

3.0 RESPONSE TO COMMENTS

3.1 INTRODUCTION

In accordance with Section 15088 of the CEQA Guidelines, the City, as the lead agency for the Project, evaluated comments received on the Draft EIR (State Clearinghouse No. 2005071109) and has prepared the following responses to the comments received.

The Draft EIR was distributed for a 45-day public review period by the City from October 25 to December 8, 2006. The City used several methods to elicit comments on the Draft EIR. Copies of the Draft EIR were distributed to state agencies through the State Clearinghouse of the Governor's Office of Planning and Research; a Notice of Availability of Draft EIR that indicated where copies of the Draft EIR could be obtained or reviewed, as well as a compact disc containing the Draft EIR and technical appendices were distributed to federal agencies, local agencies, individuals, and organizations. Copies of the Draft EIR were available for review in the City Library and Planning Department, and the City published the Notice of Completion and Availability of the Draft EIR in the Inland Valley Daily Bulletin on October 31, 2006.

3.2 COMMENT LETTERS AND RESPONSES

The comment letters for the Draft EIR and responses to comments are provided on the following pages. Text additions to the Draft EIR are shown as underlined text and text deletions are shown in ~~strike through~~. All corrections, clarifications, and refinements are outlined in Section 4 of this Final EIR and herein considered to be incorporated into the Draft EIR text.

Letter A

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.floodcontrol.co.riverside.ca.us

WARREN D. WILLIAMS
General Manager-Chief Engineer



RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

November 13, 2006



Mr. Richard Ayala
City of Ontario
303 East B Street
Ontario, CA 91764

Dear Mr. Ayala:

Re: Notice of Availability of a Draft
Environmental Impact Report
for the Avenue Specific Plan

This letter is written in response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for The Avenue Specific Plan. The proposed project is part of the City of Ontario's New Model Colony and will generate up to 2,321 dwelling units, and up to 30 acres of commercial/retail development. The project site is located north of Edison Avenue, south of Schaefer Avenue, east of Vineyard Avenue, and west of Haven Avenue in the city of Ontario, San Bernardino County.

A-1

The Riverside County Flood Control and Water Conservation District has no comment at this time.

A-2

Thank you for the opportunity to review the DEIR. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to Steve Horn at 951.955.5418 or me at 951.955.1233.

A-3

Very truly yours,

TERESA TUNG
Senior Civil Engineer

c: David Mares

SH:mcv
P8\110741

Responses to Comments Received from Riverside County Flood Control and Water Conservation District (RCFCWCD)

Response to Comment A-1

The RCFCWCD's characterization of the Project is accurate for the most part. In addition to The Avenue Specific Plan, which proposes 2,326 dwelling units and commercial development, the Project analyzed in the EIR also includes the cancellation of Williamson Act contracts, the relocation of certain above ground electrical facilities owned by Southern California Edison Company, the approval of various development agreements, and tentative tract maps.

Response to Comment A-2

The City acknowledges RCFCWCD has no comments at this time.

Response to Comment A-3

The City acknowledges RCFCWCD's review of the EIR.



December 1, 2006

Mr. Richard Ayala
City of Ontario
303 East "B" Street
Ontario, CA 91764



RE: Draft Environmental Impact Report for the Avenue Specific Plan

Dear Mr. Ayala:

Thank you for providing a copy of the above-stated document. As the public transportation service provider for the San Bernardino Valley, it is important that Omnitrans continues to provide quality public transportation service for the residents and businesses of Ontario.

Currently, Omnitrans does not operate fixed route service or Access service (ADA mandated demand response service for persons with disabilities) in the specific plan area. Several studies have been undertaken to identify future routes in this area which include *The Chino-Ontario Community Based Transportation Plan, July 2005* and the *System-Wide Transit Corridor Plan for the San Bernardino Valley, September 2004*. Both documents identify Edison Avenue as a Bus Rapid Transit (BRT) corridor. In addition, Haven Avenue will have transit service in the future. Maps from both documents have been enclosed for your review.

B-1

Omnitrans has completed its Bus Stop Design Guidelines which is available on our website at www.omnitrans.org. This document outlines the design parameters for transit stops. It is important that pedestrian connections be provided to and from future stop locations along Edison Avenue and Haven Avenue. This will ensure that a safe, convenient, and accessible path of travel is available for people wishing to use public transit. Omnitrans staff is available to assist in the selection and placement of bus stop locations.

B-2

Thank you again for allowing us to review the document. If you have any questions, please call me at 909.379.7256 or email mervin.acebo@omnitrans.org.

B-3

Sincerely,

Mervin Acebo
Associate Planner

cc: Allen Wild, Omnitrans Stops and Stations Supervisor

Encls. Omnitrans • 1700 West Fifth Street • San Bernardino, CA 92411
Phone: 909-379-7100 • Web site: www.omnitrans.org • Fax: 909-889-5779

New Model Colony

The New Model Colony is the largest of the three areas covered by this plan. Eleven routes will serve the area. BRT service will operate north-south on Euclid and east-west on Edison. Local service will provide coverage to the various activity centers throughout the community, including schools, commercial centers, medical facilities, and community attractions. The core of the area will have a community center/college development near Edison and Vineyard. Smaller scale town centers are planned along all the major corridors throughout the community. The town centers are represented by the circles on the maps. Service in is designed to maintain Omnitrans route spacing and serve the all of the major facilities. There is direct or connecting service from the Model Colony to all of the major attraction in the Omnitrans western service area. Express service will connect to Metrolink along the San Bernardino Line and the Riverside Line providing good access to regional destinations such as Los Angeles, Riverside and Orange Counties

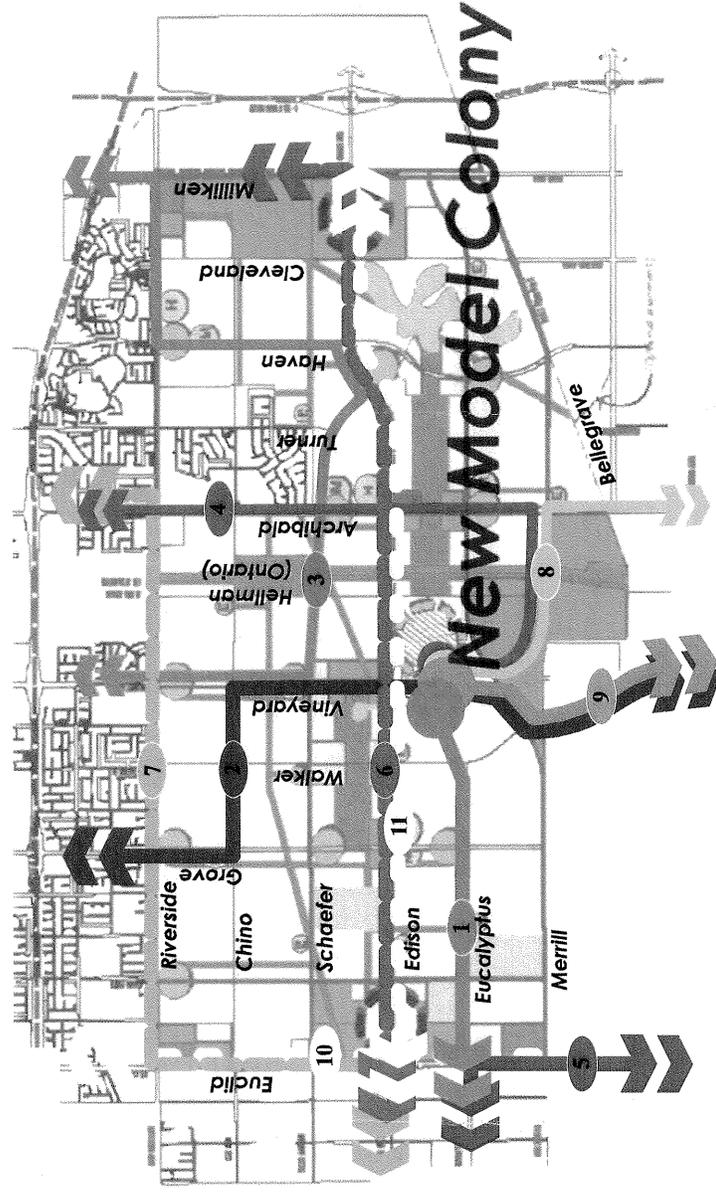
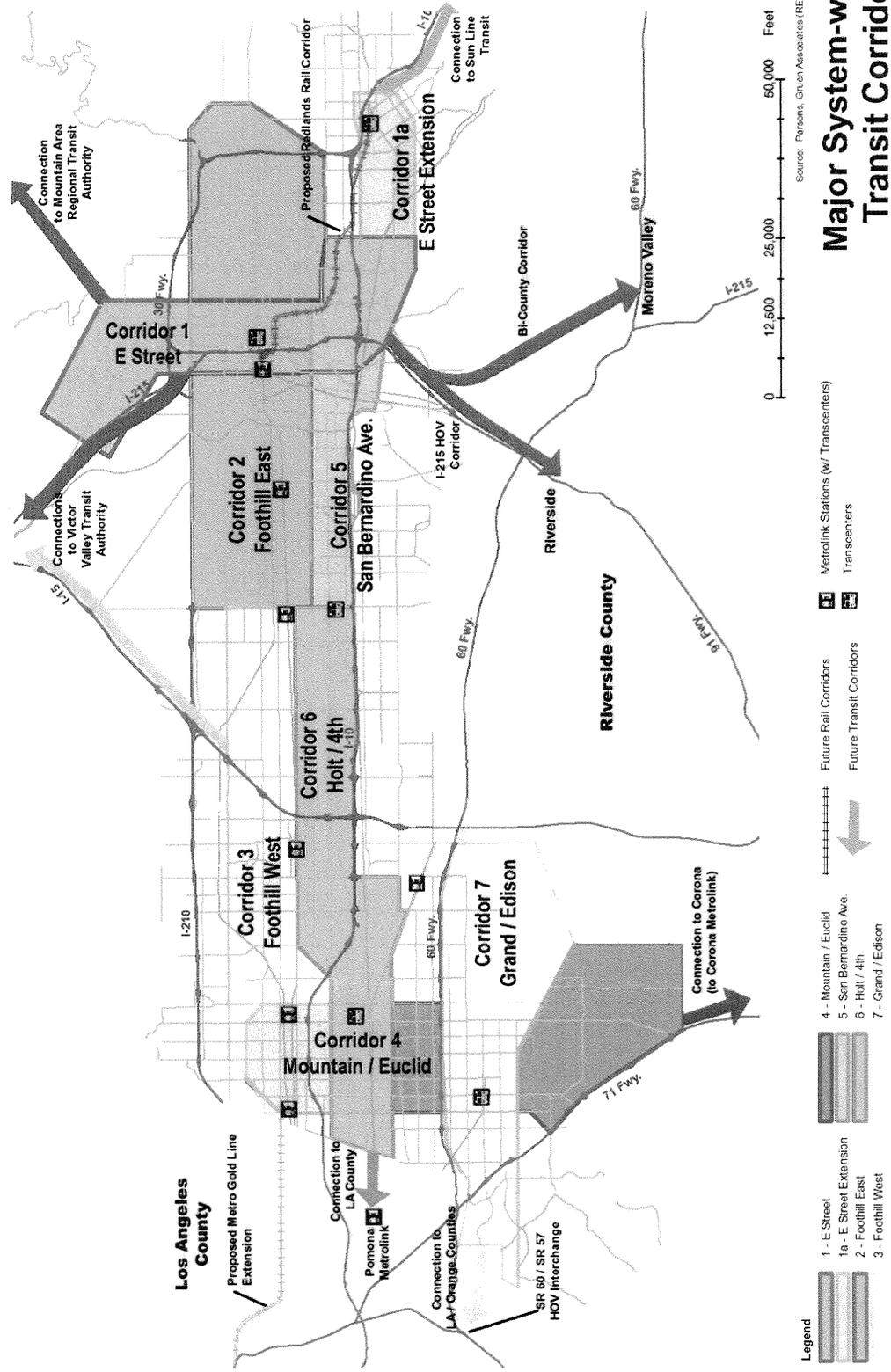


Exhibit 1.1: Major System-Wide Transit Corridors



Responses to Comments Received from Omnitrans

Response to Comment B-1

The City acknowledges Omnitrans as the public transportation provider and thanks Omnitrans for the information regarding future transit service in the New Model Colony.

Response to Comment B-2

The City will consult with Omnitrans regarding the design guidelines when the improvement plans are being designed and approved for Edison Avenue and Haven Avenue.

Response to Comment B-3

The City acknowledges Omnitrans' review of the DEIR.



DENNIS R. YATES
Mayor

GLENN DUNCAN
Mayor Pro Tem

EARL C. ELROD
TOM HAUGHEY
EUNICE M. ULLOA
Council Members

GLEN ROJAS
City Manager

CITY of CHINO

December 8, 2006

Mr. Richard Ayala
Senior Planner
City of Ontario
303 East B Street
Ontario, CA 91764

RE: Draft Environmental Impact Report for The Avenue Specific Plan

Dear Mr. Ayala:

Thank you for providing the City of Chino an opportunity to review and comment on the Draft Environmental Impact Report for The Avenue Specific Plan.

Based upon staff's review of the project, the City of Chino has the following comments:

Transportation

- Provide a list of intersections within the City of Chino (including CalTrans Ramps) identifying the mitigation measures required and fair share contribution specifically for "The Avenue" traffic impacts, consistent with the approved New Model Colony CMP Traffic Impact Analysis. C-1
- If additional lanes are required, include the cost of receiving lanes consistent with the CMP guidelines. C-2
- Collect D.I.F. fees for intersections within the City of Chino, per approved New Model Colony CMP Traffic Impact Analysis. C-3

Hydrology/Water Quality

- Section 5.08 (Pages 37-38, Impacts Related to Alterations of Existing Drainage Patterns, Streams, or Increases to Rate or Amount of Surface Runoff) should C-4



describe the geomorphic problem area identified in the Chino Creek Integrated Plan (prepared by IEUA and OCSD, September 2006). The Chino Creek Integrated Plan indicates that high flows from Cucamonga Creek are causing erosion and incision immediately downstream of Chino-Corona Road.

C-4

- In Section 5.08 (Pages 37-38, Impacts Related to Alterations of Existing Drainage Patterns, Streams, or Increases to Rate or Amount of Surface Runoff), please clarify how future Army Corp of Engineers (ACOE) modifications to Prado Dam's capacity would minimize the project's impacts to drainage patterns.

C-5

Thank you again for providing the City of Chino the opportunity to review the Draft Environmental Impact Report for The Avenue Specific Plan.

C-6

Should you have any questions, please feel free to contact me at (909) 591-9893.

Sincerely,



Kim Le
Assistant Planner

cc: Community Development Department File
Karen Nieckula, Associate Engineer
Dave Crosley, Water & Environmental Manager
Don Allinder, Environmental Coordinator

December 2006

Responses to Comments Received from the City of Chino

Response to Comment C-1

The following table identifies City of Chino intersections analyzed in the New Model Colony CMP Traffic Impact Analysis. The intersection lane needs, total improvement costs, and fair share contribution for these lanes are presented in Table 7 of “Ontario New Model Colony Transportation Program Implementation Program” prepared for the City by Meyer, Mohaddes Associates, Inc. in February 2001. A copy of said Table 7 is included on the following page.

Intersections within the City of Chino Analyzed in the NMC CMP Traffic Impact Analysis

No.	NAME	
1	Reservoir St.	Riverside Dr.
2	Chino Av.	SR-71 SB Ramps
3	Chino Av.	SR-71 NB Ramps
4	Edison / Grand Av.	SR-71 SB Ramps
5	Edison / Grand Av.	SR-71 NB Ramps
6	Chino Hills Pkwy.	SR-71 SB Ramps
7	Chino Hills Pkwy.	SR-71 NB Ramps
8	Ramona Av.	SR-60 WB Ramps
9	Ramona Av.	SR-60 EB Ramps
10	Ramona Av.	Riverside Dr.
11	Central Av.	SR-60 WB Ramps
12	Central Av.	SR-60 EB Ramps
13	Central Av.	Walnut Av.
14	Central Av.	Riverside Dr.
15	Central Av.	Edison Av.
16	Central Av.	Chino Hills Pkwy.
21	Mountain Av.	SR-60 WB Ramps
22	Mountain Av.	SR-60 EB Ramps
23	Mountain Av.	Walnut Av.
24	Mountain Av.	Riverside Dr.
25	Mountain Av.	Edison Av.
34	Euclid Av.	Riverside Dr.
35	Euclid Av.	Edison Av.
36	Euclid Av.	SR-71 NB Ramps
37	Euclid Av.	SR-71 SB Ramps

Table 7
Intersection Lane Needs
and Mitigation Costs

Intersection	Additional Lane Needs												Total Imp. Cost	Project Contribution	Project \$ Share
	Northbound			Southbound			Eastbound			Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R			
1 Reservoir/Riverside Dr.												1	\$35,000	9.7%	\$3,395
3 SR-71 NB Ramps/Chino Ave.								1					\$70,000	10.8%	\$13,860
10 Ramona Ave./Riverside Dr.				1				1					\$140,000	21.8%	\$30,520
11 Central Ave./SR-60 WB Ramps										1		1	\$70,000	4.9%	\$3,430
12 Central Ave./SR-60 EB Ramps			1		1	1			1		1		\$245,000	4.0%	\$9,800
13 Central Ave./Walnut Ave.			1						1				\$140,000	8.4%	\$11,700
16 Central Ave./Chino Hills Pkwy.									1				\$35,000	8.5%	\$2,975
19 Mountain Ave./Mission Blvd.			1										\$70,000	10.7%	\$7,490
22 Mountain Ave./SR-60 EB Ramps			1										\$70,000	10.6%	\$7,420
24 Mountain Ave./Riverside Dr.								1				1	\$105,000	13.5%	\$14,175
25 Mountain Ave./Edison Ave.										1		1	\$140,000	48.9%	\$68,460
27 Euclid Ave./I-10 EB Ramps					1								\$35,000	44.0%	\$15,400
30 Euclid Ave./Mission Blvd.			1										\$70,000	24.6%	\$17,220
32 Euclid Ave./SR-60 EB Ramps											1		\$35,000	59.0%	\$20,650
33 Euclid Ave./Walnut Ave.			1					1				1	\$140,000	60.0%	\$84,000
34 Euclid Ave./Riverside Dr.						1		1		1		1	\$210,000	44.9%	\$94,290
39 Grove Ave./4th St.				1									\$35,000	19.1%	\$6,685
39 Grove Ave./Holt Blvd.										1			\$35,000	36.2%	\$13,370
42 Grove Ave./SR-60 EB Ramps			1		1								\$70,000	68.4%	\$47,880
53 Archibald Ave./Riverside Dr.					1								\$35,000	76.2%	\$26,670
54 Archibald Ave./Cloverdale Rd.			1									1	\$70,000	70.8%	\$49,560
55 Haven Ave./4th St.				1									\$35,000	5.9%	\$2,065
56 Haven Ave./I-10 WB Ramps			1									2	\$140,000	14.2%	\$10,080
57 Haven Ave./I-10 EB Ramps						1						1	\$105,000	7.1%	\$7,455
58 Haven Ave./Mission Blvd.						1							\$70,000	30.7%	\$21,490
60 Haven Ave./SR-60 EB Ramps				1									\$35,000	43.7%	\$15,285
62 Milliken Ave./I-10 WB Ramps								1					\$35,000	4.4%	\$1,540
63 Milliken Ave./I-10 EB Ramps								1					\$35,000	4.4%	\$1,540
64 Milliken Ave./Mission Blvd.								1					\$35,000	24.0%	\$8,400
67 I-15 SB Ramps/Jurupa St.					2		1		1	1	1	1	\$315,000	9.4%	\$29,610
68 I-15 NB Ramps/Jurupa St.	2		1					1	1		1	2	\$350,000	7.4%	\$25,900
71 I-15 SB Ramps/Limonite Ave.										1			\$35,000	37.6%	\$13,160
72 I-15 NB Ramps/Limonite Ave.	1												\$35,000	66.2%	\$23,170
73 Elwanda Ave./Jurupa St.	1	1						1			1	1	\$245,000	3.2%	\$7,840
74 Elwanda Ave./SR-60 WB Ramps		2				1				1		1	\$280,000	3.0%	\$8,400
75 Elwanda Ave./SR-60 EB Ramps				2	1								\$105,000	8.3%	\$8,715
78 Elwanda Ave./Van Buren Blvd.	1	1			1	1	1	1	1		1		\$420,000	7.5%	\$31,500
78 Mulberry Ave./Jurupa Ave.								1		1			\$105,000	3.2%	\$3,360
79 Country Village/SR-60 WB Ramps							1						\$35,000	6.4%	\$1,890
80 Mission Blvd./SR-60 EB Ramps					1			1					\$70,000	10.4%	\$7,280
Total Cost													\$4,340,000		\$787,500

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December 2006

Response to Comment C-2

As stated in the Response to Comment C-1, the intersection lane needs, total improvement costs, and fair share contribution for these lanes are presented in Table 7 of "Ontario New Model Colony Transportation Program Implementation Program" prepared for the City by Meyer, Mohaddes Associates, Inc. in February 2001. A copy of said Table 7 is included on the previous page. The costs presented in Table 7 were accepted by the San Bernardino Associated Governments (SANBAG).

Response to Comment C-3

The fair contribution for the facilities identified in the CMP study is incorporated into the City's development impact fee (DIF) program. The DIF fees will be collected by the City.

Response to Comment C-4

A discussion of the erosion area referenced in Comment C-4 is not needed in the EIR as runoff generated by development per The Avenue Specific Plan will discharge into the Bellegrave County Line Channel and the Cucamonga Creek Channel, which are both fully improved concrete lined channels with adequate capacity to serve drainage generated by the entire New Model Colony at build-out as discussed on page 5.8-9 of the Draft EIR. With respect to erosion and siltation impacts resulting from project implementation, page 5.8-37 of the Draft EIR states that cumulative increases in flows within Cucamonga Creek Channel due to upstream urban development may cause erosion of the of unimproved (that is, unlined) downstream facilities, however those downstream facilities are under the jurisdiction, which includes responsibility for maintenance, of the Army Corps of Engineers (ACOE). The Draft EIR further states that the flows at the Cucamonga Creek and Mill Creek confluence (below Hellman Avenue for the 100-year storm event (Q_{100}) are approximately 32,000 cubic feet per second (cfs). Implementation of the project will result in a Q_{100} increase of 142.5 cfs which represents approximately 0.45 percent of the flows at the Mill Creek/Cucamonga Creek confluence (142.5 cfs/32,000 cfs) and as such constitutes a negligible impact to unimproved downstream facilities.

Response to Comment C-5

Modifications to Prado Dam's capacity will not alter drainage patterns or any project's impacts to drainage patterns. The projected increases to the capacity of Prado Dam referenced in the Draft EIR are discussed in the context of quantity of storm flows not alteration to drainage patterns. Development of The Avenue Specific Plan will not change the global drainage patterns in the area since, this project will discharge into the Bellegrave County Line Channel and the Cucamonga Creek Channel as discussed in the Response to Comment 4. As discussed in the Response to Comment C-4, the ACOE is responsible for the maintenance of downstream facilities.

December 2006

Response to Comment C-6

The City acknowledges the City of Chino's review of the Draft EIR.



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department



George A. Johnson, P.E.
Director of Transportation

Letter D

December 7, 2006

To: City of Ontario
Planning Department
303 East "B" Street
Riverside, CA 91764

From: Farah Khorashadi, Engineering Division Manager *F.K*

Re: Comments on The Avenue SP located in City of Ontario

The County of Riverside Transportation Department has reviewed the Specific Plan and the supporting traffic impact analysis for The Avenue Specific Plan located in the City of Ontario. Following are our comments.

Specific Plan report

- 1. Page 3-1. Interstate 60 is referenced, should be State Route 60.
- 2. Page 5-15-10. State Route 271 is referenced, should be State Route 71.
- 3. Page 5.15-39. The intersection of Archibald/Cloverdale is shown to be mitigated through payment of City DIF and fair share. Mitigation and funding will need to be coordinated with the County of Riverside.
- 4. Page 5.15-40. Same comment as Comment #3 for the intersection of Hamner/Edison.
- 5. Page 5.15-41. The improvements shown for the I-15 ramps at Edison will need to be coordinated with the improvement project now in the planning stage by the County of Riverside.

D-1

D-2

D-3

D-4

D-5

TIA report

- 1. Page 3-16. It is unclear who has jurisdiction of several intersections included in the study area, needs clarification. Note: City of Ontario Circulation Element does not match Riverside County.
- 2. Page 5-5, Table 5-2. The improvements shown for the I-15 ramps at Edison will need to be coordinated with the improvement project now in the planning stage by the County of Riverside.

D-6

D-7

Letter D

City of Ontario
December 7, 2006
Page 2

3. Page 5-8, Table 5-3. The ultimate improvements at the intersection of Archibald/Cloverdale will need to be coordinated with the County of Riverside. At this time, the County of Riverside has not implemented triple left turn treatments. D-8
4. Page 5-8, Table 5-3. The analysis for the intersection of Archibald/Cloverdale for Year 2015 did not include the west leg of the intersection while the Riverside County Circulation Element includes a west leg. D-9
5. Page 5-15, Table 5-5. See Comment #3 and 4. D-10
6. Page 6-6, Table 6-2. The improvements for the intersection of Archibald/Cloverdale are identified as part of the City Fee Program/fair share. Mitigation and funding will need to be coordinated with the County of Riverside. D-11
7. Page 6-8, Table 6-2. The improvements at the I-15 ramps and Edison are shown to be already funded. See Comment #2. D-12
8. Appendix. The majority of the counts in the study were made in 2004. The counts are not adjusted with a growth factor for year 2006 conditions. No explanation is given as to why this is acceptable. D-13
9. Appendix. A passerby reduction is assumed for the I-15 ramps at Edison and Hamner at Edison for Year 2015 without project. What is this reduction? D-14
10. Minimum green times for pedestrian crossings are not consistently adjusted for the wider cross-sections evaluated in Year 2015 conditions with improvements. D-15

Thank you for the opportunity to review the DEIR and the accompanying traffic study. Please contact me if I can answer any questions. D-16


Farah Khorashadi
Engineering Division Manager

KT:rg

Responses to Comments Received from the County of Riverside Transportation and Land Management Agency, Transportation Department

Response to Comment D-1

Comment noted. The Draft EIR will be revised to reflect this change.

Response to Comment D-2

Comment noted. The Draft EIR will be revised to reflect this change.

Response to Comment D-3

The City has ongoing coordination with the County regarding transportation issues and will coordinate with the County regarding mitigation and funding for the Archibald/Cloverdale intersection.

Response to Comment D-4

The City has ongoing coordination with the County regarding transportation issues and will coordinate with the County regarding mitigation and funding for the Hamner/Edison intersection.

Response to Comment D-5

The I-15 ramps at Edison are currently under construction. Additionally, the City has ongoing coordination with the County regarding transportation issues and will continue to coordinate with the County in the future.

Response to Comment D-6

The jurisdictions for the intersections identified in "The Avenue Specific Plan Traffic Impact Study" are a function of the jurisdiction in which the intersection is located. For example, intersections within the unincorporated County of San Bernardino are within its jurisdiction, intersections within the corporate limits of the City of Ontario are in the City's jurisdiction. The City acknowledges the County's comment regarding the City and County circulation elements.

Response to Comment D-7

The I-15 ramps at Edison are currently under construction. Additionally, the City has ongoing coordination with the County regarding transportation issues and will continue to coordinate with the County in the future.

December 2006

Response to Comment D-8

The City has ongoing coordination with the County regarding transportation issues and will coordinate with the County regarding the ultimate improvements for the Archibald/Cloverdale intersection. The City acknowledges the County has not implemented the triple-left turn treatments.

Response to Comment D-9

There is no funding source identified for the west leg of the Archibald/Cloverdale intersection for 2015, therefore the analysis conservatively assumed that this leg would not be constructed by 2015 and thus not available.

Response to Comment D-10

The City notes that the reference in Comment D-10 to comment #3 and #4 refers to the comments under the heading "TIA report" as numbered by the County in their response, which are identified as Comments D-3 and D-4 on the . With respect to comment #3 (coordination), the City has ongoing coordination with the County regarding transportation issues and will coordinate with the County regarding mitigation and funding for the Archibald/Cloverdale intersection. With respect to comment #4 (not including the west leg of the Archibald/Cloverdale intersection in the traffic analysis), the traffic analysis conservatively assumed the west leg of the Archibald/Cloverdale intersection would not be constructed by 2015 as there is no funding source identified for construction of this leg by 2015.

Response to Comment D-11

The City has ongoing coordination with the County regarding transportation issues and will coordinate with the County regarding mitigation and funding for the Archibald/Cloverdale intersection.

Response to Comment D-12

The funding sources for the improvements at the I-15 ramps and Edison are: (i) Federal STP – Discretionary, (ii) Federal Highway Administration – Demonstration funds, (iii) Riverside County Transportation Commission (RCTC) – Measure A, (iv) Mira Loma Road and Bridge Benefit District (RBBD), and (v) TUMF – Northwest Zone Funds (WRCOG). Source: Tayfun Saglam, Riverside County Transportation Department, email to Cheryl DeGano, October 20, 2006.

Response to Comment D-13

As explained on pages 1-8 and 1-9 of "The Avenue Specific Plan Traffic Impact Study," 2004 traffic count data was used for the existing condition at the direction of City staff. Minor manual adjustments were made to ensure reasonable existing traffic flow conservation. If a growth factor had been applied, unreasonable flow conservation discrepancies would have occurred.

December 2006

Response to Comment 14

The reduction represents traffic volumes associated with the project. The 2015 without project traffic volumes were calculated in the traffic analysis software by subtracting the project traffic volumes (shown under the label “PasserBy/Vol” on pages K-85 and K-86 in the appendices to “The Avenue Specific Plan Traffic Impact Study”) from the 2015 with project volumes.

Response to Comment 15

The green times shown are conservative and assume pedestrians will be present at every signal cycle.

Response to Comment 16

The City acknowledges the County’s review of the Draft EIR.

