

## FINAL ENVIRONMENTAL IMPACT REPORT

### EXECUTIVE SUMMARY

The Executive Summary prepared for the West Haven Specific Plan (the “Project”) briefly describes the intended use of the following Final Environmental Impact Report (FEIR), in addition to the Project’s background, goals and objectives, alternatives, and, the areas of controversy and concerns relative to the Project. Table ES-2, *Summary of Significant Environmental Impacts, Mitigation Measures and Level of Significance after Mitigation*, is presented in this Executive Summary to outline the Project’s significant impacts by resource, mitigation measure(s), and to correspond the Project impact’s residual significance after implementation of recommended mitigation measure(s).

#### INTENDED USE OF THE EIR

As required by the California Environmental Quality Act (CEQA, Public Resources Code § 21000-21178, as amended January 1, 2005, this Final EIR and its attachments (Appendices A through J) are specifically intended to assist decision-makers and the general public in understanding the potential significant environmental effects of the West Haven Specific Plan. Additionally, CEQA states that an EIR must address “a range of reasonable alternatives to the Project, or a location of the Project, which could feasibly attain the basic objectives of the Project, but avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives” (California Code of Regulations Title 14, Chapter 3 Section § 15126.6(a)). Therefore, the intent of this EIR is to delineate information on the:

- ◆ Potential environmental impacts of the Project;
- ◆ Feasible mitigation measures to avoid or significantly reduce these impacts; and,
- ◆ Evaluation of reasonable alternatives for use by City decision-making bodies, and other interested parties.

As described in Section 2.5, *Proposed Project Alternatives*, of this Draft EIR, three Project alternatives have been identified and analyzed for their relative impacts as compared to the proposed Project:

- 1) No Project/Existing New Model Colony General Plan Amendment.
- 2) 25% Reduction in Units with the Same Configuration.
- 3) 25% of the Project in Open Space with the Unit Count the Same as the Project.

This EIR does not set forth City policy on the subject of the appropriateness of the Project. The City of Ontario (the “City”) will serve as the Lead Agency for the Project as defined by § 15051(b) of the CEQA Guidelines. As the Lead Agency, the City will have discretionary authority over Project approval.

#### PROJECT BACKGROUND

The proposed Project’s location is within what was formerly the City’s approximately 8,200-acre Sphere of Influence (SOI) (refer to Figure ES-1, *New Model Colony Regional Context*). On January 7, 1998, the City adopted the New Model Colony General Plan Amendment (NMC GPA) setting forth a comprehensive strategy for the SOI’s future development. The SOI was annexed into the City on

November 30, 1999, and now is referred to as the New Model Colony (NMC). The proposed Project is located within a portion of the NMC in Land Use Subarea 6 and Subarea 12, west of Haven Avenue. At the request of the City's Planning Staff, a Residential Allocation Determination Study was prepared to originally determine the residential units allowable in Subareas 6 and 12, *both* east and west of Haven Avenue. The Residential Allocation Determination Study indicated that the NMC land use plan designations for the areas would allow for a total of 1,037 dwelling units. With the subsequent subarea realignments, the City's dwelling unit allocation for the West Haven Specific Plan, was adjusted to the current 3.7 dwelling unit per acre (du/ac), west of Haven.

The proposed Project would impact the City of Ontario's existing infrastructure systems. The West Haven Preliminary Draft Specific Plan discusses the planned infrastructure improvements for water, sewer, storm drains, and reclaimed water systems.

### **Water System Improvements**

The Specific Plan area is located in two pressure zones. The Project area, north of Chino Avenue, lies within the Phillips Street Zone and the project area, south of Chino Avenue, lies with the Francis Street Zone. Proposed improvements for the Phillips Street Zone properties include 18-inch distribution mains in Riverside Drive, Mill Creek and Chino Avenue. These distribution mains will be interconnected to water mains in Milliken Avenue and Turner Avenue. Proposed improvements for the Francis Street Zone properties include 24-inch distribution mains in Riverside Drive and Mill Creek, an 18-inch distribution main in Chino Avenue, and a 12-inch distribution main in Schaefer Avenue. The distribution mains will be interconnected to water mains in Milliken Avenue and Archibald Avenue. The Project applicant may be responsible for new distribution mains in the roadways (*Haven Avenue, Chino Avenue and Riverside Drive*) adjacent to the property. All water mains, internal to the West Haven Specific Plan project, will be provided by the Project applicant. Within the Project site, 8-inch water mains are proposed to serve the residential and commercial developments.

### **Sewer System Improvements**

The New Model Colony Sewer Master Plan shows sewer service to the Project site by the Eastern Trunk Sewer (*Archibald Avenue*). The construction of the Eastern Trunk Sewer is a joint sewer project located between the City of Ontario and Inland Empire Utilities Agency (IEUA). The Eastern Trunk Sewer is estimated to be completed by January 2007. The wastewater generated by the Project site will be collected by an 8-inch main and routed southerly to Edison Avenue, then westerly to Archibald Avenue where it will be discharged into the Eastern Trunk Sewer and ultimately treated at Regional Plant No. 5. All sewer mains, internal to the Project, will be provided by the Project applicant. Within the West Haven Specific Plan Project, 8-inch sewer mains are proposed to serve the residential and commercial developments.

### **Storm Drain System Improvements**

The Project site applicant will be responsible for all required in-tract storm drain system improvements to serve the proposed Project site. In-tract facilities will be designed and compatible with the requirements of the Storm Drain Master Plan. The Project site storm drains will be connected to the proposed Turner Avenue

Master Plan Storm Drain in Turner Avenue. The Turner Avenue storm drain will discharge into the County Line Channel.

Storm Drain facilities will be required to include water quality Best Management Practices (BMP's) as required by the National Pollution Discharge Elimination System (NPDES). Drainage outlets and other drainage facilities will be designed to control urban runoff pollutants caused by the development of the project. Individual projects, within the Specific Plan, will construct on-site BMP's to control pollutants prior to outletting into the Master Planned Storm Drain System. BMP's, which may be incorporated into the storm drain systems, include water quality basins, catch basin filtration devices, grass lined drainage ditches or a combination thereof. The proposed BMP's will partially be maintained by the City of Ontario.

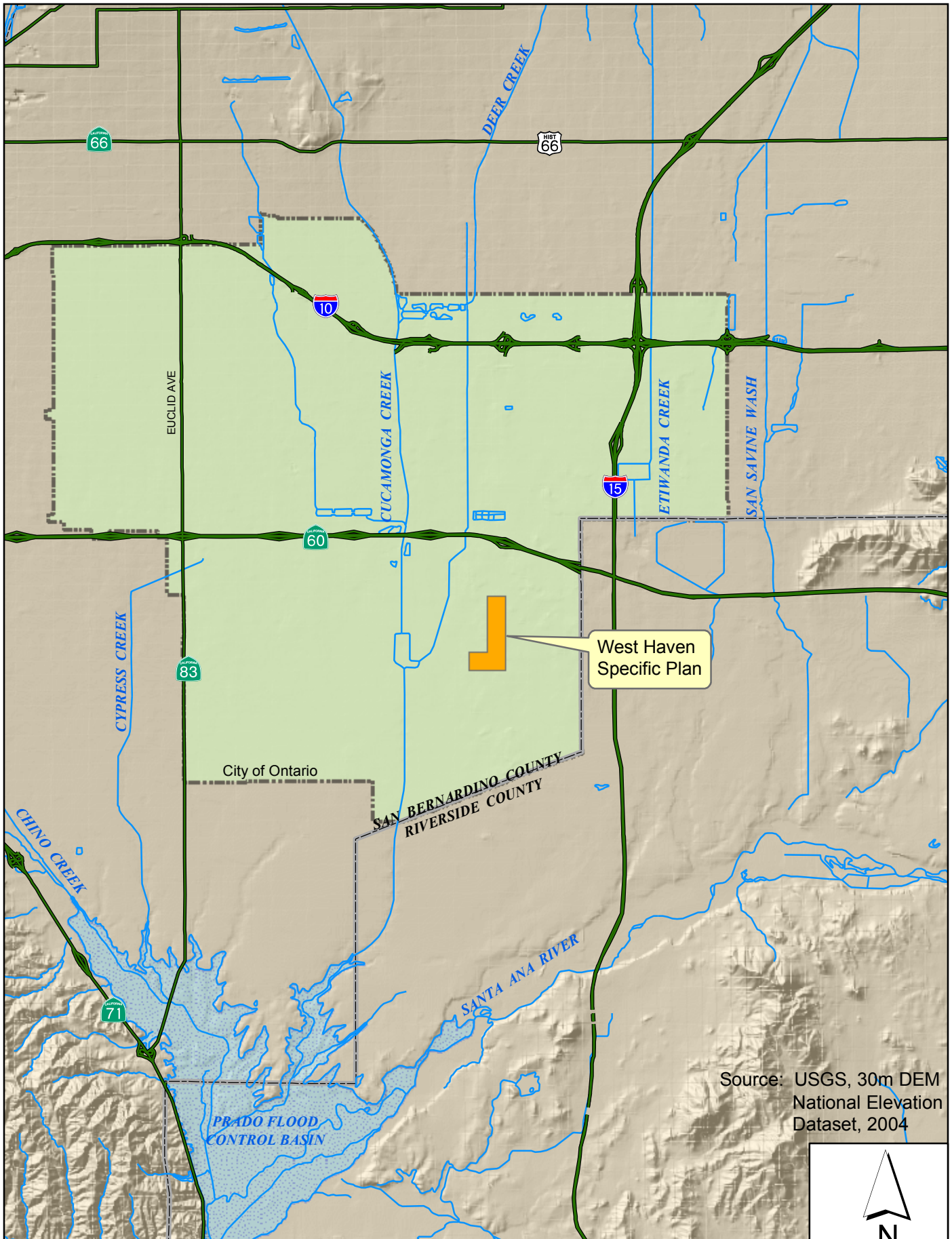
### **Reclaimed Water System Improvement**

Reclaimed water will ultimately be provided by Inland Empire Utility Agency (IEUA) as presented in the Water Master Plan prepared for the New Model Colony. As currently proposed, there will be a 6-inch reclaimed water line in Riverside Drive, Chino Avenue and Haven Avenue, north of Chino Avenue. There will be an 8-inch reclaimed waterline in Haven Avenue, south of Chino Avenue. The Project site applicants may be responsible for these new distribution lines. All reclaimed water lines, internal to the Project, will be provided by the Project applicant.

The Project applicants, Centex Homes, JMS Homes, LLC, and Stratham Properties, Inc., intend to develop the West Haven Specific Plan on ten of the two subareas' existing parcels that are presently owned by six separate entities. The approximately 202 acres Project will consist of a master planned residential community and neighborhood commercial center, a "concept" elementary school, a "concept" park, in addition to paseos and pocket parks, and a bike route system.

### **PROJECT DESCRIPTION**

The Project consists of the development of a 202-acre master planned community encompassing 80 acres of Subarea 6 and 122 acres of Subarea 12, of the NMC. The Project will include the following Land Use Designations: Residential Medium Density, Residential Low Density, Neighborhood Commercial Center, Elementary School, and Neighborhood Park (L.D. King, 2004). The Project land uses will include 753 single-family detached and attached residential units, approximately 9.2 acres of commercial development (including 87,000 square feet of building area and a parking lot), a 10-acre "concept" elementary school, a 5-acre "concept" neighborhood park, and an approximate 8.8 acres of paseos and pocket parks throughout the Project area and the adjacent utility easements. The NMC GPA will also develop a bike route system that connects the West Haven Specific Plan to planned bike routes throughout the remainder, or future builtout NMC, as well as to the planned City bike route system. Table ES-1, *Land Use Summary*, presents the Project's proposed land uses and corresponding acreages.



Source: USGS, 30m DEM  
National Elevation  
Dataset, 2004



**NEW MODEL COLONY - REGIONAL CONTEXT**

The EIR process typically consists of three parts – the Notice of Preparation, Draft EIR, and Final EIR. The original Notice of Preparation (NOP) for the proposed project was circulated in July 2004. The NOP was distributed directly to more than 55 public agencies and interested parties. A public scoping meeting was held on July 14, 2004, at the Ontario Police Department Conference Room. A notice advising the availability of the NOP was posted with the San Bernardino County Clerk of the Board on July 16, 2004 and the State Clearinghouse on July 19, 2004. Copies of both the NOP and NOP distribution list are presented in Appendix A. Copies of the comments received on the NOP are also presented in Appendix A.

**Table ES-1 Land Use Summary**

<b>LAND USE</b>	<b>ACRES*</b>
Residential**- 753 units	132.5±
Backbone Streets Right-of-Way	13.0±
Additional Area for Neighborhood Edge	3.9±
Existing Easements Within West Haven Boundary Minus Paseo Areas	18.9±
30 Foot Paseos / Pocket Park Within West Haven Boundary***	6.2±
Southern California Edison	2.1±
Old Schaefer Right-of-Way	1.4±
Park(s)	5.0±
School	9.8±
Neighborhood Commercial Center	9.2±
<b>Totals</b>	<b>202.0</b>

1. Total allowable dwelling units: 753 du.
  2. Total allowable dwelling units/residential acres: 5.2 du/allocation acres.
  3. Project totals: 202.0 ac/gr±; 3.7 du/ac; 753 du.
- \* DU/AC is based on allocation acreage.
- \*\* Allocation acreage: gross acreage to backbone street centerlines, minus NMC master planned greenbelts and non-residential uses.
- \*\*\* An additional 2.6 acres of paseo area is to be developed as a part of this Project, within the adjacent SCE easement/property, but outside of the Project boundary.

Source: Data compiled by L.D. King (December, 2004).

**PROJECT GOALS AND OBJECTIVES**

The West Haven Specific Plan prepared by L.D. King (December 2004), proposes to meet the following goals and objectives, and address the following identified issues:

- ◆ Provide an integrated quality mixed-use planned residential and neighborhood commercial center community of appropriate density and lot sizes, supported by landscaped open spaces, landscaped pedestrian and bike paseos, an elementary school, a neighborhood park, and recreational uses.
- ◆ Provide six distinct, yet, blended residential neighborhoods with a variety of housing types, including single-family detached and attached residences, on lot sizes ranging from 3,000 to 7,200 square feet (sf).
- ◆ Provide for the adequate planning, financing, and implementation mechanism(s) for the Project’s infrastructure and community facilities to serve the master planned community.

- ◆ Establish appropriate relationships with the existing adjacent commercial and residential land uses.
- ◆ Integrate existing and proposed commercial areas into the community fabric through the pedestrian links and walkways.
- ◆ Provide for a circulation network that promotes pedestrian links and walkways as well as bicycle activity as alternative modes of transportation, while also providing for safe and efficient movement of automobile travel through the Project site, including:
  - A major paseo network linking all areas of the Project. This network will connect the community's recreation spaces, but also serve to link the master planned community to regional destinations;
  - Creation of a formal primary entry at the intersection of Haven Avenue and Riverside Drive; and
  - Creation of a formal secondary entries at the intersection of Haven and Chino Avenue.
- ◆ Establish neighborhood linkages to connection portions of the Project.
- ◆ Incorporate active recreation sites for both residential and commercial areas, and link by the pedestrian paseo network.
- ◆ Provide a well-integrated neighborhood commercial center at the corner of Riverside Drive and Haven Avenue allowing community residents convenient pedestrian access to employment opportunities and day-to-day service and shopping establishments.
- ◆ Locate surface parking areas within the proposed neighborhood commercial center screened from adjacent residential uses by a landscaped pedestrian paseo or suitable landscaped setback buffer.
- ◆ Include well-landscaped sidewalk and streetscape connections to provide alternative as well as secondary pedestrian connections parallel to Riverside Drive, Haven, Turner, and Chino Avenues.
- ◆ Ensure the development of the proposed Project addresses pertinent NMC GPA policies and objectives.

Establish a unique character for the West Haven Specific Plan community through the implementation of Design Guidelines and Development Standards specifically prepared for the Project.

## AREAS OF CONTROVERSY AND CONCERN

- California Regional Water Quality Control Board Santa Ana Region: management of dissolved solids or salts expected to be found in the soils of Project site's former dairy operations (letter dated July 20, 2004 to Richard Ayala, Senior Planner, City of Ontario).
- Department of Toxic Substances Control: presence of methane or other dairy and cattle industry-caused gases on-site (letter dated August 20, 2004 to Richard Ayala, Senior Planner, City of Ontario).

**SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

The following Table ES-2, *Summary of Significant Environmental Impacts, Mitigation Measures and Level of Significance after Mitigation* provides a summary of the Project's potentially significant adverse environmental impacts, the suggested mitigation measures designed to minimize, rectify, reduce, or eliminate potential impacts, or compensate for unavoidable adverse effects, and the residual level of the impact's significance succeeding implementation of the mitigation measure(s). A detailed evaluation of these issues is presented in Section 4.0, *Cumulative Impacts* of this EIR.

**Table ES-2. Summary of Significant Environmental Impacts, Mitigation Measures, and Level of Significance After Mitigation**

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<b>AGRICULTURE RESOURCES</b>		
<p>The proposed Project is expected to impact existing agricultural productivity.</p>	<p><b>A-1</b> In order to minimize conflicts between urban and agriculture land uses, all residential units in the West Haven SP shall be provided with a deed disclosure, or similar notice, approved by the City attorney Re: The Proximity and Nature , including odors, of neighboring agricultural uses.</p>	<p>Unavoidable, significant impacts: The implementation of the proposed Project and the resulting continued buildout of the NMC will result in a significant and unavoidable adverse impact on agricultural resources because of the conversion of the Project site from agricultural land uses to non-agricultural land uses. This would result in a substantial cumulative reduction in the Chino Basin’s long-term agricultural productivity.</p>
<b>AIR QUALITY</b>		
<ul style="list-style-type: none"> <li>◆ The proposed Project is expected to contribute substantially to an existing or projected air quality standard and would result in a cumulatively considerable net increase of any criteria pollutant. Construction emissions would cause short-term PM<sub>10</sub> and NO<sub>x</sub> emissions above threshold levels.</li> <li>◆ Operational emissions would cause long-term ROC emissions from area and mobile sources above threshold levels.</li> <li>◆ The Project would contribute significant cumulative impacts.</li> </ul>	<p><b>AQ-1 Dust Control</b></p> <p>Prior to Project site construction activities, and prior to issuance of grading permits for each phase of the Project, a Dust Control Plan (DCP) shall be submitted to, and verified by, the City Building and Engineering Department(s). The DCP shall identify actions that Project applicant(s) and the Project contractor(s) shall utilize to reduce on- and off-site dust production consistent with SCAQMD guidelines. Dust Control mitigation measures for the Project shall include:</p> <ul style="list-style-type: none"> <li>◆ After final grades have been established, disturbed areas shall be vegetated and mulched immediately.</li> <li>◆ Maintain all disturbed portions of the construction site, in a damp condition, including all material excavated, filled or graded. When required, such disturbed areas shall be sufficiently watered to maintain a damp condition, no less than twice daily, at midday and the end of the work day, and more frequently if necessary, to prevent excessive amounts of dust.</li> <li>◆ Identification of disturbed portions of the Project’s construction site expected to remain</li> </ul>	<p>Unavoidable, significant, construction, operational, and cumulative impacts: The Project would contribute to significant NO<sub>x</sub> and PM<sub>10</sub> air emissions in the short-term (construction) and long-term ROC air emissions (occupation and use of the Project site), within an air basin identified as a “non-attainment” area. Also, any project that contributes emissions to this basin will have a cumulative impact on the air quality of the region. Therefore, unavoidable significant construction, operational, and cumulative impacts on air quality will be created by the proposed Project.</p>



Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>inactive for longer than a period of <del>three months</del><u>one month</u>. These portions shall <u>have non-toxic soil stabilizers applied according to manufacturers' specifications or</u> be seeded and watered until grass cover is grown.</p> <ul style="list-style-type: none"> <li>◆ Retain the Project site's natural vegetation to the extent feasible on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program.</li> <li>◆ All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (winds greater than <u>15 mph until winds are less than 25 mph and</u><del>as</del> averaged over <del>one hour</del><u>20 minutes</u>), or during Stage 1 or Stage 2 air quality episodes.</li> <li>◆ Specification of the timing of grading and construction to minimize soil exposure to winter rain period experienced in Southern California.</li> <li>◆ On-site vehicle speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>◆ All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least two feet of freeboard (the distance between the top of the load and the top of the trailer), and shall drive through a wheel washer before entering paved right-of-way.</li> <li>◆ Pavement of all on-site roads shall occur as soon as feasible. In the interim they shall be watered periodically or chemically stabilized. Additionally, all adjacent <u>public</u> streets shall be cleared <u>using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks</u> (i.e., <u>based on lead agency supply availability recommend</u> street sweepers <u>use reclaimed water</u>) <del>at the end of the day of any visible soil material that has carried onto adjacent public paved roads by Project construction traffic.</del></li> <li>◆ An inspection and maintenance program shall be included in the DCP to ensure that any erosion, which does occur, either on- or off-site as a result of the Project, shall be corrected through a remediation or restoration program within a time frame specified by City Building Department.</li> <li>◆ <u>If feasible, install wheel washers where vehicles enter and exit the construction site onto public paved roads or wash off trucks and any equipment leaving the site each trip.</u></li> <li>◆ <u>If feasible, appoint a construction relations officer to <del>at</del> as a community liason</u></li> </ul>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p><u>concerning on-site construction activity including resolution of issues related to PM10 generation.</u></p> <p><b>AQ-2 Air Quality</b></p> <p>During grading and construction activities, the Project applicant(s) shall submit a signed report once every three months to the City Building and Engineering Department(s). To mitigate impacts to air quality, this report shall document the past three months' performance, the planned performance for the next three months, and, certify Project applicant(s) and Project contractor(s) compliance with the following:</p> <ul style="list-style-type: none"> <li>◆ Construction materials shall be received during off-peak travel periods, between 8:30 a.m. and 4:00 p.m. A written explanation for any non-compliance shall be submitted by the offending party to the City Building and Engineering Department(s).</li> <li>◆ Lane closures and detours shall be limited to off-peak travel periods and be coordinated with the City's Traffic Division.</li> <li>◆ Verification by the Project applicant(s) of the construction equipment that has been on the Project site during the preceding three months, that is currently on the site, and that is anticipated to be on the site during the next three months. The Project applicant(s) shall certify that all such equipment has been and shall be selected for use based on low-emission and high-energy efficiency factors, including that such equipment has received a tune-up (or equivalent work) to assure low NO<sub>x</sub> emissions within six months preceding delivery to the Project site, and at least once a year thereafter.</li> <li>◆ <u>Documentation of the estimated number of all workers anticipated to be on the Project site, the estimated number of these that plan to carpool, and an approximate number of those that did carpool in the last three months.</u></li> <li>◆ <u>If feasible and practicable, the applicant shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50%; use required coatings and solvents with a VOC content lower than required under Rule 1113; construct/ build with materials that do not require painting; and use pre-painted construction materials.</u></li> <li>◆ <u>It is highly recommended that all diesel trucks be prohibited from idling in excess of five minutes, both on- and off-site;</u></li> </ul>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>◆ <u>It is highly recommended that all vehicles and equipment will be properly tuned and maintained according to manufacturer’s specifications;</u></li> <li>◆ <u>It is highly recommended to include a configure construction parking to minimize traffic interference;</u></li> <li>◆ <u>It is highly recommended to provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;</u></li> <li>◆ <u>It is highly recommended to reroute construction trucks away from congested streets or sensitive receptor areas;</u></li> <li>◆ <u>It is highly recommended to provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;</u></li> <li>◆ <u>It is highly recommended to use clean construction equipment; emulsified diesel fuels; construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies, etc.</u></li> </ul>	
<p><b>BIOLOGICAL RESOURCES</b></p> <p>The Project could have an adverse effect through habitat modifications on species using the Project site for nesting, foraging, or activity.</p>	<p><b>B-1</b> Prior to issuance of grading permit(s), Project applicant(s) shall pay their fair share towards the \$22.7 million for the habitat land acquisition within the Chino/El Prado Basin Area that shall serve as the designated Waterfowl and Raptor Conservation Area (WRCA). The fee shall be paid in accordance with the September 10, 2002 modification to NMC GPA Policy 18.1.12 and Implementation Measure I6, that state a 145-acre WRCA shall be provided through either a mitigation land bank, or by purchasing a property through development mitigation/impact fees. The habitat land acquisition shall be managed by Land Conservancy, a non-profit organization selected by the City and The Endangered Habitat’s League and the Sierra Club.</p> <p><b>B-2</b> Prior to issuance of building permit(s), a habitat land acquisition fee of \$4,320 per acre shall be paid by Project applicant(s); and placed into a trust account for use upon Project development and construction activities, for the restoration and rehabilitation of the WRCA agreed to be provided at the 145-acres within the El Prado/Chino Basin. The fee shall be paid in accordance with the September 10, 2002 modification to NMC GPA Policy 18.1.12 and Implementation Measure I-6, that states a 145-acre WRCA shall be provided through either a mitigation land bank, or by purchasing a property through development mitigation/impact fees.</p> <p><b>B-3</b> Prior to clearing the Project site of vegetation during nesting season, a qualified</p>	<p>Less than significant:</p> <p>Application of Mitigation Measures B-1 through B-4 shall reduce Project impacts on Biological Resources to a less than significant level.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>biologist shall conduct a site survey and mark (to protect) all active nests. Additionally, to avoid nesting bird impacts, the Project site shall not be cleared between March 1 and September 15. Prior to clearing any vegetation from around active nests, or the clearing of any nests, a USFS Permit to Reduce Nesting Birds if Present, from the USFWS shall be secured.</p> <p><b>B-4</b> Thirty days prior to any Project construction, an ornithologist shall survey for raptor nests according to CDFG requirements. If active nests are detected, the nests shall be flagged and all Project construction activities shall be kept 300 feet of nesting raptors and 500 feet of nesting migratory birds, until the young birds have safely fledged, as determined by the ornithologist. Active raptor nests shall be avoided per CDFG requirements.</p>	
<b>CULTURAL RESOURCES</b>		
<p>The Project could have a substantially adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or,</p> <p>The Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p><b>CR-1</b> Prior to the issuance of grading permit(s), the Project applicant(s) shall retain a qualified cultural resource specialist, to the satisfaction of the City, to monitor the Project’s subsurface areas occupied by the large manure piles, dairy farms, and the tree and plant nursery during grubbing and land disturbance from construction activities that previously were not surveyed. The cultural resource specialist shall examine, evaluate, and determine the most appropriate disposition of any potential artifact and shall have the authority to temporarily halt work until any identified artifacts can be recovered, handled, and/or surveyed in the appropriate manner.</p> <p><b>CR-2</b> Prior to issuance of grading permit(s) and prior to excavation to a depth of more than 15 feet below the modern ground surface, the Project applicant(s) shall retain an archaeological and paleontological resource specialist, to the satisfaction of the City Planning Department, to conduct archaeological, and paleontological resource monitoring.</p>	<p>Less than significant:</p> <p>Application of Mitigation Measures CR-1 and CR-2 shall reduce Project impacts to Cultural, Historical, Archaeological, or Paleontological Resources to a less than significant level.</p>
<b>GEOLOGICAL/SOILS RESOURCES</b>		
<p>The Project site would expose people or</p>	<p><b>G-1</b> Prior to issuance of grading permit(s) the Project applicant(s) shall submit to the</p>	<p>Less than significant:</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>structures to potential substantial adverse effects, including the risk of loss, or injury, or death involving:</p> <p>Strong seismic ground shaking;</p> <p>Seismic-related ground failure, including liquefaction;</p> <p>Substantial soil erosion or loss of topsoil; or,</p> <p>Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</p> <p>The Project site could expose people or structures to earthquakes resulting in loss, or injury, or death.</p>	<p>satisfaction of City Building and Engineering Department(s) a Project-specific grading plan. The Project- specific grading plan shall be in compliance with the Uniform Building Code and current professional engineering standards, including those for seismic safety. Additionally, the grading plan shall specify grading is not to occur on the Project site’s natural open space areas.</p> <p><b>G-2</b> Prior to issuance of building permits, the Project applicant(s) shall submit a SWPPP for the City’s Building and Engineering Department’s approval. In compliance with City standards and the State General Storm Water Permit for Construction Related Activities, the SWPPP shall identify (1) specific Project methods and (2) site locations for permanent drainage control that shall be incorporated into the Project design to adequately control erosion and sediment. Additionally, the SWPPP shall identify temporary erosion and sediment control methods and locations, such as sand bags, hay bales, and soil covers that shall be utilized at the Project site.</p> <p><b>G-3</b> During construction activities surficial slumps shall be removed by Project contractor(s) and replaced as compacted fill in graded areas to the satisfaction of the City Building Department.</p> <p><b>G-4</b> Prior to issuance of building permit(s) the City Planning Department shall approve a landscaping plan. Native plant species shall be used wherever feasible to reduce the potential for erosion, although slopes shall be landscaped with both native and non-native drought-tolerant, low-maintenance plants (L.D. King, 2004).</p> <p><b>G-5</b> Prior to the issuance of grading permit(s) and during Project development, the Project applicant(s) shall ensure Project contractor’s compliance with the following to the satisfaction of City Building and Engineering Department(s):</p> <ul style="list-style-type: none"> <li>• Graded slopes will be designed at a 2:1 horizontal to vertical gradient. Soil compaction will be performed in accordance with the recommendations outlined in the geotechnical assessment (refer to Appendix E: Geology/Soils Supporting Documentation), unless otherwise recommended by the City Building and Engineering Department(s).</li> <li>• Slope stabilization methods, such as construction of engineered replacement fills to buttress the weak planes and/or reduce the slope gradient to a flatter</li> </ul>	<p>Application of Mitigation Measures G-1 through G-5 shall reduce Project impacts to and from Geological/Soil Resources to a less than significant level.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	angle, shall be designed into the Project.	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<p>The proposed Project will create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p><b>HA-1</b> Prior to Project grading and construction activities Project contractor(s) shall ensure the:</p> <ul style="list-style-type: none"> <li>• Demolition of site structures that contain asbestos and lead-based paint in accordance with local and state applicable hazardous materials regulations (i.e., the Asbestos Hazard Emergency Response Act (AHERA) guidelines), verifying compliance to the City Building Department.</li> <li>• Removal of all subsurface structures encountered in accordance with applicable local and state regulations, verifying compliance to the City Building Department.</li> <li>• Abandonment of all wells on-site pursuant to the Department of Health Services regulations, and verification to be provided by the City.</li> </ul> <p><b>HA-2</b> During site preparation and during construction activities Project contractor(s) shall:</p> <ul style="list-style-type: none"> <li>• Dispose of all tires found on-site at a disposal/recycling facility that accepts automobile tires in accordance with local and state regulations to the satisfaction of the City Building Department.</li> <li>• Remove on-site animal waste creating methane gas, if encountered, and dispose of at an accepting Class III Landfill in accordance with local and state regulations to the satisfaction of the City Building Department.</li> </ul> <p><b>HA-3</b> During Project construction activities, Project applicant(s) and Project contractor(s) shall properly handle all hazards and hazardous substances to minimize their potential environmental impact to the Project site in accordance with applicable local, state, and federal regulations to the satisfaction of the City Building Department.</p> <p><b>HA-4</b> During Project construction, implementation, and use Project contractor(s),</p>	<p>Less than significant:</p> <p>Application of Mitigation Measures HA-1 through HA-4 shall reduce Project impacts from Hazards and Hazardous Materials to a less than significant level.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>employees, caretakers, and residents, shall:</p> <ul style="list-style-type: none"> <li>• Handle, store, transport, and dispose of all chemicals, including herbicides and pesticides, runoff, hazardous materials and waste used on, or at, the Project site, in accordance with applicable local, state, and federal regulations to the satisfaction of the City Building Department.</li> <li>• Properly dispose of all trash and debris found on, or at, the Project site, as appropriate, at a Class III landfill in accordance with local regulations to the satisfaction of the City Building Department.</li> <li>• Comply with the requirements of the County of San Bernardino’s Household Hazardous Waste Program to the satisfaction of the City Building Department</li> </ul>	
<b>HYDROLOGY/WATER QUALITY</b>		
<p>The Project would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;</p> <p>The Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;</p> <p>The Project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or,</p> <p>The Project would create or contribute runoff water which would exceed the</p>	<p><b>H/WQ -1</b> Prior to issuance of building permits, the Project applicant(s) shall demonstrate to the satisfaction of the City Building, Engineering, and Public Works Departments, that if the off-site storm drain system is not completed at the time of issuance of first Project building permit(s), then interim facilities, such as detention basins of a size to accommodate a minimum 100-year flood condition shall be designed and constructed, prior to the issuance of Project building permits and development of the Project, in compliance with the San Bernardino County Hydrology Manual and Flood Control specifications.</p> <p><b>H/WQ -2</b> In order to provide long term mitigation measures (BMPs) for the Project, prior to Tract Map approval, the Project applicant(s) shall demonstrate to the satisfaction of the City Engineering Department (or NPDES/Storm water Coordinator) its compliance with the requirements of the SBC MS4 Permit as follows:</p> <p>a) The Project applicant(s) shall prepare and submit a WQMP to the City Engineering Department (or NPDES Coordinator) for review and approval. The WQMP shall recommend permanent post-development improvements to existing drainage features to prevent uncontrolled runoff and to accommodate the increase in runoff associated with the development for the life of the Project. The San Bernardino County WQMP Guidance document requirements must be met.</p> <p>b) Compliance shall be demonstrated by obtaining an approval for the WQMP from the City.</p>	<p>Less than significant:</p> <p>Application of mitigation measures H/WQ1 through H/WQ3 shall reduce Project impacts on existing hydrologic conditions and water quality to less than significant levels.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff or otherwise substantially degrade water quality.</p> <p>The proposed Project grade changes and the increase in surface imperviousness associated with the proposed development are expected to increase and potentially degrade storm water runoff and impact existing Project site hydrologic conditions.</p>	<p><b>H/WQ-3</b> Prior to issuance of grading permits, the Project applicant(s) shall demonstrate to the satisfaction of City Building, Engineering, and Public Works Departments compliance with the requirements of the State Water Resources Control Board for the Project as follows:</p> <p>a) The Project applicant(s) shall prepare and submit a SWPPP to the satisfaction of City, Building and Engineering Departments for review and approval. The SWPPP shall recommend interim and permanent improvements to existing drainage features to prevent uncontrolled runoff during construction, and to accommodate any temporary increase in runoff associated with construction activities.</p> <p>b) Compliance shall be demonstrated by obtaining a NPDES construction permit for all construction activities including clearing, grading, or excavation that results in the disturbance of at least one acre of total land area or activity which is part of a larger common plan of development of one acre or greater. Copies of said NPDES permit(s) and related SWPPP shall be available for inspection at the City Engineering Department and at the construction site prior to land disturbing activity. Prior to the issuance of building permits for residential construction, the Project applicant(s) shall complete the following on- and off-site drainage system improvements to the satisfaction of the City Public Works Department:</p> <ul style="list-style-type: none"> <li>▪ Storm drains</li> <li>▪ Culverts</li> <li>▪ Detention basins</li> <li>▪ Channels</li> <li>▪ Other improvements as may be required by the City</li> </ul>	
<b>LAND USE/PLANNING AND RECREATIONAL RESOURCES</b>		
<p>The proposed Project would conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance, adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>To minimize adverse impacts from Land Use/Planning and to Recreational Resources mitigation measures have been identified in Section 3.2, <i>Air Quality</i>; in Section 3.7, <i>Hydrology/Water Quality</i>; in Section 3.9, <i>Noise</i>; in Section 3.10 <i>Public Services</i>; in Section 3.11, <i>Transportation/Traffic</i>; and, in Section 3.12, <i>Utilities</i>. Additional <i>Land Use/Planning</i> and <i>Recreational Resources</i> mitigation measures are not required.</p>	<p>Less than significant:</p> <p>The Project shall have less than significant impacts on local land use, planning, and recreational resources with application of the standard conditions, Uniform Building Codes, and the mitigation measures delineated in Sections 3.2, <i>Air Quality</i>; Section 3.7, <i>Hydrology/Water Quality</i>; Section</p>



Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
		3.9, <i>Noise</i> ; Section 3.10 <i>Public Services</i> ; Section 3.11, <i>Transportation/Traffic</i> ; and in Section 3.12, <i>Utilities</i> .
<b>NOISE</b>		
<p>The proposed Project will expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p> <p>The proposed Project is anticipated to expose persons to excessive groundborne vibration or groundborne noise levels;</p> <p>Produce a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project; or,</p> <p>Produce a temporary increase in ambient noise levels in the Project vicinity above levels existing without the Project.</p>	<p><b>N-1</b> Prior to issuance of building permits for the park, community center and proposed elementary school, the Project applicant(s) shall submit a noise report to the satisfaction of City Planning Department. The final noise report evaluating the effects of building placement, design, and materials used for construction, and shall include recommendations as needed to ensure compliance with local, State and federal noise standards.</p> <p><b>N-2</b> Prior to issuance of building permits, the Project applicant(s) shall develop a construction noise control plan for the City Planning Department’s approval, prior to commencement of construction activity.</p> <p><b>N-3</b> Prior to the issuance of each grading and building permit, the Project applicant(s) shall submit an affidavit to the satisfaction of City Building and Engineering Department(s) documenting Project construction operations shall not occur between 7:00 p.m. and 7:00 a.m. Monday through Saturday, or at any time on Sunday or federal holidays. The hours of construction including noisy maintenance activities and all spoils and material transport are restricted to the periods and days permitted by the local noise or other applicable ordinance. Noise-producing Project activity shall comply with local noise control regulations affecting construction activity or obtain exemptions therefrom.</p> <p><b>N-4</b> Prior to recordation of a subdivision map or issuance of a grading permit, whichever is first, the Project applicant(s) shall require as part of the site development plan and to the satisfaction of the City, that all noise-producing Project equipment and vehicles using internal combustion engines (including haul trucks) be professionally fitted with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features. These devices shall be maintained in good operating condition so as to meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) shall be equipped with shrouds and noise control features that are</p>	<p>Less than significant:</p> <p>Application of the mitigation measures N-1 through N-5 shall reduce Project noise related impacts to a less than significant level.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>readily available for that type of equipment.</p> <p><b>N-5</b> During construction activities, Project applicant(s) and/or Project contractor(s) shall, in accordance with the City Planning Department:</p> <ul style="list-style-type: none"> <li>• Locate material stockpiles and equipment staging, parking, and maintenance areas, as far as practicable from noise-sensitive receptors so as to minimize construction noise impacts to neighboring residences.</li> <li>• Use electrically powered equipment instead of pneumatic or internal combustion powered equipment, where feasible.</li> <li>• Not utilize a Project-related public address or music system audible at any adjacent receptor.</li> <li>• Use noise-producing signals, including horns, whistles, alarms, and bells only for safety warning purposes.</li> <li>• Enforce construction site and access road speed limits, not to exceed 15 miles per hour.</li> <li>• Strictly adhere to, and enforce in coordination with the City, haul route speed limits.</li> <li>• Provide all Project workers exposed to noise levels above 80 dBA with personal protective equipment for hearing protection (i.e., earplugs and/or earmuffs); and, in areas where noise levels are routinely expected to exceed 80 dBA clearly post signs stating “Hearing Protection Required in this Area.”</li> </ul>	
<b>PUBLIC SERVICES</b>		
<p><b>Schools:</b> would be considered significant if the Project would cause student enrollment to exceed the capacity of existing educational facilities serving the Project site.</p> <p><b>Fire Protection Services:</b> would be considered significant if the Project would cause a demand for services exceeding the limits of existing or planned facilities, personnel, and/or equipment intended to provide these services.</p>	<p><b>PS – 1</b> Prior to issuance of Project building permits, the Project applicant(s) shall provide the City with evidence of the payment of school fees in the amount required by the Mountain View School District (MVSD) and Chaffey Joint Union High School District (CJUHSD). These fees shall be based on the fee schedule in effect at the time the building permit applications are filed.</p> <p><b>PS-2</b> Prior to issuance of Project building permits, the Project applicant(s) shall notify the MVSD and CJUHSD of the expected buildout of the Project to allow the two Districts to plan in advance for new students.</p> <p><b>PS-3</b> Prior to recordation of the first phase of the Tentative Tract, the Project applicant(s) shall submit to both the City of Ontario Fire Department and the City</p>	<p>Less than significant:</p> <p>Project design features and application of mitigation measures PS-1 through PS-9 shall reduce potential Project impacts on school, fire, police services, and parks, to a level less than significant.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p><b>Police Protection Services:</b> would be considered significant if the Project would cause a demand for services exceeding the limits of existing or planned facilities and/or personnel intended to provide such services.</p> <p><b>Library Services:</b> would be considered significant if the Project would substantially increase the demand for library services beyond the ability of the existing library to serve the community.</p> <p><b>Parks:</b> would be considered significant if the Project would generate an increase in residents that would exceed the local jurisdiction’s park standard.</p>	<p>Planning Department, for review and to gain approval, a detailed plan to provide a public financing mechanism for continual funding for additional personnel and equipment for the first NMC fire station.</p> <p><b>PS – 4</b> Prior to issuance of building permits, building plans shall be submitted to and approved by the City of Ontario Fire Department. The plans and specifications for structures shall be reviewed by the City of Ontario Fire Department for compliance with the Uniform Fire Code and stipulations on minimum fire flows and duration of flows for residential and commercial development types.</p> <p><b>PS – 5</b> Prior to the issuance of grading permits, grading plans and specifications providing for adequate public and private fire hydrants in accordance with the City of Ontario Fire Department criteria. Additionally, the design and location of the street system and gates shall be to the satisfaction of the City Building and Engineering Department.</p> <p><b>PS – 6</b> Prior to Project implementation and use, additional fire personnel and equipment shall be assigned to the local fire station serving the Project.</p> <p><b>PS – 7</b> Prior to recordation of the first phase of the Tentative Tract, the Project applicant(s) shall submit a fiscal plan to the City, for review and to gain approval, a detailed plan to provide a public financing mechanism for continual funding for four additional sworn police officers and 2.5 non-sworn civilian support personnel. These officers and personnel shall be assigned to the City of Ontario Police Station located at 2500 South Archibald Avenue, approximately 1.7 miles northwesterly of the Project site.</p> <p><b>PS-8</b> During the preliminary stages of the Project design, and prior to issuance of building permits, the City of Ontario Police Department shall provide consultation to review safety features, evaluate adequacy, and suggest improvements to the Project design.</p> <p><b>PS-9</b> Prior to Project construction and prior to issuance of the first certificate of occupancy, Project applicant(s) shall provide Project site plans depicting access and emergency vehicle entry requirements for review and approved by the City of Ontario Police Department. Additionally, addresses shall be well marked to facilitate response by police officers.</p>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<b>TRANSPORTATION/TRAFFIC</b>		
<p>The proposed Project would cause an increase in traffic, which is substantial in relation to the existing system. The increase would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads; or,</p> <p>The Project would substantially increase hazards due to design feature or incompatible uses.</p> <p><i>Potential Significant Adverse Transportation/Traffic Impacts Include:</i></p> <ul style="list-style-type: none"> <li>◆ Construction related Project traffic may disrupt normal traffic flows.</li> <li>◆ Implementation of the Project would result in significant impacts on 9 intersections in the vicinity of the Project in the year 2007, and 16 intersections in the year 2015.</li> </ul>	<p><b>On-Site Project Mitigation</b></p> <p><b>T-1</b> Prior to Project construction, in coordination with City staff, the Project applicant(s) shall submit for approval to the City Building and Engineering Department(s) site plan(s) and tentative map(s) presenting adequate right-of-way and easements on the west side from centerline of Haven Avenue to its ultimate General Plan width.</p> <p><b>T-2</b> Prior to Project construction, in coordination with City staff, the Project applicant(s) shall submit for approval to the City Building and Engineering Department(s) site plan(s) and tentative maps(s) presenting proof of adequate parkways, curbs and gutters on the western half of Haven Avenue fronting the Project site and half of the cost of median improvements along Haven Avenue fronting the Project site.</p> <p><b>T-3</b> Prior to Project construction, in coordination with City staff, the Project applicant(s) shall submit for approval to the City Building and Engineering Department(s) site plan(s) and tentative maps(s) to construct West Haven Proposed Interim Street Cross Sections consistent with New Model Colony and City standards.</p> <p><b>T-4</b> Prior to Project construction, in coordination with City staff, the Project applicant(s) shall submit for approval to the City Building and Engineering Department(s) site plan(s) and tentative maps(s) for the improvement of the southern half of Riverside Drive along the Project site’s frontage.</p> <p><b>T-5</b> Prior to Project construction, in coordination with City staff, the Project applicant(s) shall submit for approval to the City Building and Engineering Department(s) site plan(s) and tentative maps(s) for the improvement of the eastern half of Turner Avenue along the Project site’s boundary.</p> <p><b>T-6</b> Prior to Project construction, in coordination with City staff, the Project applicant(s) shall submit for approval to the City Building and Engineering Department(s) site plan(s) and tentative maps(s) for the full improvement of Chino Avenue within the Project site consistent with New Model Colony and City</p>	<p>Unavoidable, significant impacts:</p> <p>With the implementation of on-site and off-site transportation/traffic mitigation measures, it is anticipated that the majority of the study intersections and roadways segments would experience improved operating conditions and acceptable levels of service. Although some intersection and roadways would still continue to carry a significant amount of traffic volume due in part by deficiencies of the roadway circulation system which include missing roadway links and interchange access to the regional freeway system. However, it is also anticipated that upon completion of planned freeway interchanges and gap closures of discontinuous roadways, traffic volume would be evenly distributed to the roadway circulation system resulting in improved operating conditions of the overloaded intersection and roadway segments.</p> <p>Project-related traffic impacts are expected to be significant and unavoidable. However, the Project would have no significant effect on the transportation network in the Project vicinity if sufficient funding were to become available from other private and public sources, and construction of the identified intersection improvements were to occur.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>standard.</p> <p><b>Off-site Project Mitigation</b></p> <p><b>T-7</b>     <b>The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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.</b> Project applicant(s) shall pay their fair share towards the development of the Archibald Avenue/SR60 WB ramps to bring the projected deficiency to an acceptable LOS to the satisfaction of the City Engineering Department and Caltrans District 8. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide exclusive westbound left turn lane</li> <li>• Restripe shared westbound left/thru lane to a shared left/thru/right turn lane</li> </ul> <p><b>T-8</b>     <b>The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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.</b> Project applicant(s) shall pay their fair share towards the development of the Archibald Avenue/SR60 EB ramps to bring the projected deficiency to an acceptable LOS to the satisfaction of the City Engineering Department. The Caltrans applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide exclusive eastbound left turn lane</li> <li>• Restripe shared eastbound left/thru lane to a shared left/thru/right turn lane.</li> </ul> <p><b>T-9</b>     <b>The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. The determination</b></p>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p><b>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.</b> Project applicant(s) shall pay their fair share towards the development of the Archibald Avenue and Riverside Drive intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide a fourth southbound thru lane</li> <li>• Provide an exclusive eastbound right turn lane</li> </ul> <p><b>T-10 The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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.</b> Project applicant(s) shall pay their fair share towards the development of the Archibald Avenue and Chino Avenue intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide an exclusive northbound right turn lane</li> <li>• Provide a fourth southbound thru lane</li> <li>• Provide a second and third eastbound thru lane</li> <li>• Provide an exclusive eastbound right turn lane</li> <li>• Provide a second westbound left turn lane</li> <li>• Provide a second westbound thru lane</li> </ul> <p><b>T-11 The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the</b></p>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p><b>improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval.</b> Project applicant(s) shall pay their fair share towards the development of the Archibald Avenue and Schaefer Avenue intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide northbound second left turn lane</li> <li>• Provide fourth northbound thru lane</li> <li>• Provide fourth southbound thru lane</li> <li>• Provide southbound exclusive free right turn lane</li> <li>• Provide eastbound exclusive free right turn lane</li> </ul> <p><b>T-12 The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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.</b> Project applicant(s) shall pay their fair share towards the development of the Archibald Avenue and Edison Avenue intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide fourth northbound thru lane</li> <li>• Provide northbound exclusive right turn lane</li> <li>• Provide fourth southbound thru lane</li> <li>• Provide southbound exclusive right turn lane</li> <li>• Provide eastbound exclusive free right turn lane</li> <li>• Provide westbound exclusive right turn lane</li> </ul>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p><b>T-13</b> Prior to approval of the first subdivision map and recordation of the Project Master Tentative Tract Map for development of the Project site, and contingent with traffic signal warrant and Project funding from fair share mitigation fees, Project applicant(s) shall develop the Turner Avenue and Chino Avenue intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Signalize intersection</li> </ul> <p><b>T-14</b> The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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. Project applicant(s) shall pay their fair share towards the development of the Haven Avenue and Riverside Drive intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide an exclusive northbound free right turn lane</li> </ul> <p><b>T-15</b> The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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. Project applicant(s) shall pay their fair share towards the of development the Haven Avenue and Chino Avenue intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</p> <ul style="list-style-type: none"> <li>• Provide northbound exclusive free right turn lane</li> </ul>	



Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>• Provide eastbound third left turn lanes</li> <li>• Provide westbound third left turn lanes</li> </ul> <p><b>T-16 The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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. Project applicant(s) shall pay their fair share towards the development of the Millcreek and Riverside Drive intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</b></p> <ul style="list-style-type: none"> <li>• Provide eastbound third thru lane</li> </ul> <p><b>T-17 The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. 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. Project applicant(s) shall pay their fair share towards the development of the Milliken Avenue and Riverside Drive intersection to bring the projected deficient intersection to an acceptable LOS to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis, shall include:</b></p> <ul style="list-style-type: none"> <li>• Provide eastbound second left turn lane</li> <li>• Provide eastbound exclusive free right turn lane</li> <li>• Provide westbound second left turn lane</li> </ul> <p><b>T-18 The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the</b></p>	

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p><b>improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval.</b> Project applicant(s) shall contribute and provide the necessary support for the needed infrastructure and applicable Transit/Bus System Improvements within the immediate vicinity of the project site to the satisfaction of the City Engineering Department. The applicable improvements identified by others and in the Project Traffic Analysis shall include:</p> <ul style="list-style-type: none"> <li>◆ Provide needed right-of-way for bus pads and turnouts along roadway segments adjacent to the project site.</li> <li>◆ Coordinate with City and transit providers to determine the most effective location for transit/bus stops with adequate accessibility for the handicapped.</li> <li>◆ Incorporate in the design elements of the communities the flexibility to accommodate necessary amenities for transit/bus system access.</li> </ul>	
<b>UTILITIES/SERVICE SYSTEMS</b>		
<p>The proposed Project will require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>The proposed Project will require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>The proposed Project is anticipated to have sufficient water supplies available to serve the Project from existing entitlements and resources, but will obtain new or expanded entitlements if needed. The proposed Project is</p>	<p><b><u>Water and Wastewater Services</u></b></p> <p><b>WS-1</b> Prior to the approval of the first final subdivision map, the Project applicant(s) shall submit a detailed water study for the purpose of accurately quantifying the precise domestic and recycled water supply and storage requirements associated with the Project to the satisfaction of the City Building and Engineering Department(s).</p> <p><b>WS-2</b> Prior to recordation of the Master Tentative Tract the Project applicant(s) shall submit a letter from the water purveyor(s) from whom domestic and/or recycled water would be supplied demonstrating, to the satisfaction of City Building and Engineering Department(s), that sufficient water resources would be provided consistent with the demand for those resources.</p> <p><b>WS-3</b> Prior to recordation of the first subdivision map for development, the Project applicant(s) shall submit a detailed water study to the satisfaction of City Building and Engineering Department(s) for the purpose of accurately quantifying the precise wastewater services required for the Project.</p> <p><b>WS-4</b> Prior to recordation of the Master Tentative Tract the Project applicant(s) shall submit a letter from the wastewater services provider to the satisfaction of City</p>	<p>Less than significant:</p> <p>Application of mitigation measures WS-1 through WS-4, and SW1 and SW-2 shall result in less than significant impacts on water, wastewater, recycled water resources, infrastructure, and solid waste collection and disposal.</p>

Potential Significant Adverse Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>anticipated to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.</p> <p>The proposed Project is anticipated to be served by a landfill(s) without sufficient permitted capacity to accommodate the Project's solid waste disposal needs.</p>	<p>Building and Engineering Department(s) for the Project demonstrating that sufficient wastewater services would be available to all phases of the Project in a manner and within a time period consistent with the demand for those services.</p> <p><b>Solid Waste</b></p> <p><b>SW – 1</b> Prior to approval of a building permit for the concept elementary school, the concept neighborhood park, and commercial center components; site plans identifying space for recycling containers, paper, plastics, glass, and landscaping materials, within the areas designated for waste receptacles shall be submitted to the satisfaction of City Building, Public Works and Engineering Department(s).</p> <p><b>SW – 2</b> Prior to approval of the first building permit for each development phase, the Project applicant(s) shall submit to the satisfaction of City Building, Public Works and Engineering Department(s) a plan for recycling waste materials from construction operations.</p>	