of the proposed project is fully described in individual sub-sections that follow, which include the technical, economic, and environmental characteristics of the proposed project. A detailed description of the design principles is contained in the text of the Specific Plan.

Table 3-3: Rich Haven Specific Plan Land Use Summary

Planning Area	Land Use-Product Type	Dwelling Units	Gross Acres	Density du/acre	Comm./Office SF/ Approximate Acres
Residential District					
1	Residential-SFD	58	12.8	4.6	—
2	Residential-SFD	58	12.7	4.6	—
3	Residential-SFD	74	14.9	5.0	—
4	Residential-SFD	86	20.5	4.2	—
5	Residential-SFD and Park	91	23.4	3.9	—
6	Residential-SFD	136	26.3	5.2	—
Subarea 6 Total		503	110.6	4.58	
7	Edison Easement	0	20.1	0.0	—
8	Residential-Small Lot SFD	49	8.6	5.8	—
9	Residential-Small Lot SFD	89	15.4	5.8	—
10	Residential-Small Lot SFD	116	20.0	5.8	—
11	Residential-Small Lot SFD	158	27.3	5.8	—
12	Residential-Small Lot SFD and Park	87	15.1	5.8	—
13	Middle School	0	24.8	0.0	—
14	Residential-Small Lot SFD	122	21.1	5.8	—
15	Residential-Condo/Attached	248	19.8	12.5	—
16	Residential-Condo/Attached	181	14.5	12.5	—
17a	Residential-Condo/Attached	153	10.2	15.0	—
17b	Residential-Condo/Attached	286	19.9	18.0	—
18	Residential-Condo/Attached and Park	129	7.3	17.8	—
19	Residential-Condo/Attached	358	19.9	18.0	—

Table 3-3 (Cont.): Rich Haven Specific Plan Land Use Summary

Planning Area	Land Use-Product Type	Dwelling Units	Gross Acres	Density DU/Ac.	Comm./Office SF / Approximate Acres
Subarea 12 Total		1,976	240.0	9.2	—
Residential District Sub-Total		2,479	350.6	7.1	—
Regional Commercial/Mixed Use District					
20	Residential-Attached Condo, Comm. and Park	725	80.0	9.1	440,800 / 35.4
21A	Residential-Attached Condo; Small Lot SFD and Comm.	852	60.0	14.2	325,000 / 17.4
21B	Residential and Comm.	200	20.0	10.1	123,400 / 10
Subtotal \Subarea 19		1,777	160.0	11.1	889,200 / 62.8
Regional Commercial/Mixed-Use District Subtotal		1,777	160.0	11.1	889,200 / 62.8
Project Total		4,256	510.6	8.3	889,200 / 62.8
Notes: SFD = single-family dwelling du = dwelling unit Source: Rich Haven Specific Plan, 2006.					

3.3.2 - Proposed General Plan Amendment

The Rich Haven Specific Plan includes a General Plan Amendment to permit reallocation of the existing residential designations within the project site. The existing NMC General Plan permits the trade-out of commercial square footage for multiple-family residential du based on vehicle trips. The General Plan Amendment is required to change the NMC General Plan land use designation for Subareas 6 and 12 from 7.0 du/ac average density to 12.0 du/ac average density (Exhibit 3-9), allowing for the transfer of density/trips from the adjacent Regional Commercial District to the adjacent Residential District.

The proposed General Plan Amendment would allow the permitted number of dus on the project site for PAs 1 through 19 (Subareas 6 and 12) to increase from 1,268 to 2,479 dus. The amount of regional commercial square footage for PAs 20 and 21 (Subarea 19) could be reduced from 1,306,000 sq ft to 889,200 sq ft.

3.3.3 - Proposed Development Characteristics

The proposed project includes a residential component and regional commercial component as described in the following sections. Development standards for each of these are contained in the Rich Haven Specific Plan.



Source: RBF Consulting, February 2006.



Exhibit 3-9
Existing General Plan

Residential Component

As shown on Table 3-4, the Residential Component encompasses 350.6 acres and could provide a mixture of low, medium, and high density residential uses ranging from 3.9 to 18.0 du/acre with a maximum of 2,479 du. Lower density residential land use areas are located in the northerly portions of the project site and higher density uses are dispersed throughout the southerly portions of the project area. All residential neighborhoods are linked by a network of sidewalks and on-street bicycle paths to the parks, Colony High School (located on the north boundary of the project site), the SCE Corridor Trails (located in the central portions of the project site) and to commercial uses on the southeasterly portion of the project site (Exhibit 3-8). The residential component includes parks and a 24.8-acre Middle School.

Full buildout of the residential component (4,256 du) would result in approximately 14,977 persons residing within the project site boundaries. This estimate assumes 100 percent occupancy and 3.997 persons per single-family household and 3.347 persons per multi-family household (City of Ontario 2003).

Regional Commercial/ Mixed Use Component

As shown on Table 3-4, the Rich Haven Project includes approximately 160 acres designated for development of Regional Commercial uses and Mixed Use Development with up to 1,777 du and between 889,200 and 1,306,200 sq ft of commercial use. The Commercial District could include a full range of commercial, office, research, retail, food service, office, medical office, vertical residential, live-work units, as well as stand alone residential neighborhoods (Exhibit 3-8). The Commercial District is further broken down into PAs. PA 20 could incorporate 725 residential units and 440,800 sq ft of commercial/office uses. PA 21A could incorporate a total of 325,000 sq ft of commercial uses and 852 residential units. PA 21B could incorporate a total of 123,400 sq ft of commercial uses and 200 residential units.

The public facilities within the Commercial Component include SCE easements totaling 9.49 acres in PA 20 and 2.83 acres in PA 21A. There are also two public parks. Final plans for the project would include an allowance for a transfer of residential density from the Commercial District within PAs 20 and/or 21 to residential PAs within the Residential District.

Project Phasing

The project will proceed in two phases as outlined in the Specific Plan document. Phase I will include PAs 9 through 21A and Phase II will include PAs 1 through 8 and 21B. Phase II is not expected to begin until after 2012. Development of individual PAs and associated parks facilities will occur as appropriate levels of master infrastructure, public facilities, and any required dedications are

provided. Backbone infrastructure to serve all areas of the Rich-Haven Specific Plan area shall be installed by the developer(s) in accordance with the City's adopted Master Plan for the areas or any approved amendments to it.

Recreation and Open Space Component

Parks

Parks will be provided in the amount of 5 acres per 1,000 residents with a minimum of 2 acres per 1,000 residents in each development. Parks can include plazas within the Regional Commercial/Mixed Use District but excludes the SCE easements. The Rich Haven Specific Plan proposes three parks within the residential component and two parks within the mixed use commercial area (PAs 20 and 21). These parks may include picnic areas, tot lots, trails, and open play fields.

SCE Corridor Trail

As shown on Exhibit 3-8, there are a total of 50.22 acres of SCE easements contained in PAs 7, 11, 14, 15, 16, 17B, 20 and 21A. The Rich Haven Project proposes use of a portion of the SCE Corridors that cross portions of the site as a pedestrian and bicycle paths. These trails will provide a link to the City's Master Plan of Trails that have been proposed for SCE easements and corridors located within the City. A multi-purpose pedestrian and bicycle trail would be constructed between Haven and Mill Creek avenues. Pedestrian and bicycle access to the SCE Corridor Trail would be provided at key points from both the residential and commercial components of the Rich Haven Project. SCE permits a variety of open space uses on its easements including passive park facilities. The applicant has confirmed with SCE that the trails and other uses proposed on these easements are permitted.

Parking

Parking would be provided for each component of the Rich Haven Project in accordance with Article 30 of the Development Code and Section 9-1.3010 of the City of Ontario Municipal Code. Table 3-4 provides a summary of the proposed parking standards.

Table 3-4: Rich Haven Parking Standards

Component	Parking Spaces
Detached Residential (Subareas P-1 through P-14)	2 per du within a garage.
Attached Residential (Subareas P-15 through P-21)	1.75 per one bedroom unit. 2 per two bedroom unit. 2.5 per three bedroom unit Guest Parking (P-15 and P-21): 1 space for each 4 units up to 50 on the building lot and 1 space for every 5 units between 51 and 100 units on the building lot.
Parks	To be determined.
Retail-Commercial	1 space per 100 to 500 sq ft depending upon use (see Specific Plan).
Notes: Refer to Exhibit 3-8 for locations of residential subareas P-1 through P-21. Source: Rich Haven Specific Plan, 2006; and City of Ontario Municipal Code Section 9-1.3010.	

Landscaping

Landscaping will be provided throughout the project site to include a mix of deciduous and evergreen trees, shrubs, vines, and various types of groundcover. The residential component proposes a combination of street trees, under story trees, accent trees, alley trees, buffer plantings, vines, and turf. The recreation and open space component proposes a combination of accent and shade trees and groundcover plantings along the SCE Corridor Trail. The remainder of the SCE Corridor is proposed to remain as open space and no landscaping is proposed for this portion. The commercial component proposes evergreen trees, landscaping at project site entrance points and at building entrances, canopy trees within parking lots, and various landscaping along walkways and building edges.

Signage

Monument signage is proposed at the residential entry points to the residential component that would be constructed of masonry and brick. These entry points would be located along Riverside Drive, Mill Creek Avenue, and Haven Avenue. Signage for the commercial component would be located at the entry points along Milliken Avenue, Mill Creek Avenue, and New Edison Avenue.

Sales office signage will be installed for the purpose of directing traffic to, and identifying the location of, the temporary residential home sales office that will be located on the project site. This signage may be modified upon completion of a permanent sales office and removed upon closure of the sales office.

Lighting

Residential structural lighting would consist of lighting on walls and walkways. Commercial and business park/light industrial lighting would consist of walkway lighting, parking lot lighting, tenant signage, way-finding signage, and commercial identification signage. Street lighting would be installed in conformance with the Ontario Development Code. No lighting is proposed for the SCE Corridor Trail.

Fencing and Walls

The Rich Haven Project proposes to install perimeter walls, interior walls, and accent walls for the residential component. Perimeter walls surrounding the residential portion of the project site would consist of three types: tubular steel fences; split wall fences, which include split-rail fences; and split face pilasters. The perimeter walls would also incorporate trees, vines, and shrubbery into the design. Interior walls located along front and side yards and retaining walls would be constructed of a material that matches the architectural style of the adjacent structures. Accent walls are generally proposed in front yards, are limited in height to forty-two inches, and would match the architectural style of the adjacent structures.

Fencing and walls for the commercial component would be provided in accordance with Article 16 of the Ontario Development Code.

Building Heights

Building heights of the proposed structures vary according to the type of development. Table 3-5 provides a summary of maximum building heights.

Table 3-5: Maximum Building Heights

Component	Maximum Height
Detached Low/Medium Residential (PA1-6, 8-12, 14, 17A and 18)	35 feet
High Density Residential (PA17-21B)	45 feet
Mixed Use Commercial	Single Use Structure 3 stories/45 feet Vertical Mixed Use 4 stories/65 feet Architectural Projections 75 feet
Live Work	3 stories
Notes: See Exhibit 3-8 for locations of residential subareas Planning Area (PA) 1 through PA-21. Source: Rich Haven Specific Plan, 2006; and RBF Consulting, July 11, 2006.	

3.3.4 - Proposed Infrastructure

The proposed project includes onsite and offsite infrastructure improvements related to vehicular access, vehicular circulation, domestic water supply, reclaimed water supply, wastewater conveyance, stormwater drainage, and pedestrian and bicycle circulation. Chapter 4 of the Specific Plan provides a detailed description of Infrastructure and Services. Onsite improvements are primarily related to the characteristics of the proposed project and offsite improvements are primarily related to the infrastructure necessary to implement development throughout the NMC. Conceptual infrastructure plans were identified in the NMC General Plan and are referred to as NMC-programmed infrastructure. Some infrastructure may serve areas located outside of the boundaries of the NMC, such as the County Line Stormwater Channel. Section 1.0 of the NMC General Plan stated that detailed infrastructure plans and studies would be required prior to the approval of individual subarea specific plans.

This section describes the infrastructure required for implementation of the Rich Haven Project, which includes portions of the NMC infrastructure. The portions of the NMC-programmed infrastructure necessary for implementation of the Rich Haven Project would be funded by a “Fair Share” contribution from the project applicant, as described in Section 3.0 of the NMC General Plan. The City is currently devising a financial allocation mechanism for development within the NMC.

Vehicular Access and Circulation

Vehicular access to the project would be from the existing backbone roadways that border and traverse the area. These include Riverside Drive, Haven Avenue, Chino Avenue, New Edison Avenue, Milliken Avenue, and Mill Creek (Cleveland) Avenue. Internal project streets will connect to those roadways and have a variety of widths to provide safe and efficient vehicular circulation. The internal streets within the Regional Commercial/Mixed Use District will form a central loop off New Edison Avenue. (A complete description of project streets and construction standards are contained in Chapter 4 of the Specific Plan.) A variety of Traffic Calming devices will be employed such as roundabouts, chicanes, bulbouts, and chokers (see Specific Plan’s Figure 4-3). Vehicular circulation is depicted on Exhibit 3-10.

Pedestrian/Bicycle Circulation/Transit

The Rich Haven Specific Plan will provide pedestrian and bicycle facilities to interconnect with the NMC trail systems. Internal project streets will be constructed with pedestrian friendly streets to interconnect all portions of the project area and all surrounding uses such as the Colony High School and the proposed elementary schools within outside the project area. Pedestrian and bicycle trails will be located within the Edison easements. These facilities are shown on Figure 4-4, Trails and Bikeway Plan. in the Specific Plan document.

Public transit in the City of Ontario is currently provided by Omnitrans, which does not presently provide regular fixed route transit services inside the NMC area. Omnitrans, in conjunction with the City of Ontario Transportation Department, is currently drafting a plan for future transit routes and infrastructure within the NMC. Development of the Rich Haven Specific Plan will be in accordance with this plan, once drafted and adopted. Bus turnouts and shelters, to serve the future residents, shall be provided as on arterial and collector roadways prescribed by Omnitrans and approved by the City.

In addition, the Riverside Transit Authority (RTA) service area boundaries are located to the east of Planning Subareas 20 and 21, along Milliken Avenue. Currently, service by RTA will not be provided within the Rich Haven development. Current transit facilities are depicted in the Section 5.6, Traffic, on Exhibit 5.6-4.

Domestic and Reclaimed Water

The Rich Haven Water Master Plan will be integrated within the City of Ontario's Water Master Plan and the NMC backbone system that will include both domestic and reclaimed water infrastructure.

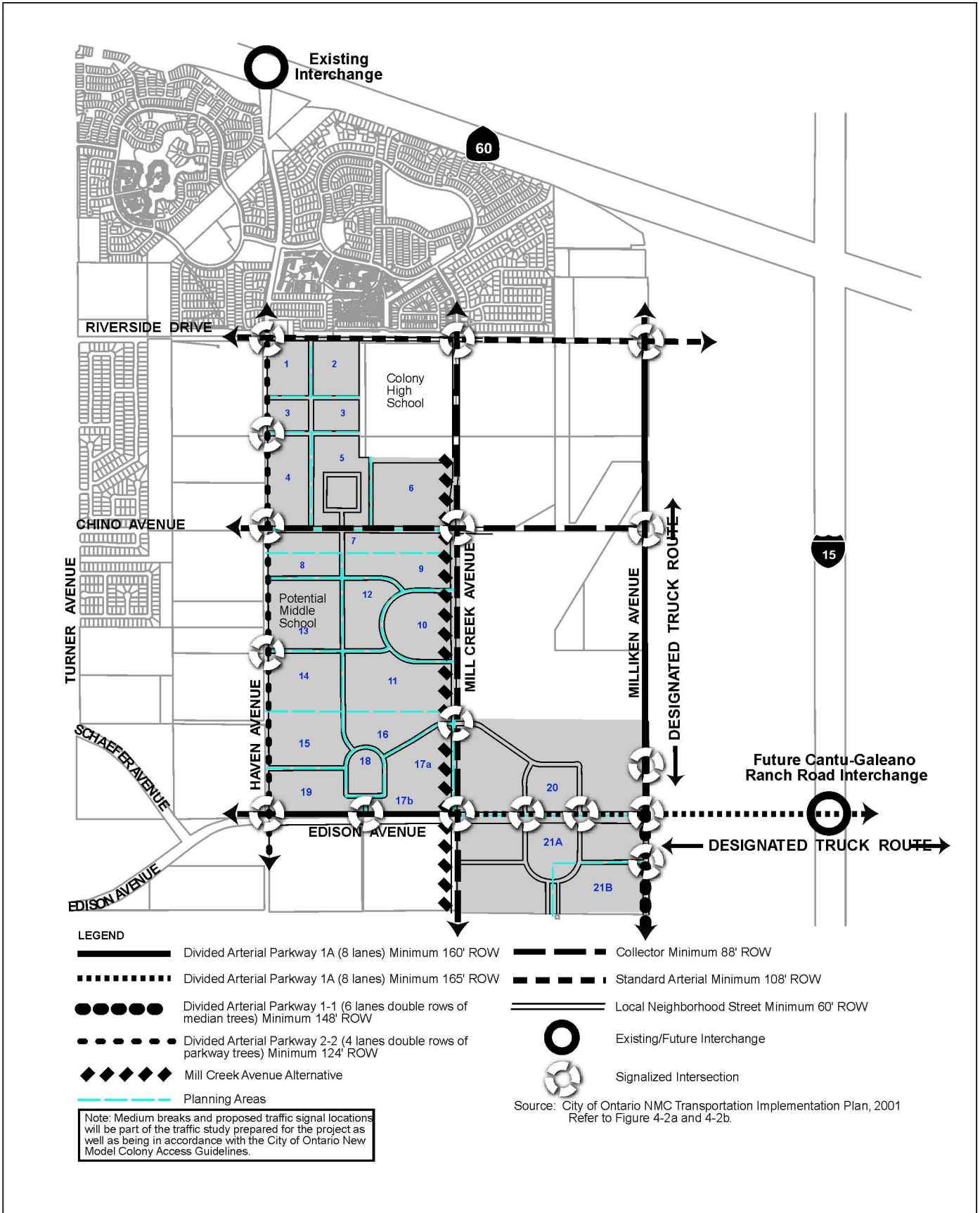
Domestic water will be provided by 12 to 18 inch lines within Haven, Mill Creek, and Milliken Avenues that will connect to existing water distribution lines in Riverside Drive.

Developers/merchant builders will install 8-inch water mains to serve individual developments.

Reclaimed water may be used to irrigate the project's schools and greenbelts. A six-inch reclaimed water main will be constructed east along New Edison Avenue to serve the Mixed Use Commercial District. Two water wells will be provided on the site on 20,000 sq ft lots in structures that resemble nearby residences with perimeter walls and parking for maintenance vehicles. The Master Plans for domestic and reclaimed water are portrayed on Exhibit 3-11 and Exhibit 3-12.

Wastewater

The Rich Haven Sewer Master Plan will be integrated within the backbone NMC Sewer Master Plan. This will be a gravity system generally draining from north to south. Lines ranging from 15 inches to 24 inches will be constructed within Haven and Millcreek avenues and 8-inch lines will be installed by merchant builders to serve individual developments. The Rich Haven sewer system is depicted on Exhibit 3-13.



Source: RBF Consulting, July 2006.



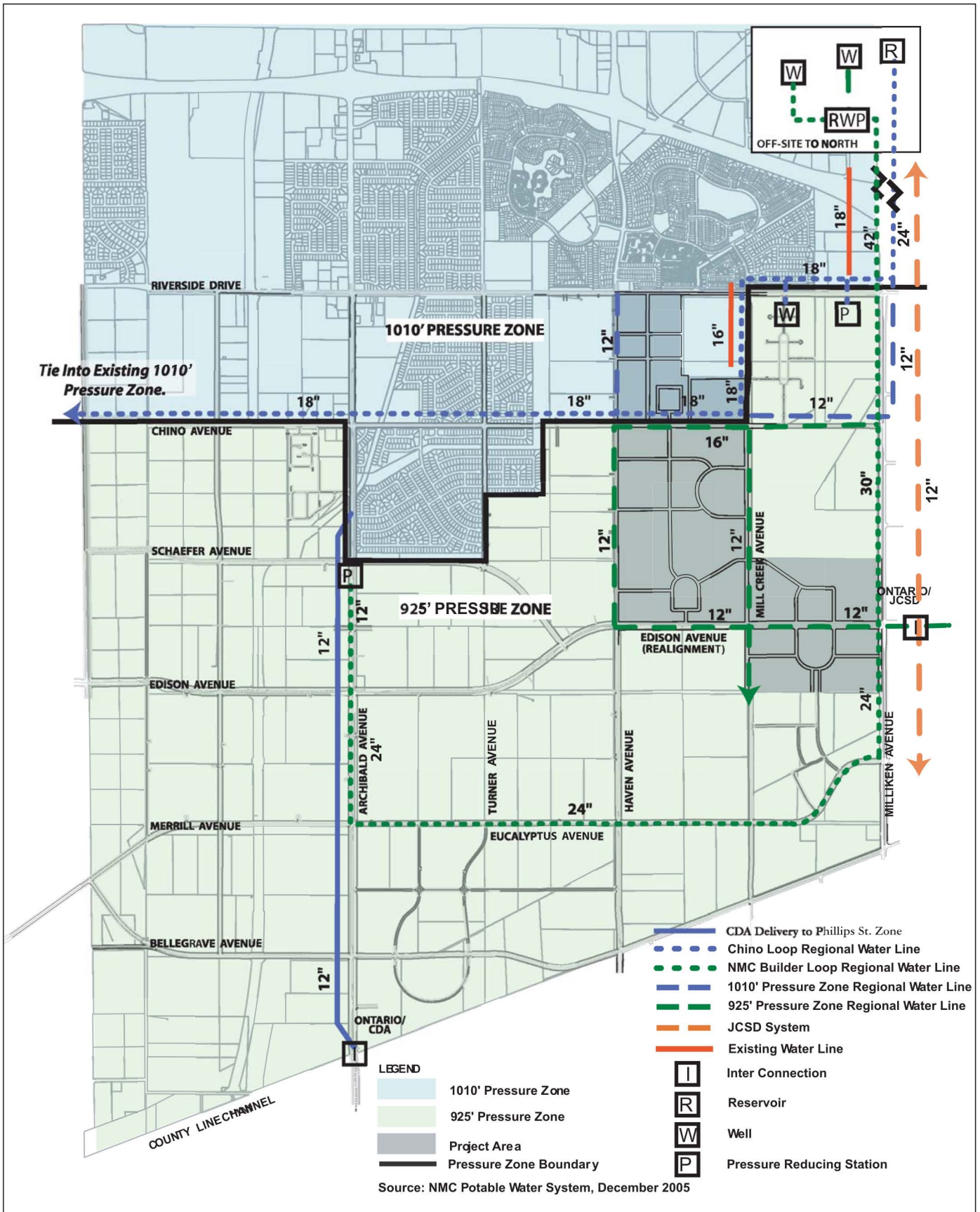
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Michael Brandman Associates

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Exhibit 3-10 Master Plan of Circulation

RICH HAVEN SPECIFIC PLAN DRAFT EIR



Source: RBF Consulting, January 2007.

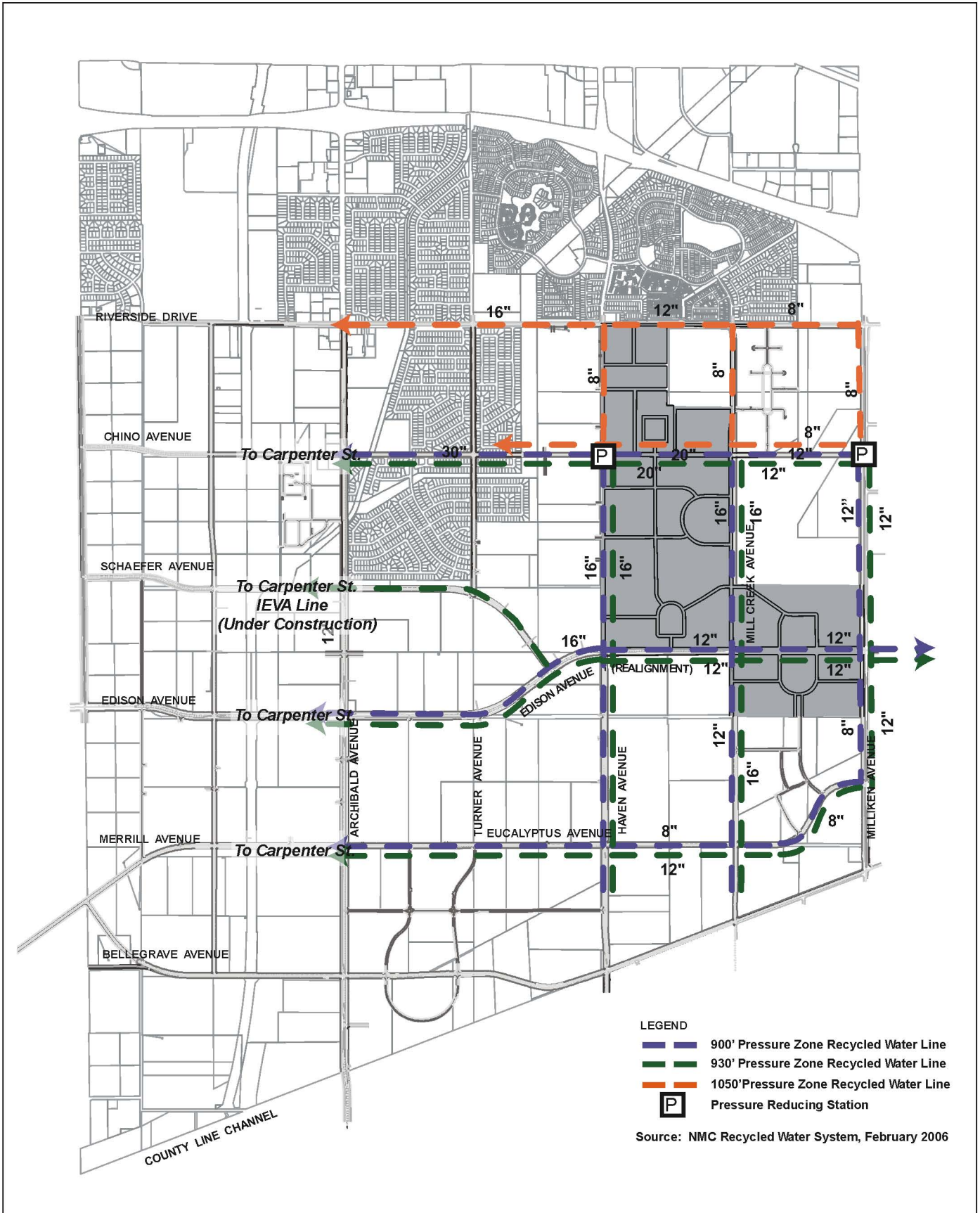


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Exhibit 3-11 Domestic Water Plan



Source: RBF Consulting, July 2006.



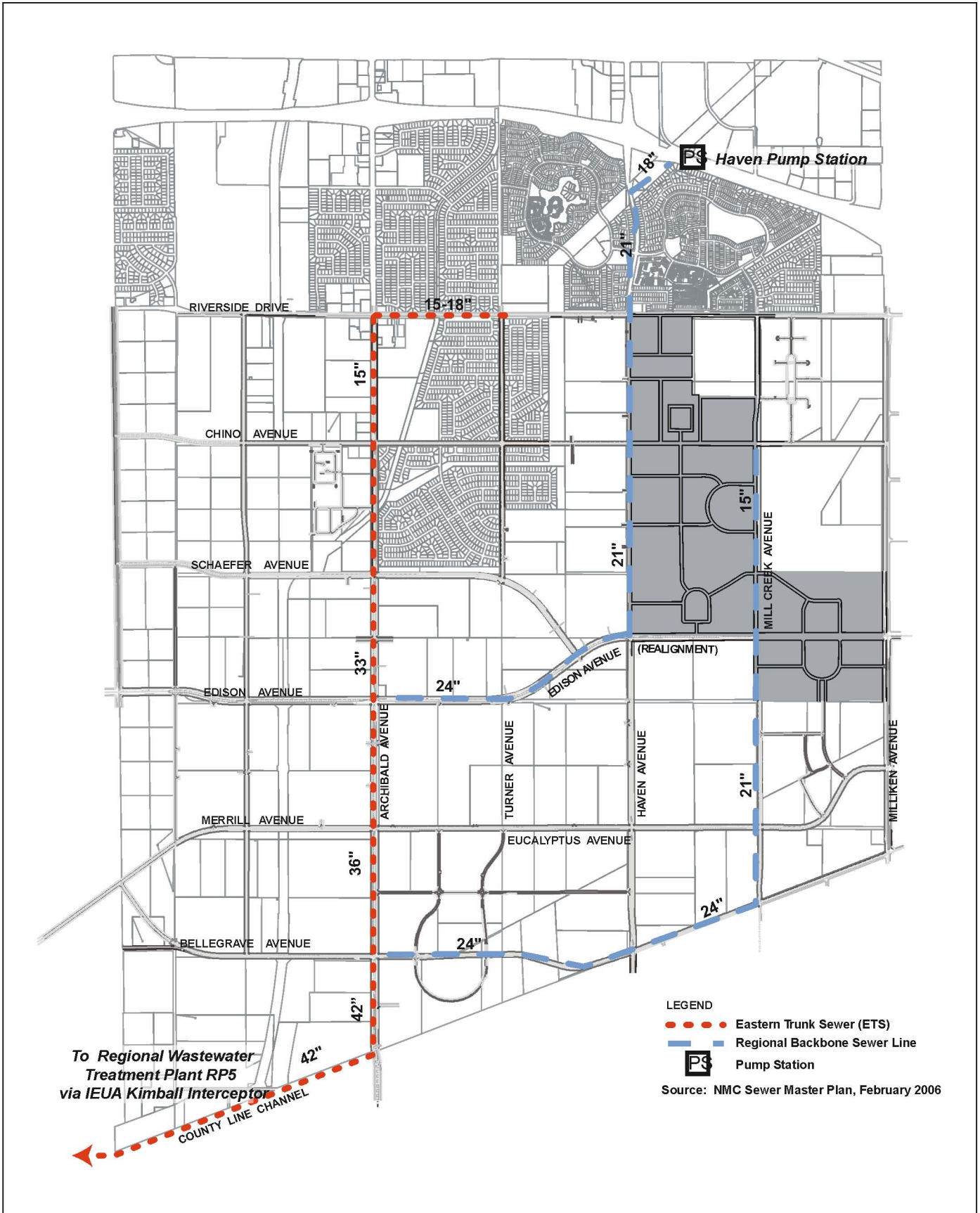
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Michael Brandman Associates

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Exhibit 3-12 Reclaimed Water Plan

RICH HAVEN SPECIFIC PLAN DRAFT EIR



Source: RBF Consulting, July 2006.



NOT TO SCALE

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Exhibit 3-13 Sewer Master Plan

RICH HAVEN SPECIFIC PLAN DRAFT EIR

Stormwater Drainage and Stormwater Quality

The NMC Backbone Storm Drainage Plan proposes multiple storm drain facilities that will serve the Rich Haven project site. Storm drains ranging in size from 36 to 90 inches in diameter will be constructed within Haven, Mill Creek, and New Edison Avenues. A Water Quality Management Plan will be prepared for the project to comply with the requirements of the County of San Bernardino. The storm water systems are depicted on Exhibit 3-14.

3.3.5 - Proposed Utilities

The proposed project would require extension of utilities in order to serve the project site. Each is described in the following sub-sections.

Natural Gas

The Southern California Gas Company (Gas Company) will provide natural gas service to the project site. The Gas Company as necessary will install natural gas mains within the Rich-Haven site, with possible integration with existing 3-inch and 6-inch mains within Riverside Drive, Milliken Avenue, and Edison Avenue (realignment). The 36-inch high pressure main located within the northwestern corner will remain.

Electricity

SCE will provide electrical service to the project site from existing facilities in the NMC area; any new facilities will be located underground, and be owned and operated by the City of Ontario.

SCE facilities located within and adjacent to the project area consist of 115kV, 66kV, 12kV, and communications. Facilities less than 34.5kV will be located underground in the event that they are located adjacent to any streets proposed to be improved in conjunction with site improvements. See the Specific Plan's Figure 2-5, Existing On-Site Facilities.

SCE has a number of easements within and adjacent to the project area. The easement extending along the north side of the existing Edison Avenue alignment will be vacated as part of the project concurrently with removal of the existing 12kV lines. The existing 66kV lines will be relocated along the Edison Avenue (realignment) to the north. The SCE existing 66kV lines located along Haven Avenue will be relocated outside the project area and within the Haven Avenue right-of-way.

As part of the project, Mill Creek Avenue will be realigned to the west. With the realignment of Mill Creek Avenue, existing 115kV SCE towers located along Mill Creek Avenue may require to be

relocated to the north of Edison Avenue (realignment), in addition to the potential for the relocation of 115kV and 66kV lines located to the south of Edison Avenue (realignment).

Solid Waste

Solid waste and recyclables in the City of Ontario are collected by the City of Ontario Department of Public Works and transported to the Burtec West Valley Materials Recovery Facility in the City of Fontana. Refuse is ultimately landfilled at the El Sobrante Landfill in Riverside County.

The City of Ontario will assess development fees to new developments to pay for the necessary expansion of solid waste collection services.

3.3.6 - Demolition, Structure Removal, Grading Concept, and Soil Export

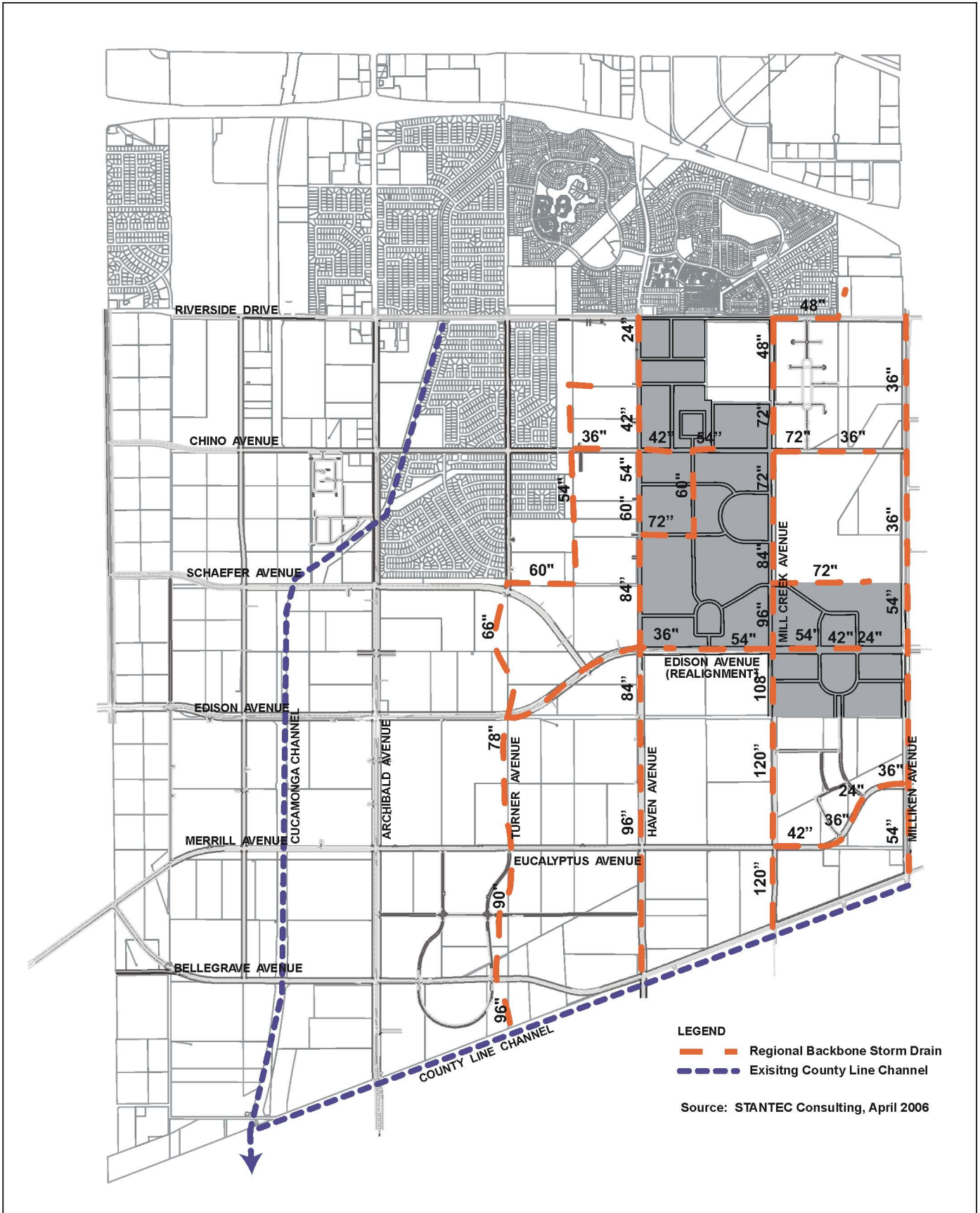
Demolition and Structure Removal

Prior to construction, dairy-related and hog farm structures and the residential dwellings would be razed and/or removed. The existing onsite domestic water supply wells would be decommissioned in conformance with applicable City or County of San Bernardino guidelines.

Grading Concept and Offsite Soil Export

The grading operation would generally consist of the removal of any manure remaining from dairy operations, potential offsite removal of organic-rich soils, clearing and grubbing, and relocation and compaction of surface soils to construct building pads, streets, and other infrastructure necessary for the proposed project. The grading will tier the project site from its highest elevation of 790 MSL on the north end to its lowest elevation of 715 MSL on the south end. A conceptual grading plan is provided on Figure 4-8 in the Specific Plan.

In addition to the proposed grading on the project site, organic-rich soils located on the project site that is unsuitable for structure foundations or roadway beds would be exported offsite. No special handling of this material is required. Organic-rich soils transported offsite may be taken to a co-composting facility or fertilizer plant, soil recycling facility, or disposal in an A-permitted Class III solid waste landfill.



Source: RBF Consulting, July 2006.



NOT TO SCALE

Michael Brandman Associates

01160021 • 09/2006 | 3-14_storm_drain_master_plan.cdr

Exhibit 3-14 Storm Drain Master Plan

RICH HAVEN SPECIFIC PLAN DRAFT EIR

A specific grading plan has not yet been formulated. Potential grading volume is approximately 2,420,000 cubic yards assuming the top three feet of the entire site will need remedial grading. Typical of the area, the top two feet is not suitable for site development purposes and will have to be exported to a disposal site. The export volume would be approximately 1,600,000 cubic yards. The existing topography is relatively flat and the grading plan will use the existing grade and elevation wherever possible. Grading plans will be reviewed and approved by the City of Ontario prior to the issuance of grading permits. All grading plans and activities will comply with the City grading ordinance, dust and erosion control requirements, and NPDES requirements.

3.3.7 - Project Design Features

The proposed project includes specific Development Regulation, Design Guidelines, and Landscape plans that would incorporate design features, referred to as Project Design Features (PDFs), that may eliminate or reduce potentially significant environmental impacts. To ensure inclusion in the proposed project, the PDFs associated with the Rich Haven Project are hereby identified and organized by category.

Landscaping Related PDFs

PDF-1 Use of native plant species and drought-tolerant plants to reduce water consumption.

Aesthetically Related PDFs

PDF-2 Commercial and mixed-use lighting will be directed away from residential and open space uses in order to reduce glare.

PDF-3 Residential lighting used on walls and walkways will focus light down and use downcasting hardware to minimize glare. Surface mounted lighting will not be used in garage door soffits.

Biological Related PDFs

PDF-4 Approximately 50.22 acres of the SCE Corridors will be retained in the project varying states of open space conditions. The corridors will be used for trails and walkways.

Water Quality Related PDFs

PDF-5 Landscape strips and landscaped setback areas will include swales and be depressed to retain and infiltrate irrigation water and runoff from small storm events.

3.4 - PROJECT OBJECTIVES

The following objectives are established for the Rich Haven Project.

- 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 mixed-use development to accommodate a live-work environment to promote traditional neighborhood development concepts and to reduce vehicular trips due to job commutes.
- OBJ-5** Linkage of the SCE Corridor trails 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.

3.5 - INTENDED USES OF THE DRAFT EIR

The Draft EIR prepared for the Rich Haven Project is tiered from the NMC Final EIR. The proposed Rich Haven Specific Plan was evaluated at a project-level and conforms to CEQA Guidelines Section 15182. It is anticipated that no additional environmental review will be required by the City for the implementation of the proposed Rich Haven Project. In addition, other responsible agencies would be able to approve subsequent actions germane to their respective areas of statutory responsibility without additional environmental review and documentation for the residential component. Pursuant to Public Resources Code section 21166, no additional EIRs would be required provided that there is no information regarding any new or substantially more severe environmental impacts beyond those analyzed in this EIR. Any new information will be assessed according to this requirement as site plans are submitted.

This Draft EIR considers a series of actions related to the proposed project that are needed to achieve the development of the Rich Haven Project. Additional City approvals (i.e., grading permits, building

permits, etc.) will be needed for both the residential and commercial components. These actions as well as those of other agencies that may have discretionary approval over the project, or components thereof, are listed below.

Public Agency Approvals

The following public agency approvals are anticipated for the components shown:

- General Plan Amendment, City of Ontario for the residential component
- Rich Haven Specific Plan, City of Ontario
- Development Agreement, City of Ontario
- Parcel Maps, City of Ontario
- Tentative Tract Maps, City of Ontario
- Development Permits, City of Ontario
- Grading Permits, City of Ontario
- Master Sign Program, City of Ontario
- Benefit Assessment Districts, City of Ontario

Of these, it is anticipated that the following approvals would be required prior to the commencement of development activities: General Plan Amendment approval, Rich Haven Specific Plan adoption, and approval of tentative tract maps for the residential component.

