

SECTION 3: PROJECT DESCRIPTION

3.1 - PROJECT LOCATION

The project site is located within the City of Ontario at the southwest corner of Riverside Drive and Milliken Avenue in southwestern San Bernardino County (see Exhibits 3-1 through Exhibit 3-3). As the eastern boundary of the project site, Milliken Avenue also forms the boundary between San Bernardino County and Riverside County. Major arterial access in the vicinity of the project site is provided by Riverside Drive, Milliken Avenue, Haven Avenue, Chino Avenue, and Mission Boulevard. Regional access is provided by Interstate 15 (Ontario Freeway) and State Route 60 (Pomona Freeway).

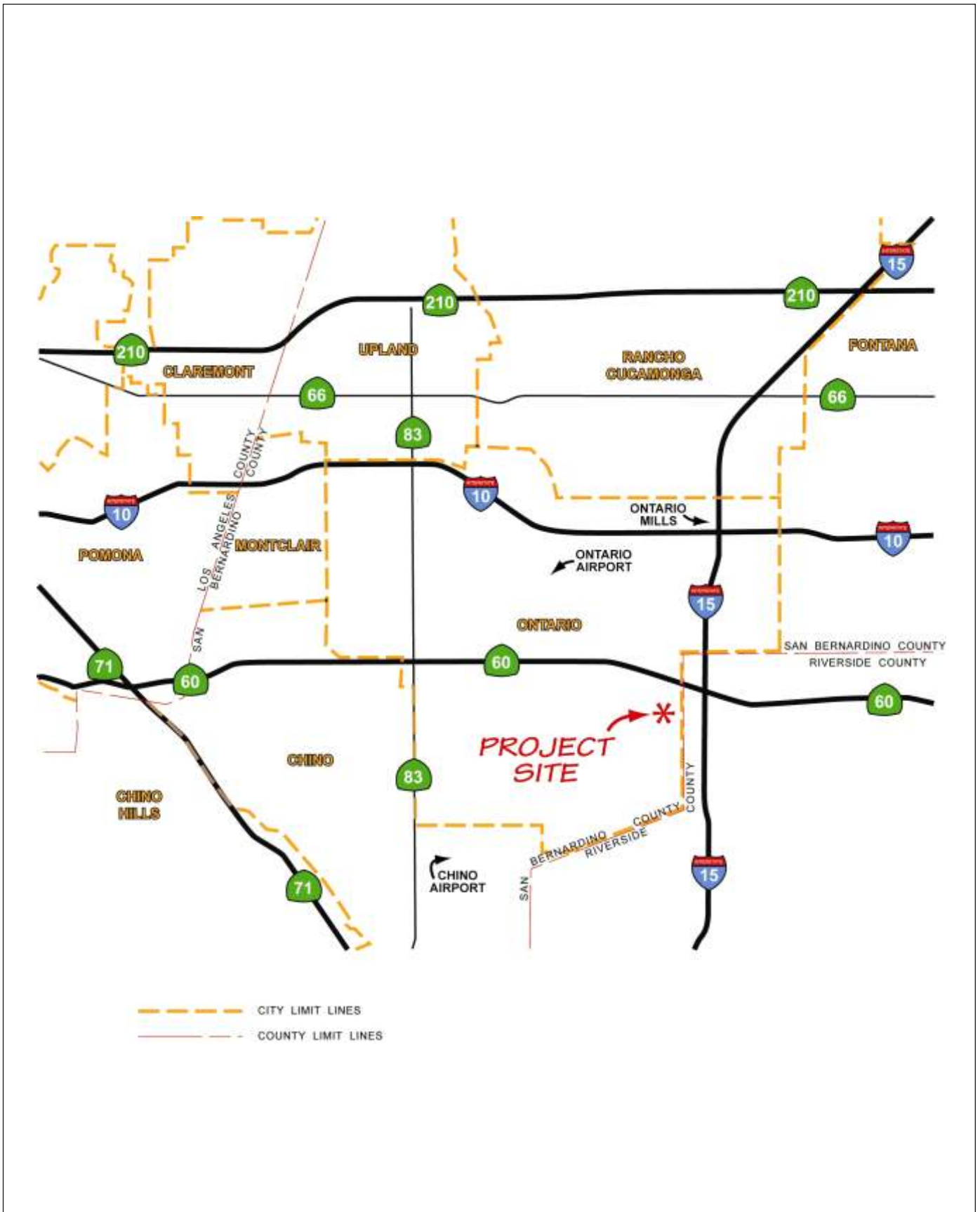
3.2 - PROJECT BACKGROUND

The project site is developed with a dairy and associated single-family residence, a nursery, and high-voltage electrical transmission lines owned and operated by Southern California Edison (SCE). The transmission lines bisect the central portion of the site in a north-south alignment and diagonally in the southeast corner of the project site (see Exhibit 3-4). The dairy was established in 1978. Research on when the nursery and transmissions lines were constructed did not reveal exact construction dates; however, it is highly likely that these structures were constructed prior to 1978. Prior to this date, the project site was used for farming. No other uses are known to have previously existed on the project site. Existing property ownership is identified in Table 3-1 and depicted on Exhibit 3-5.

Table 3-1: Existing Property Ownership

Map ID	APN	Ownership
1	218-171-23	Jack C. and Betty J. Pinheiro Trust
2	218-171-22	Riverside Haven Company
3	218-171-14	Southern California Edison Company
4	218-171-12	Cornell Kasbergen & Family Living Trust
5	218-171-16	Pinheiro Family
6	218-171-21	Sunshine Growers Nursery, Inc.
7	218-171-19 and 218-171-20	Southern California Edison Company

Notes: APN = Assessor's Parcel Number.
Source: Edenglen Specific Plan, Brookfield Homes, April 2005.



Source: Brookfield Homes



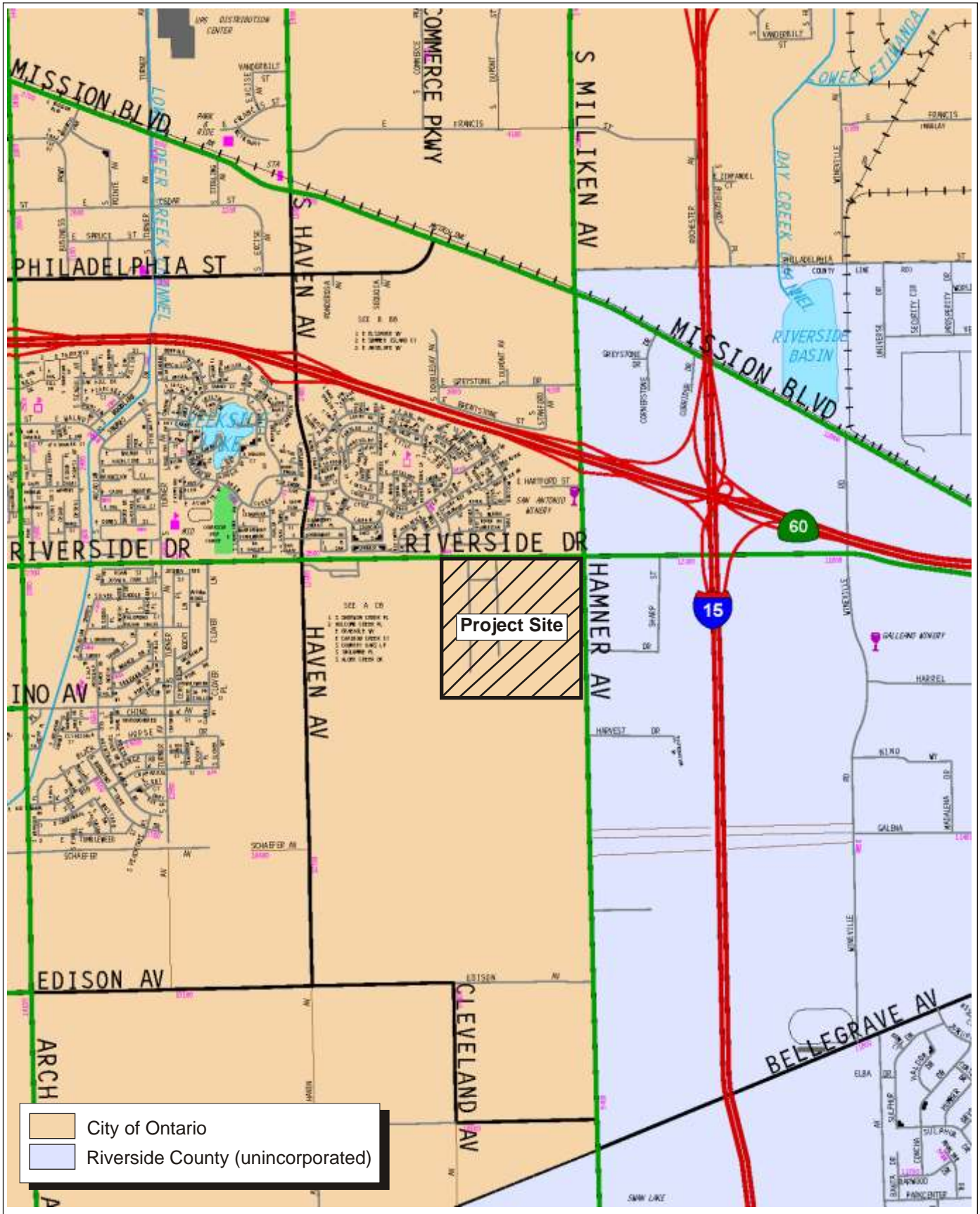
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Exhibit 3-1 Regional Location

EDENGLÉN



Source: Thomas Guide Digital Edition, 2004.

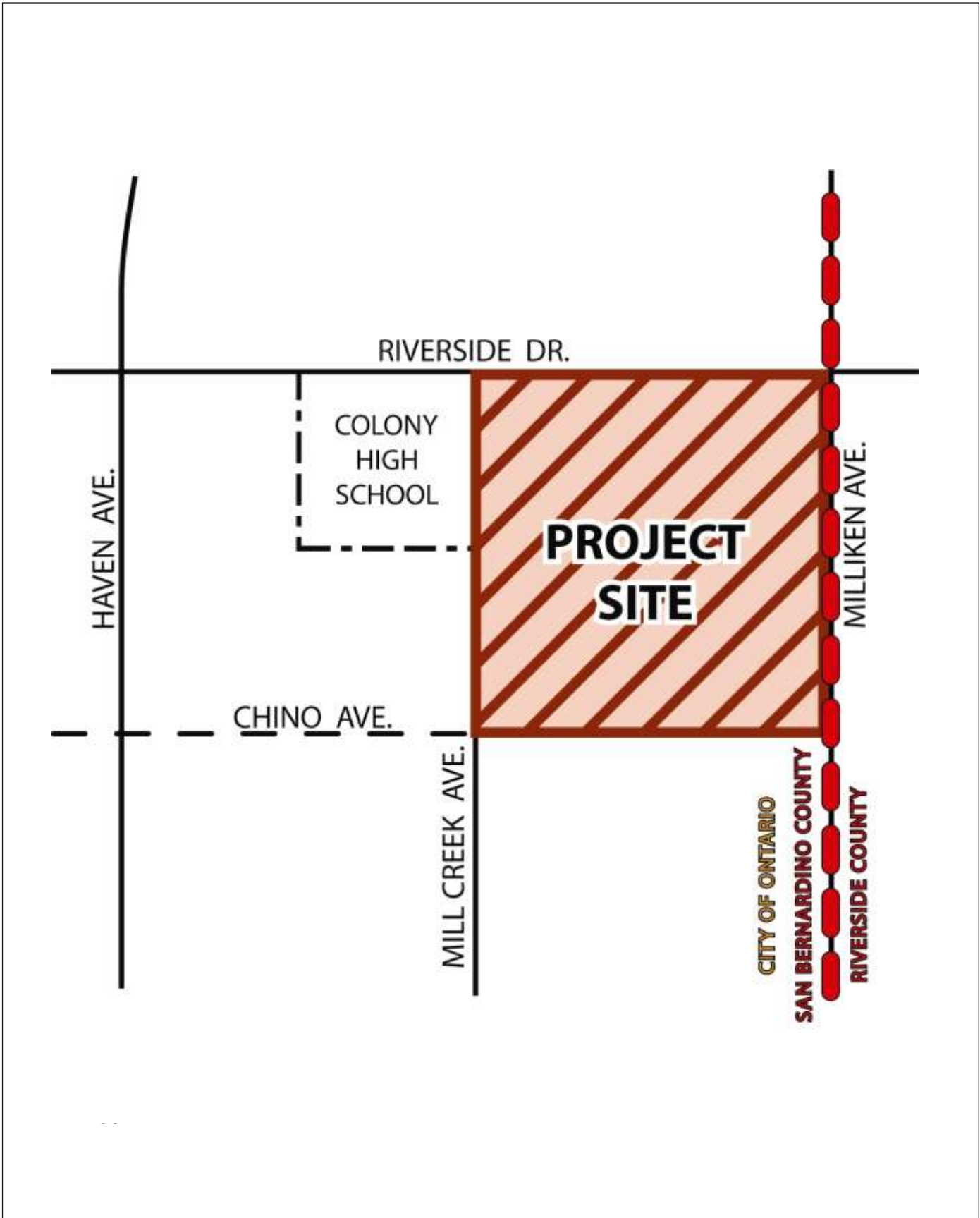


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Exhibit 3-2
Local Vicinity

EDENGLN



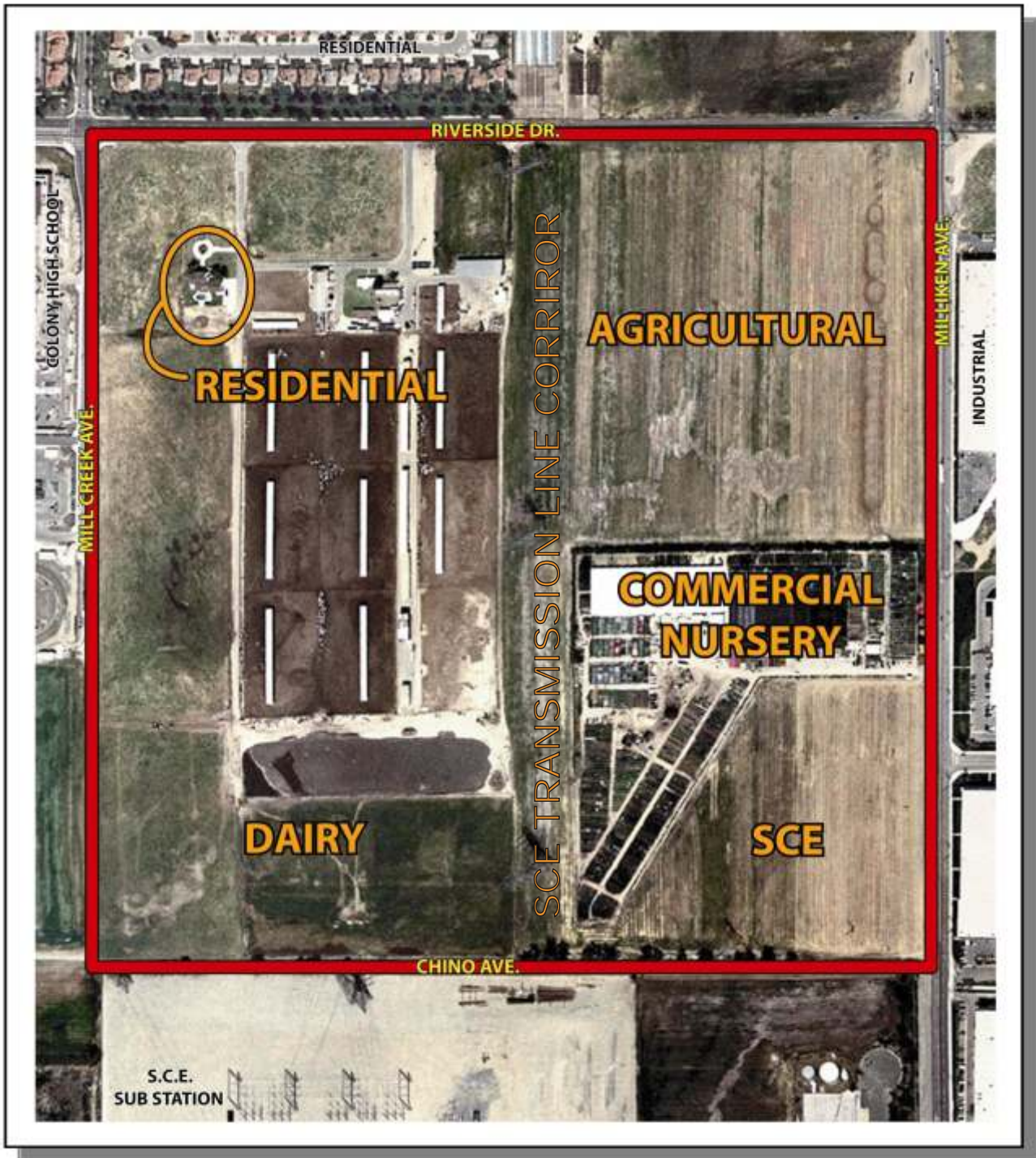
Source: Brookfield Homes



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Exhibit 3-3
Project Location



 Project Site Boundary

Source: Brookfield Homes



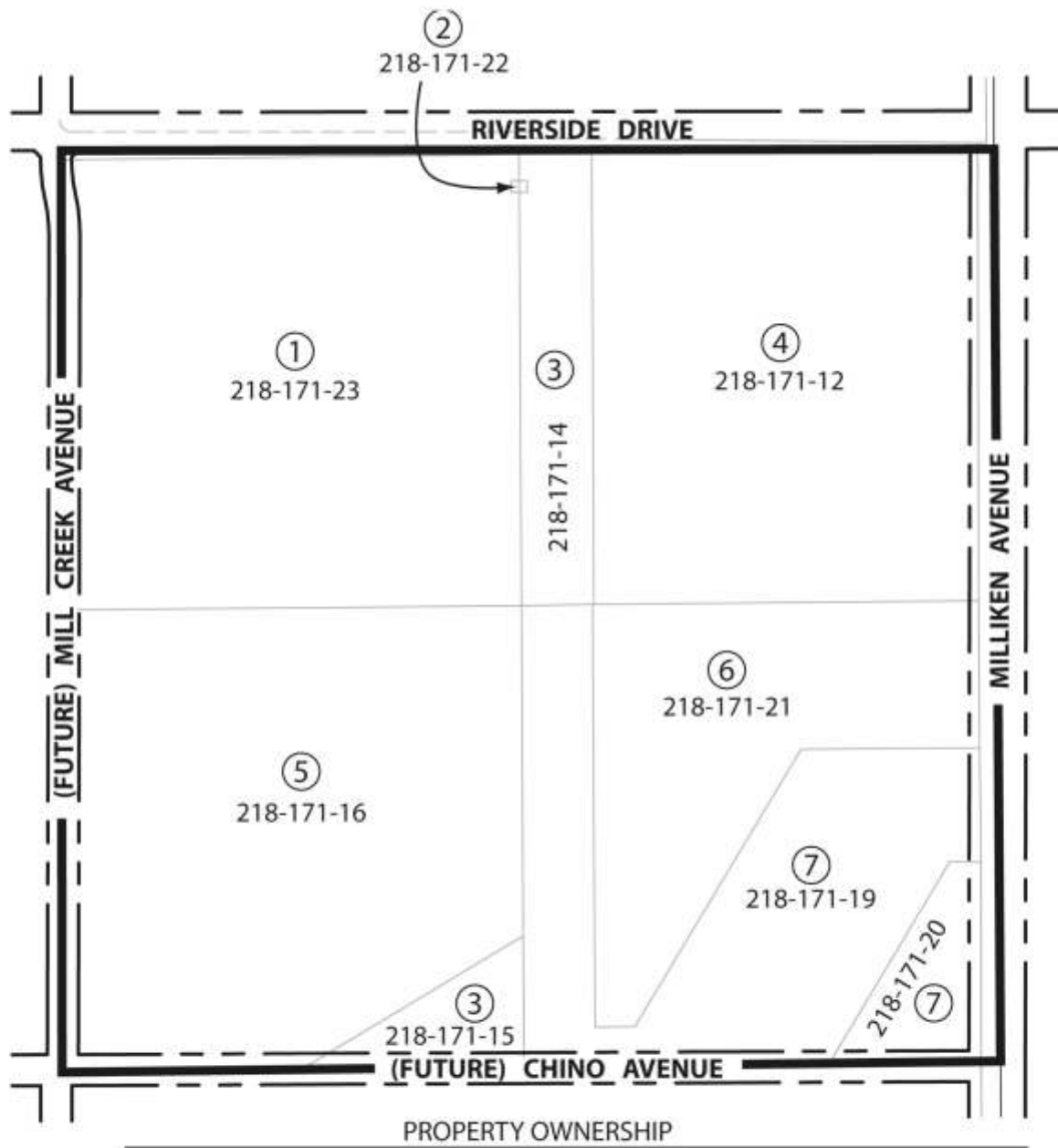
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Exhibit 3-4
Existing Land Use

EDENGLLEN



- PROPERTY OWNERSHIP
- ① JACK C. & BETTY J. PINHEIRO TRUST
 - ② RIVERSIDE HAVEN COMPANY
 - ③ SOUTHERN CALIFORNIA EDISON COMPANY
 - ④ CORNELL KASBERGEN & FAMILY LIVING TRUST
 - ⑤ PINHEIRO FAMILY
 - ⑥ SUNSHINE GROWERS NURSERY, INC.
 - ⑦ SOUTHERN CALIFORNIA EDISON COMPANY

Source: Brookfield Homes



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Exhibit 3-5 Existing Property Ownership

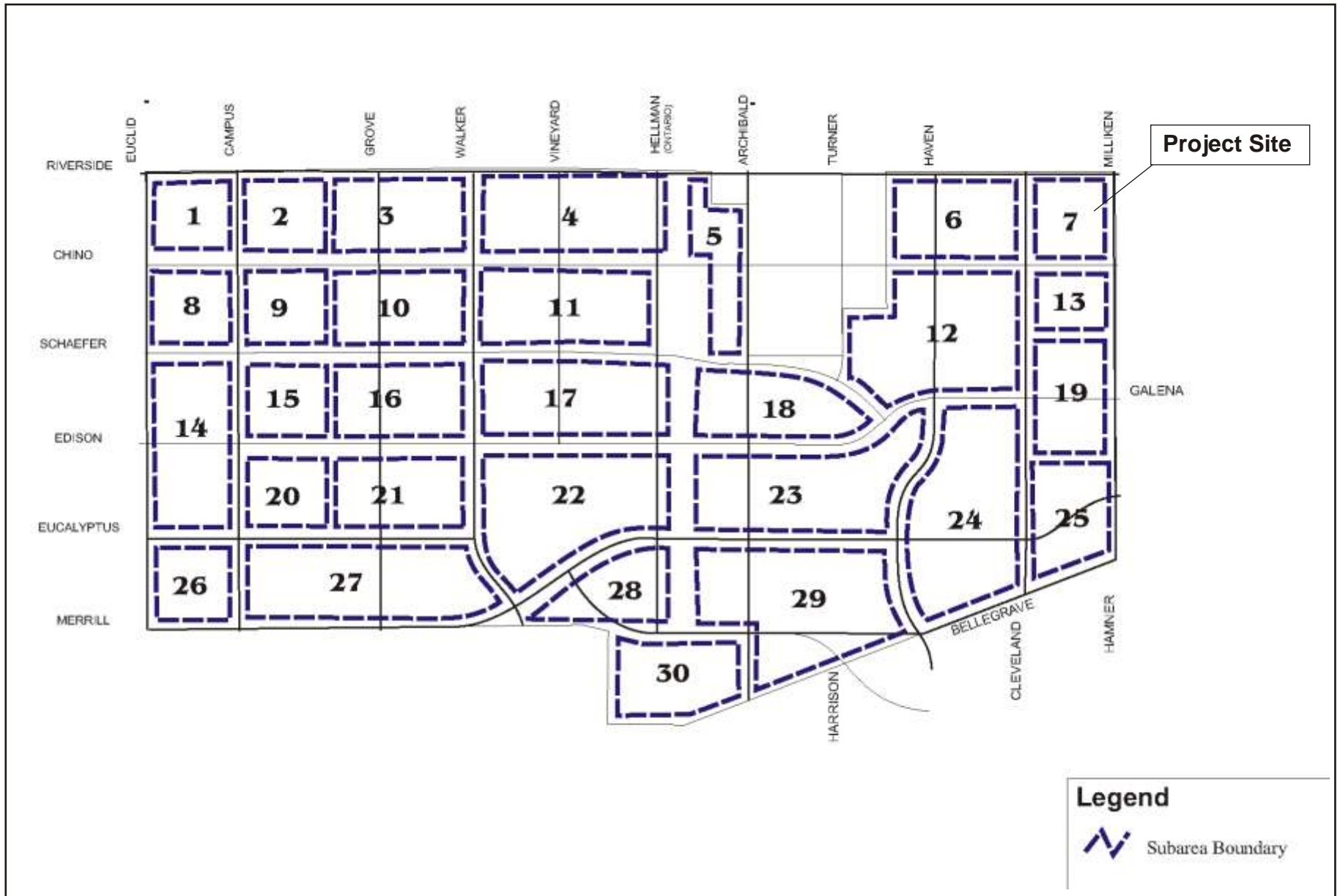
In 1999, the City annexed approximately 8,200 acres of land of the area known, at that time, as the San Bernardino Agricultural Preserve. The San Bernardino Agricultural Preserve covered approximately 30,000 acres of unincorporated San Bernardino County and, at its operational peak in the 1970s, included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

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

Town Center. A Town Center will constitute the principal center of activity and identity for all NMC neighborhoods and districts. The highest densities/intensities of uses and public events will be concentrated here. A broad diversity of uses that serve as a destination for NMC residents will be accommodated including retail, office, entertainment, dining, hotels, cultural, performing arts, government, and similar uses. High-density housing will be integrated in mixed use structures or as free-standing development to make the Town Center a 24-hour working and living environment. This may include live/work facilities for artists, professionals, and others with home occupations.

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

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



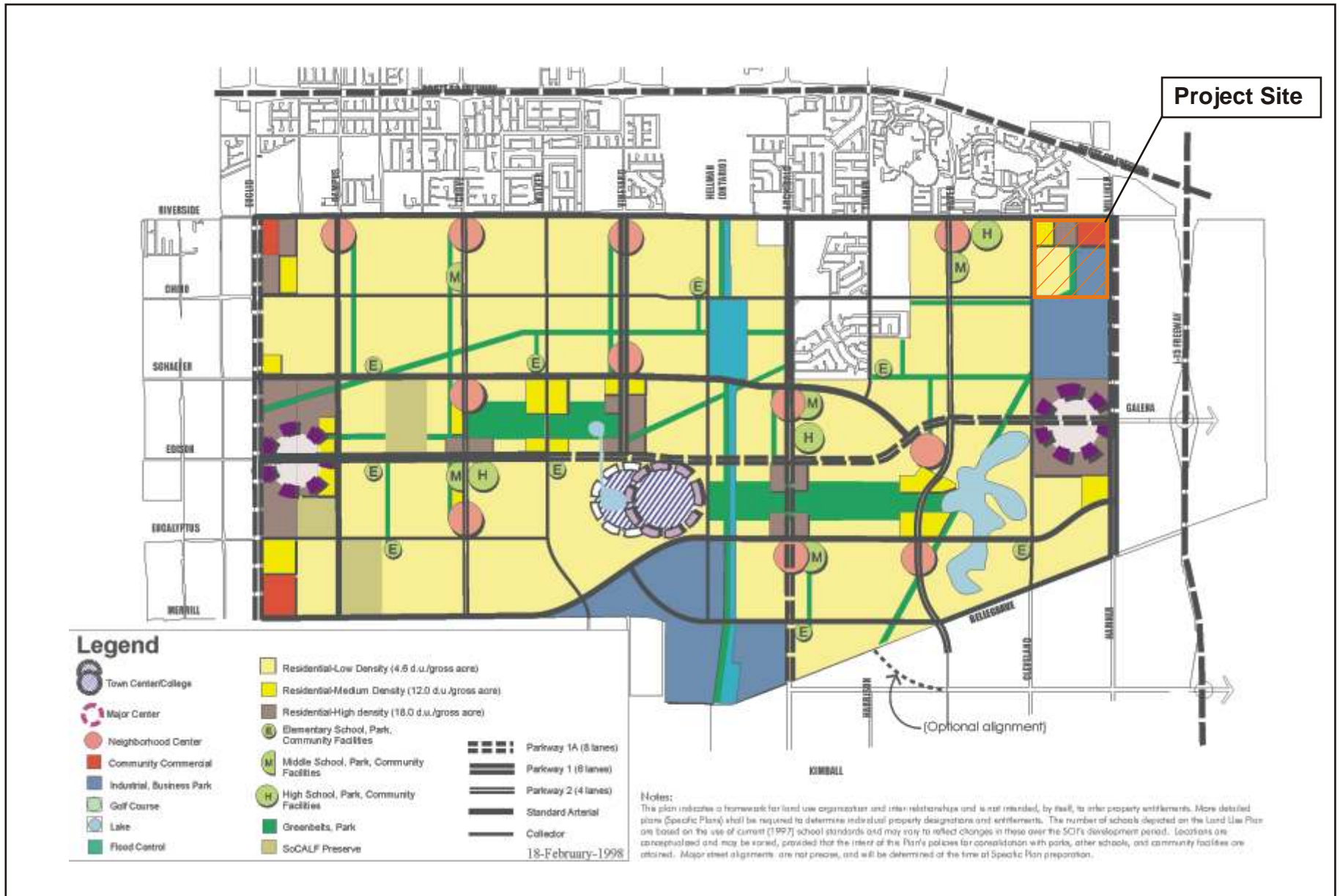
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Exhibit 3-6 Specific Plan Subareas

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Exhibit 3-7 New Model Colony Land Use Plan

EDENGLÉN

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

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

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

Residential Neighborhoods. A diversity of housing types will be accommodated in each neighborhood offering opportunities for differing family sizes and compositions, age groups, incomes, and lifestyles. This may encompass small lot detached or attached units, townhomes, co-housing, apartments, and other new forms of housing that may emerge from market conditions in addition to traditional single family detached configurations. A portion of the NMC will be developed with higher priced executive housing. The various types of housing will be integrated and mixed within neighborhoods, offering diversity within a small area. Large scale areas consistently developed with high density apartments will be avoided. Rather, these units will be distributed in smaller pockets and integrated with lower density forms of housing.

Table 3-2: NMC Statistical Summary

Land Use Component	Acres	Percent of NMC
Single-Family and Multi-Family Residential <i>(Multi-Family is also included as mixed-use housing in the Town Center)</i>	5,196	63.35%
Commercial <ul style="list-style-type: none"> • Neighborhood • Community • Retail <ul style="list-style-type: none"> - Town Center Mixed-Use - Town Center Retail - Business Park Retail • Office <i>(Town Center only)</i> • Regional • Hotel/Conference <p style="text-align: right;">Sub-total</p>	<p style="text-align: right;">120</p> <p style="text-align: right;">40</p> <p style="text-align: right;">15</p> <p style="text-align: right;">35</p> <p style="text-align: right;">30</p> <p style="text-align: right;">29</p> <p style="text-align: right;">195</p> <p style="text-align: right;"><u>40</u></p> <p style="text-align: right;">504</p>	6.14%
Industrial <ul style="list-style-type: none"> • Light Manufacturing • Business Park <p style="text-align: right;">Sub-total</p>	<p style="text-align: right;">66</p> <p style="text-align: right;"><u>272</u></p> <p style="text-align: right;">338</p>	4.12%
Specialty <ul style="list-style-type: none"> • Educational Campus • Sports Complex <p style="text-align: right;">Sub-total</p>	<p style="text-align: right;">80</p> <p style="text-align: right;"><u>20</u></p> <p style="text-align: right;">100</p>	1.22%
Public <ul style="list-style-type: none"> • Southern California Edison Sub-station <i>(excludes transmission line corridors)</i> • Drainage/Detention Basins • Community Facility • Parks • Schools <p style="text-align: right;">Sub-total</p>	<p style="text-align: right;">160</p> <p style="text-align: right;">185</p> <p style="text-align: right;">11</p> <p style="text-align: right;">163</p> <p style="text-align: right;"><u>420</u></p> <p style="text-align: right;">939</p>	11.45%
Amenity <ul style="list-style-type: none"> • Village Green • Lake • Golf Course • SoCalf Properties • Trails/Southern California Edison Transmission Line Corridors • Trails/Passive Open Space <p style="text-align: right;">Sub-total</p>	<p style="text-align: right;">355</p> <p style="text-align: right;">50</p> <p style="text-align: right;">150</p> <p style="text-align: right;">200</p> <p style="text-align: right;">291</p> <p style="text-align: right;"><u>79</u></p> <p style="text-align: right;">1,125</p>	13.72%
Total	8,202	100.00%
Source: NMC General Plan, Table 3-3.		

The Edenglen Project represents the sixth development proposal within the NMC. The NMC General Plan anticipated that each planning subarea would be developed through subsequent preparation of a

specific plan that would provide the specific zoning and development standards for the build-out of each subarea within the NMC. To date, five specific plans have been prepared or are in the process of being prepared by the City within the NMC. To date, five specific plans have been prepared or are in the process of being prepared by the City within the NMC. As of this date, none of these five specific plans have been approved or developed. The proposed Edenglen Project is the sixth proposed specific plan development proposal within the NMC. Development of the Edenglen Project includes development of residential neighborhoods, light industrial and business park uses that are consistent with the planned uses of the NMC previously described.

3.3 - PROJECT CHARACTERISTICS

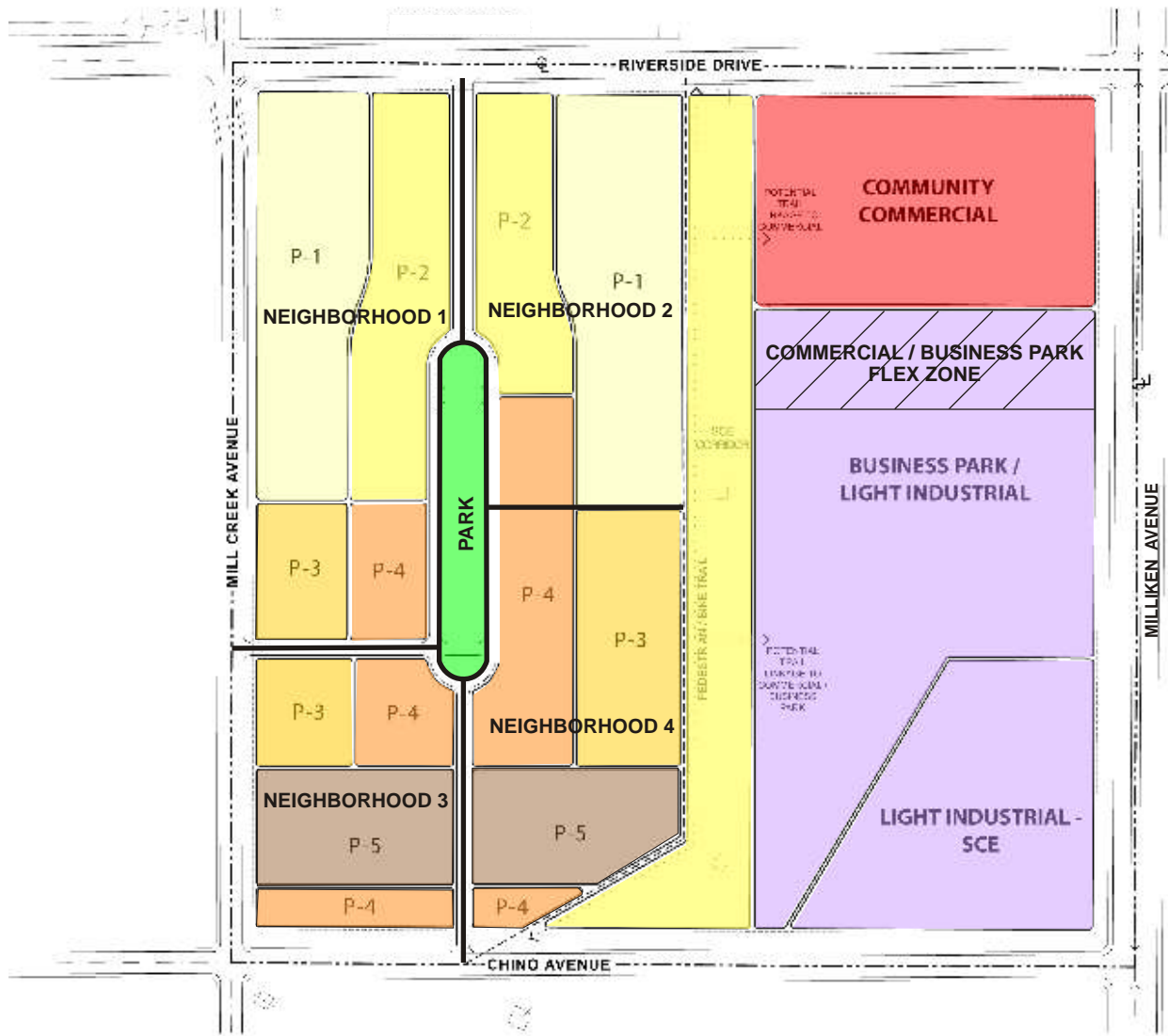
3.3.1 - Project Overview

The Edenglen Project proposes residential development, commercial development, and includes recreation and open space amenities and permanent open space (see Exhibit 3-8).

Table 3-3 provides a statistical summary of the proposed project. Each component of the proposed project is fully described in individual sub-sections that follow, which include the technical, economic, and environmental characteristics of the proposed project.

Table 3-3: Edenglen Project Statistical Summary

Land Use	Acres	Dwelling Units	Square Feet
Residential			
• Single-Family Detached (P-1 through P-3)	40.2	277	—
• Single-Family Attached (P-4 and P-5)	21.7	307	—
• Central Park	2.3		—
• Edge Buffer/Roadways	<u>12.9</u>	—	
Sub-total	77.1	584	
Community Commercial Retail	20.0	—	217,520
Commercial/Business Park Flex Zone	10.0	—	—
Business Park/Light Industrial	26.9	—	550,000
Open Space	12.05	—	—
SCE Corridor Trail	0.75	—	—
Edge Buffer/Roadways (Commercial Component)	13.8	—	—
Total Acres	160.6	—	—
Total Residential Units		584	—
Total Commercial/Light Industrial Square Feet			767,520
Note: Refer to Exhibit 3-8 for locations of residential sub-areas P-1 through P-5.			
Source: Edenglen Specific Plan, Brookfield Homes, April 2005.			



- Residential Neighborhood Boundary
- - - - - Pedestrian/Bike Trail
- P-1 Residential Sub-areas

Source: Brookfield Homes



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Exhibit 3-8 Land Use Plan

EDENGLLEN

The residential component is designed to address a variety of lifestyles through a traditional neighborhood planning concept that includes a variety of residential housing types within walking distance to recreational amenities and commercial retail. Housing types will include cottage “green court” single-family detached homes and single-family detached homes on lot sizes ranging between 4,400 and 5,500 square feet (sq ft). Attached housing will include a triplex court style residential type limited to no more than 12 dwelling units per acre and a garden court style residential type limited to no more than 16 dwelling units per acre.

Commercial development includes Community Commercial uses and Business Park/Light Industrial uses, and a Commercial/Business Park Flex Zone.

Pedestrian connectivity within the project site is provided through a system of pedestrian and bicycle trails linking residential neighborhoods to one another, to the Central Park, and to the commercial and business park/light industrial land use areas. A major component of the trail system will be provided through the improvement of a portion of the SCE high-voltage transmission line corridor (SCE Corridor) within the project site. The remainder of the SCE Corridor would remain as permanent open space.

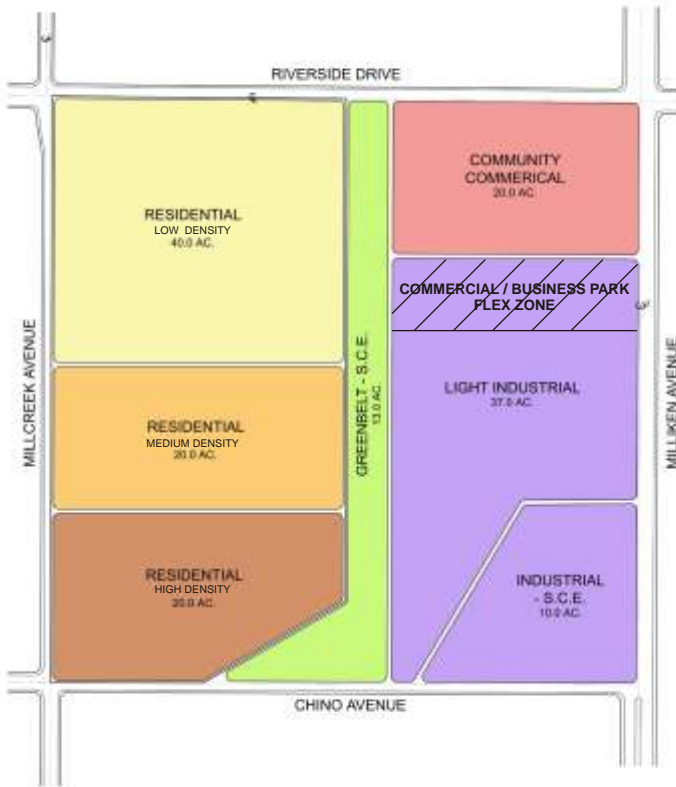
The proposed project includes an amendment to the NMC General Plan that changes the location of the existing residential land use designations. This is described in section 3.3.2, following.

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

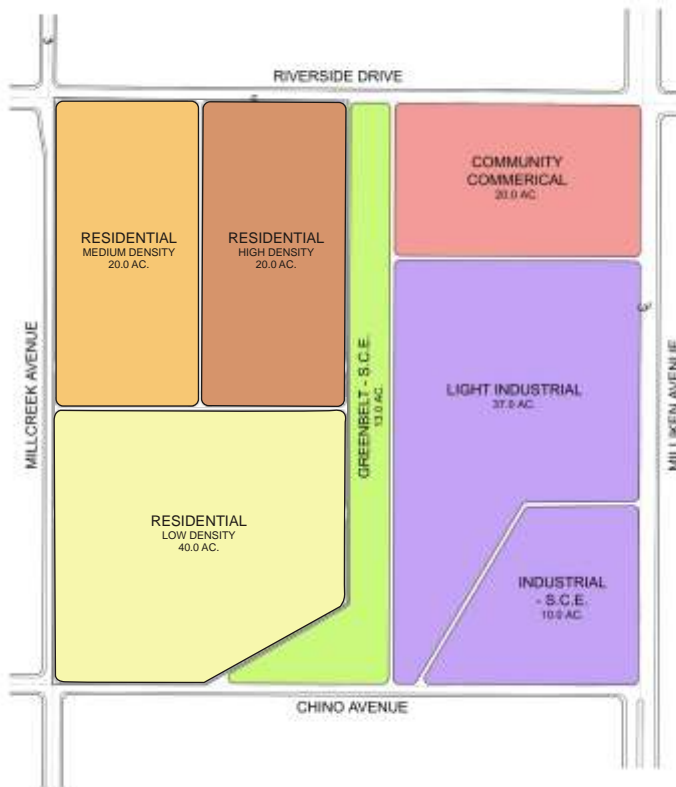
In addition to the proposed improvements, demolition and/or removal of on-site structures would occur, and off-site export of organic-rich soils that are unsuitable for development would also occur.

3.3.2 - Proposed General Plan Amendment

The Edenglen Project includes a general plan amendment to relocate the existing residential designations within the project site; the commercial and business park/light industrial land use designations are not proposed to be changed or relocated (see Exhibit 3-9). The NMC General Plan designates the western portion of the project site for residential development with the following designations: Low Density Residential (40 acres), Medium Density Residential (20 acres), and High Density Residential (20 acres).



PROPOSED GENERAL PLAN USES



EXISTING GENERAL PLAN USES

Source: Brookfield Homes



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The proposed amendment would relocate the Low Density Residential use to the northwestern portion of the site from the southwest corner and would result in a compatible placement of single-family residential uses near the existing Creekside single-family residential community north of Riverside Avenue. The proposed amendment to relocate these designations would not modify the existing acreages allocated to each, would not result in any changes to the allowed number of residential units that could be developed under these designations, nor result in a change to the density of residential population for the entire project site.

3.3.3 - Proposed Development Characteristics

The proposed project includes a residential component, a commercial and business park/light industrial component, and a recreation and open space component. These components, and other related improvements such as landscaping and signage, are individually described in the following sections. Development standards for each of these are contained in the Edenglen Specific Plan.

Residential Component

The Edenglen Project will permit the development of up to 584 residential dwelling units offering single-family detached homes and single-family attached homes (see Table 3-4). Residential land use areas are contained within four distinctive neighborhoods linked by a network of sidewalks and on-street bicycle paths connecting all the neighborhoods to the Central Park, to Colony High School located west of the project site, to the SCE Corridor Trail located in the central portion of the project site, and to the commercial uses on the easterly portion of the project site (see Exhibit 3-8).

A “country store” is included in the recreation center. This store would provide convenience services such as a coffee/newsstand that is intended to serve only the adjacent residences.

Full build-out of the residential component would result in approximately 2,208 persons residing within the project site boundaries. This estimate is based upon 100 percent occupancy and assumes 3.78 persons-per-household (State of California 2004).

Table 3-4: Residential Dwelling Unit Summary

Residential Sub-area	Configuration	Acres	Dwelling Units
P-1	Single Family Detached	18.6	92
P-2	Alley-Loaded Single Family Detached	11.3	69
P-3	Cottage Home Single Family Detached	10.3	116
Detached Sub-total		40.2	277
P-4	Triplex Court Home	12.4	151
P-5	Garden Court Home	9.3	156
Attached Sub-total		21.7	307
Total		61.9	584
Note: Refer to Exhibit 3-8 for locations of residential sub-areas P-1 through P-5. Source: Edenglen Specific Plan, Brookfield Homes, April 2005.			

Commercial Component

The Edenglen Project includes approximately 56.9 acres designated for development of Community Commercial retail uses and Business Park/Light Industrial Uses. Of this total, 20 acres are proposed for Community Commercial uses and 26.9 acres are proposed for Business Park/Light Industrial uses, and 10 acres are identified as a Commercial Business Park Flex Zone (Flex Zone). The Flex Zone is intended to augment the area proposed for the Community Commercial in the event large-scale or discount retail uses are proposed. If this type of retail use is not proposed, the 10 acres reserved for the Flex Zone would be allocated to the area proposed for Business Park/Light Industrial uses.

The Edenglen Project provides for the development of approximately 217,520 sq ft of commercial retail uses on the northeast portion of the project site adjacent to Riverside Drive and Milliken Avenue. Commercial development at this location is intended to serve the proposed residential development associated with the Edenglen Project and the surrounding area. The Edenglen Project also provides for the development of approximately 550,000 sq ft of business park/light industrial land uses on the southeastern portion of the project site adjacent to Milliken Avenue and Chino Avenue. Regardless of the use of the Flex Zone, the combined Community Commercial and Business Park/Light Industrial total of 767,520 square feet would not be exceeded. Section 5.1 of the Edenglen Specific Plan identifies the extension of Chino Avenue between Mill Creek Avenue and Milliken Avenue.

No specific development proposals are associated with this component at this time. However, based upon published estimates of sq. ft. per employee for light manufacturing and regional retail in the Southern California region, an estimated 1,507 employees would be generated by the commercial component of the proposed project (Southern California Association of Governments 2001).

- Commercial uses that could be developed include theatres, restaurants, professional offices, general retail sales, and personal services. Business park and light industrial uses that could be developed include research and development, light manufacturing, technology development, medical, entertainment facilities, wholesale, retail sales, professional offices, and warehousing facilities. Table 11 in section 6.1 of the Edenglen Specific Plan provides a detailed listing of the various land uses that could be developed.

Recreation and Open Space Component

Parks

A 2.3-acre Central Park will be developed as part of the residential component. This park would include picnic areas, tot lots, trails, open play fields, and a recreation center. In addition, a total of three pocket parks will be located in the residential component.

SCE Corridor Trail

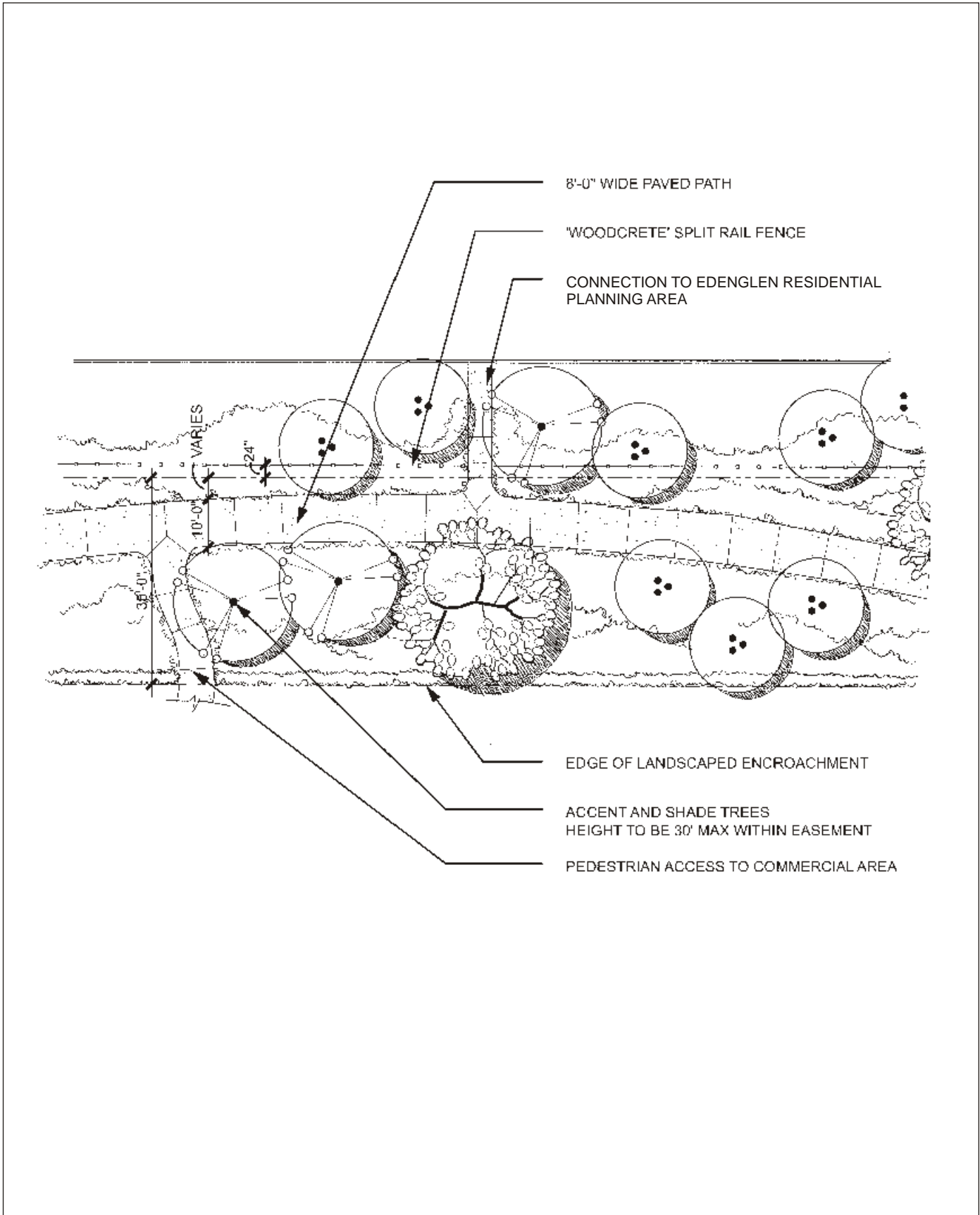
The Edenglen Project proposes use of a portion of the SCE Corridor that bisects the central portion of the project site as a pedestrian and bicycle path. This trail will provide a link to the City's Master Plan of Trails that have been proposed for SCE easements and corridors located within the City. A multi-purpose pedestrian and bicycle trail would be constructed between Riverside Drive and Chino Avenue. Pedestrian and bicycle access to the SCE Corridor Trail would be provided at key points from both the residential and commercial components of the Edenglen Project (see Exhibit 3-8). Proposed improvements of the SCE Corridor Trail are depicted on Exhibit 3-10.

Permanent Open Space

The SCE Corridor that bisects the central portion of the site is the location of the proposed SCE Corridor Trail previously described. The remainder of the SCE Corridor, comprising approximately 12 acres, would not be developed with the bicycle and pedestrian trail, or any other component of the proposed project, and would remain as permanent open space, potentially available for the Delhi Sands flower-loving fly and burrowing owl. Refer to Section 5.3 of this document for a discussion.

Parking

Parking would be provided for each component of the Edenglen Project. Table 3-5 provides a summary of the proposed parking.



Source: Brookfield Homes



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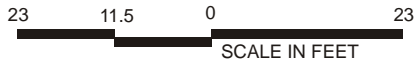


Exhibit 3-10
SCE Corridor Trail

Table 3-5: Parking

Component	Parking Spaces
Detached Residential (Sub-areas P1 through P-3)	2 per dwelling unit
Attached Residential (Sub-areas P4 and P-5)	P-4: 2 per dwelling unit P-5: 1.75 per one bedroom unit 2 per two bedroom unit 2.5 per three bedroom unit Guest Parking (P-4 and P-5): 1 space for each 4 units up to 50 on the building lot and 1 space for every 5 units between 51 and 100 units on the building lot
Central Park	14
Community Commercial	1 space per 280 sq ft
Business Park/Light Industrial	1 space per 400 sq ft
Note:	Refer to Exhibit 3-8 for locations of residential sub-areas P-1 through P-5.
Source:	Edenglen Specific Plan, Brookfield Homes, April 2005, and City of Ontario Planning Department, November 2004.

Landscaping

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

Signage

Monument signage is proposed at the residential entry points to the residential component that would be constructed of masonry and brick. These entry points would be located along Riverside Drive, Mill Creek Avenue, and Chino Avenue. Signage for the commercial component and business park/light industrial would be located at the entry points along Riverside Drive, Milliken Avenue, and Chino Avenue.

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

Lighting

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

Fencing and Walls

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

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

Building Heights

Building heights of the proposed structures vary according to the type of development. Table 3-6 provides a summary of maximum building heights.

Table 3-6: Maximum Building Heights

Component	Maximum Height
Detached Residential (Sub-areas P-1 through P-3)	35 feet
Attached Residential (Sub-areas P-4 and P-5)	35 feet
Community Commercial: Main Structure Towers, cupolas, etc.	35 feet 55 feet
Business Park/Light Industrial: Main Structure Towers, cupolas, etc.	35 feet 25% of building height
Note: Refer to Exhibit 3-8 for locations of residential sub-areas P-1 through P-5. Source: Edenglen Specific Plan, Brookfield Homes, April 2005.	

3.3.4 - Proposed Infrastructure

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

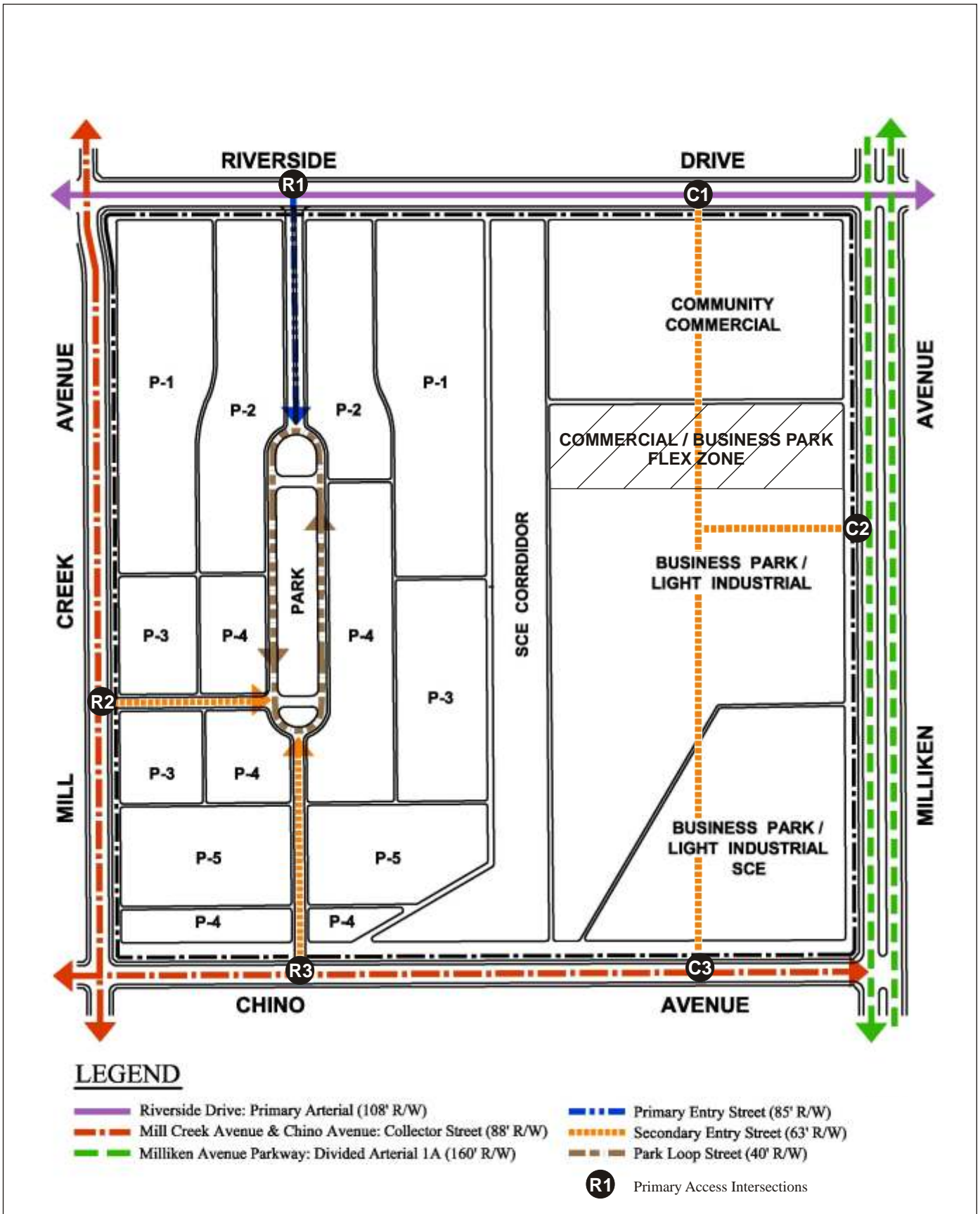
The project description includes detailed infrastructure required for implementation of the Edenglen Project, which includes portions of the NMC infrastructure. The portions of the NMC-programmed infrastructure necessary for implementation of the Edenglen Project would be funded by a “Fair Share” contribution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

Vehicular Access

Vehicular access to the residential component would be from three access intersections: one primary and two secondary. The primary access intersection would be from Riverside Drive on the north. The two secondary access intersections would be from Mill Creek Avenue on the west and Chino Avenue, when extended, on the south. Section 5.1 of the Edenglen Specific Plan identifies the extension of Chino Avenue between Mill Creek Avenue and Milliken Avenue. These access intersections are shown on Exhibit 3-11 as R-1 through R-3.

Vehicular access to the commercial and business park/light industrial component would be from three access intersections off Riverside Drive on the north, Milliken Avenue on the east, and Chino Avenue, when extended, on the south. Section 5.1 of the Edenglen Specific Plan identifies the extension of Chino Avenue between Mill Creek Avenue and Milliken Avenue. These access intersections are shown on Exhibit 3-11 as C-1 through C-3.

Vehicular access between the residential component and the commercial and business park/light industrial component across the SCE Corridor would not be provided.



Source: Brookfield Homes



Michael Brandman Associates

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Exhibit 3-11 Master Plan of Circulation

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Vehicular Circulation

The project site is bordered by four Master Plan streets, which would provide access to and from the project site as previously described. Within the project site, streets of varying design will provide access and circulation (see Exhibit 3-11). Many of the neighborhoods will be served by private alleys located in the rear of the homes in order to maintain a traditional “architecture forward” streetscape for the community.

Master Plan Streets

There are four Master Plan streets located adjacent to the project site, three of which are improved: Riverside Drive, Milliken Avenue, and Mill Creek Avenue. The fourth street, Chino Avenue, is unimproved adjacent to the project site on the south. The Edenglen Project proposes improvements to each of these streets as described in the following sub-sections.

Riverside Drive. Riverside Drive is a designated Primary Arterial and borders the project site on the north. Riverside Drive has a total right-of-way width of 108 feet with 84 feet of paved travel lanes and a 12-foot wide parkway that includes a 5-foot wide sidewalk separated from the street by a 7-foot wide landscaped parkway. In addition to the dedicated right-of-way, a 23-foot wide landscaped buffer would be provided. Bus turnouts would also be provided.

The proposed project would result in the additional development of this street adjacent to the project site. The developer of the residential component will be responsible for all off-site improvements for the southern half of Riverside Drive for the entire project frontage from Mill Creek Avenue to Milliken Avenue.

Milliken Avenue. Milliken Avenue is a designated Divided Arterial Parkway 1A Street and borders the project site on the east. Milliken Avenue has a total right-of-way of 160 feet with 104 feet of paved travel lanes, a 26-foot wide raised median and a 15-foot wide parkway on each side of the street that includes a 5-foot wide sidewalk separated from the street by a 10-foot wide landscaped parkway. An additional 35-foot landscaped buffer will be provided between the sidewalk and parking areas or building setback of adjacent uses.

The proposed project would result in additional development of this street adjacent to the project site. The future developer of the commercial and light industrial component adjacent to Milliken Avenue will be responsible for the improvement of the westerly half width of right-of-way of Milliken Avenue between Chino Avenue and Riverside Drive and the landscaped buffer area adjacent to the westerly half of Milliken Avenue.

Mill Creek Avenue. Mill Creek Avenue borders the project site on the west. Mill Creek Avenue is a designated Collector Street with a total right-of-way width of 88 feet with 64 feet of travel lanes and a 12-foot wide parkway on each side of the street that includes a 5-foot wide sidewalk separated from the street by a 7-foot wide landscaped area.

The proposed project would result in additional development of this street adjacent to the project site from Riverside Drive to Chino Avenue, which represents the easterly one half-width improvement of the right-of-way of Mill Creek Avenue and the landscaped buffer area adjacent to the residential area, and an additional 14-foot lane and 5-foot shoulder on the westerly half. The developer of the residential portion of the project site will be responsible for all off-site improvements on the east half and the additional land and shoulder on the west half.

Chino Avenue. Chino Avenue is unimproved adjacent to the project site. Chino Avenue is a designated Collector Street with a total right-of-way of 88 feet with 64 feet of travel lanes and a 12-foot wide parkway on each side of the street that includes a 5-foot wide sidewalk separated from the street by a 7-foot wide landscaped parkway. The north side of Chino Avenue adjacent to the residential portion of the project site includes an additional 55-foot wide landscaped buffer area. Bus turnouts would also be provided.

The proposed project would result in partial development of this street adjacent to the project site between Mill Creek Avenue and Milliken Avenue. The developer of the residential component will be responsible for all off-site improvements, between Mill Creek Avenue and Milliken Avenue, for the northerly half of Chino Avenue and an additional 14-foot land and a five-foot shoulder on the southerly half.

Local Streets and Alleys

In addition to the Master Plan streets adjacent to the project site, the proposed project includes interior, publicly dedicated streets and private, non-dedicated alleys within the residential component. Public local streets within residential areas are designed to distribute vehicular traffic from the Master Plan streets adjacent to the project site into and through residential neighborhoods. Private alleys are proposed to provide rear access to residential units from the local streets. Each is described in the following sub-sections.

Primary Entry Street. The Primary Entry Street leading from Riverside Drive to the Park Loop Street will have a total right-of-way of 85-feet, with a 10-foot raised median and 24 feet of paved area, including an 8-foot parking lane for parallel parking on either side of the median. A 5-foot sidewalk will be provided on each side separated from the street by an 8.5-foot wide landscaped parkway. On-street parking shall be provided in each direction on the residential side of the Primary Street.

Secondary Entry Street. A secondary street will be developed from Mill Creek Avenue easterly into the residential area with a total right-of-way of 63 feet, with 36 feet of paved area, including an 8-foot parking lane on either side for parallel parking and 5-foot sidewalks on each side separated from the street by an 8 and one-half foot wide landscaped parkway.

Park Loop Street. The Central Park Loop Street adjacent to the Central Park would be a publicly dedicated one-way street around the park (counter clockwise direction) with a total right-of-way of 40 feet with 28 feet of travel lanes, including an 8-foot parking lane on the residential side for parallel parking and a 5-foot wide sidewalk separated from the street by a 7-foot wide parkway on one side of the street and park on the other.

Neighborhood Streets. Local publicly dedicated neighborhood streets with residential development on both sides of the street would have a 60-foot wide right-of-way with 36 feet of travel lanes and a 5-foot wide sidewalk separated from the street by a 7-foot wide landscaped parkway. Local residential streets with residential development on only one side will have a 44-foot right-of-way with 32 feet of paved travel area, an 8-foot parking lane, and a 5-foot sidewalk separated from the street by a 7-foot parkway.

Alleys. Private non-dedicated alleys within the residential development will have 20 feet of travel lanes with a 2-foot drive apron and 2 feet of landscaping on each side. Alleys with “dead end” conditions will be a maximum length of 150 feet.

The future developer of the commercial component would be responsible for the construction of any publicly dedicated rights-of-way or private, non-dedicated drive aisles. Public local streets are anticipated to connect Riverside Drive, Mill Creek Avenue, Chino Avenue, and Milliken Avenue. These streets are shown on Exhibit 3-11.

Pedestrian/Bicycle Circulation

Off-street pedestrian circulation will be available throughout the project site by an interconnected paved sidewalk system within the roadway right-of-way separated from vehicular travel lanes by a landscaped parkway. Pedestrian and bicycle access points crossing the SCE Corridor will be provided in order to link the residential component with the commercial center to be developed east of the SCE Corridor in the future. The pedestrian system provides connectivity among the residential neighborhoods, including the Central Park, Colony High School, and the commercial center to be developed east of the residential area across the SCE Corridor.

A multi-purpose pedestrian and bicycle trail will be provided within the SCE Corridor between Riverside Drive and Chino Avenue. This will provide a link to the City’s Master Planned trail system proposed for the SCE easements and corridors located within the City. On-street bicycle paths will be available within the right-of-way of local streets to connect all residential neighborhoods to one another, with the Central Park, Colony High School, and the commercial center to be developed east of the residential area across the SCE Corridor.

Domestic Water

Domestic water mains to be constructed as part of the proposed project include an 18-inch water main in Riverside Drive between Mill Creek Avenue and Milliken Avenue; an 18-inch water main in Mill Creek Avenue between Chino Avenue and Riverside Drive; and a 12-inch water main in Chino Avenue between Mill Creek Avenue and Milliken Avenue. The 12-inch water main in Chino Avenue will be constructed as part of the proposed project. Within the project site, a network of 8-inch water lines will be installed.

NMC-programmed infrastructure to be constructed that is necessary for implementation of the proposed project would include two groundwater extraction wells in addition to the groundwater extraction well to be located on the project site, a reservoir, water mains ranging in size from 12 to 42-inches, and three pressure reducing stations (see Exhibit 3-12). This NMC-programmed infrastructure will become part of the City's domestic water supply system.

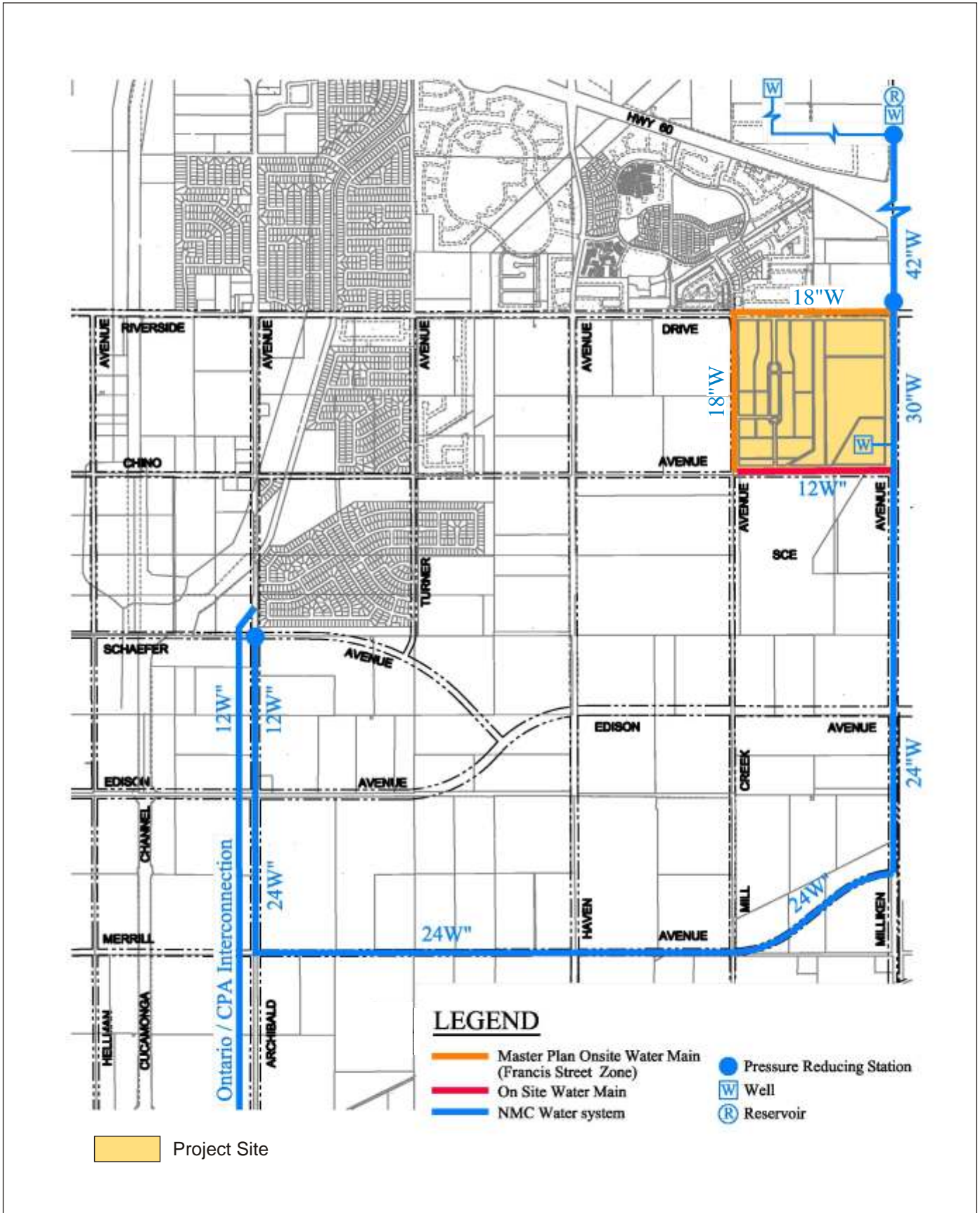
Reclaimed Water

Reclaimed water supply lines that will be constructed as part of the proposed project include the following: a 20-inch reclaimed water line in Riverside Drive between Mill Creek Avenue and Milliken Avenue; a 12-inch reclaimed water line in Mill Creek Avenue between Riverside Drive and Chino Avenue; and 8-inch reclaimed water lines in Chino Avenue Between Mill Creek Avenue and Milliken Avenue and in Milliken Avenue between Chino Avenue and Riverside Drive.

NMC-programmed infrastructure to be constructed that is necessary for implementation of the proposed project would include a Master Plan Recycled Waterline, which would connect the Edenglen recycle water lines to Regional Plant No. 1 owned and operated by the Inland Empire Utilities Agency. Adoption of the Recycled Water Master Plan would determine the location and size of this interconnecting line.

Wastewater

An interim 10-inch wastewater main would be installed in the Chino Avenue right-of-way between the southwest corner of the project site and Haven Avenue to the west and the construction of the southerly portion of the Haven Avenue Master Planned Trunk Sewer. This interim connection is proposed for the exclusive use of the residential portion of the proposed project. Upon completion of permanent wastewater lines, this interim connection would be abandoned. For both the interim and permanent waster lines, wastewater would be conveyed on-site to the southwest corner of the project site via 8-inch lines.



Source: Brookfield Homes



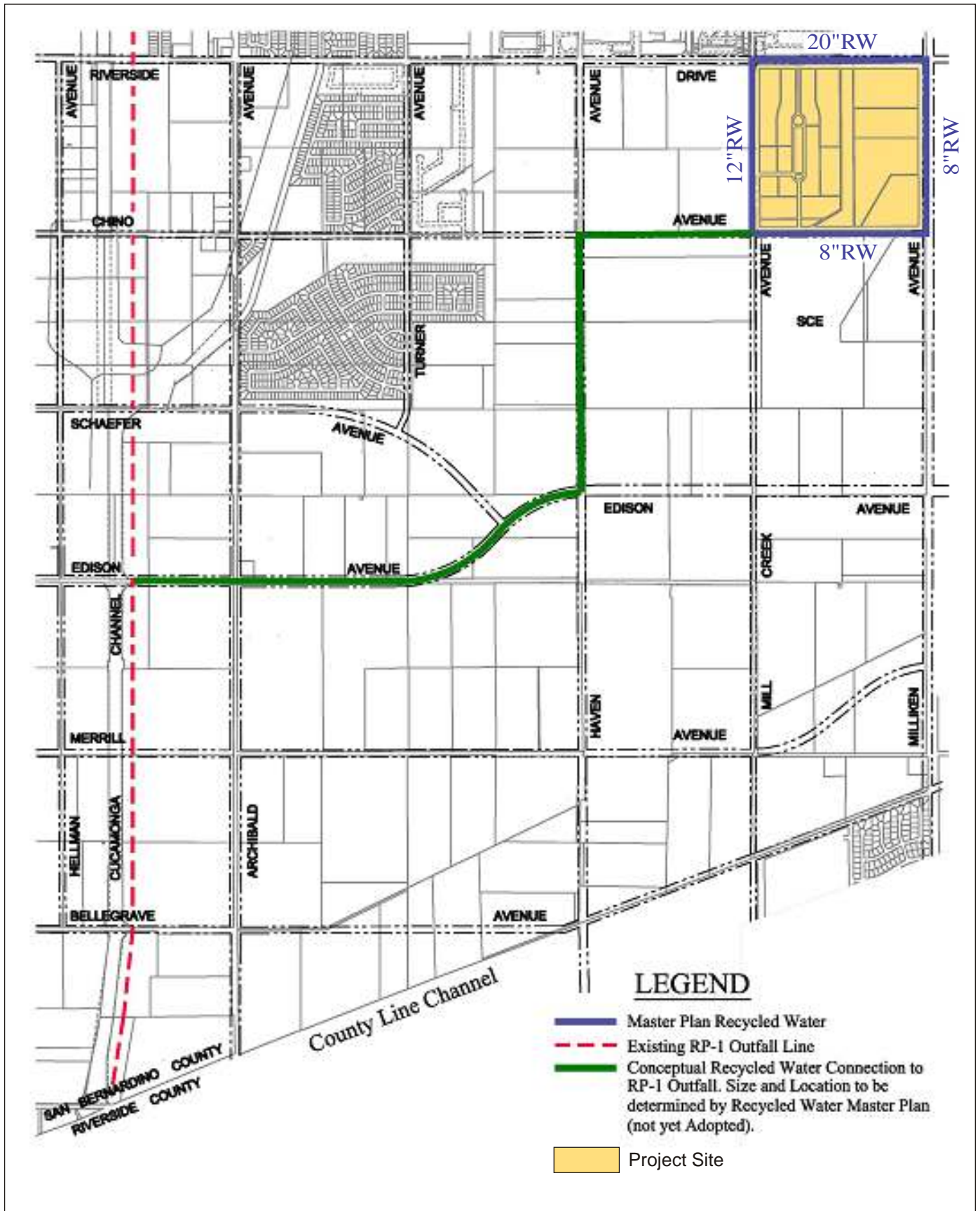
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Exhibit 3-12 Domestic Water Master Plan

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Source: Brookfield Homes



NOT TO SCALE

Michael Brandman Associates

NMC-programmed infrastructure to be constructed that is necessary for implementation of the proposed project would include the Haven Trunk Sewer, to which the interim wastewater line previously described would be connected. Additional NMC-programmed infrastructure includes the Master Plan Off-site Sewer Main, which would serve as the permanent wastewater main to the project site, and the Eastern Trunk Sewer Line. The Haven Trunk Sewer and Master Plan Off-site Sewer Main would both connect to the Eastern Trunk Sewer Line (see Exhibit 3-14).

Stormwater Drainage

A 54-inch increasing to a 66-inch storm drain would be constructed in Mill Creek Avenue from Riverside Drive to a connection to a NMC-programmed 90-inch storm drain (see Exhibit 3-15). This connection point in Mill Creek is north of Edison Avenue, which is located south of the project site. Stormwater generated on-site would be conveyed off-site to the storm drain in Mill Creek Avenue.

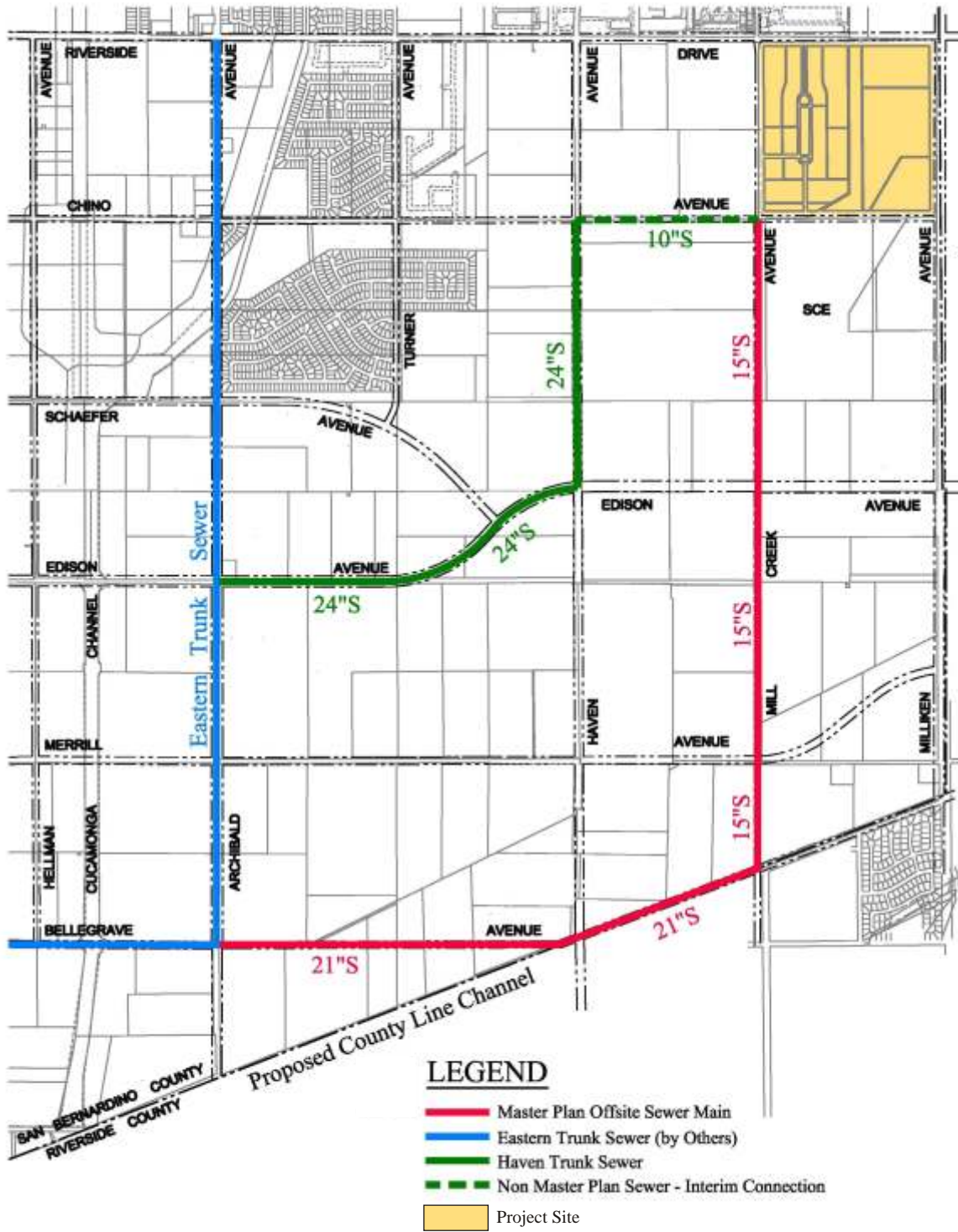
NMC-programmed infrastructure to be constructed that is related to the proposed project would include a 90-inch, increasing (north-to-south) to a 102-inch, storm drain that would connect the previously identified 66-inch storm drain to the County Line Stormwater Channel. The County Line Stormwater Channel is a proposed facility and is not a NMC-programmed facility.

Stormwater Quality

The City is currently evaluating the construction of a regional stormwater runoff treatment facility for the sub-watershed area where the project site is located. If this facility is constructed, it could replace the need for onsite stormwater quality treatment.

3.3.5 - Proposed Utilities

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



Source: Brookfield Homes



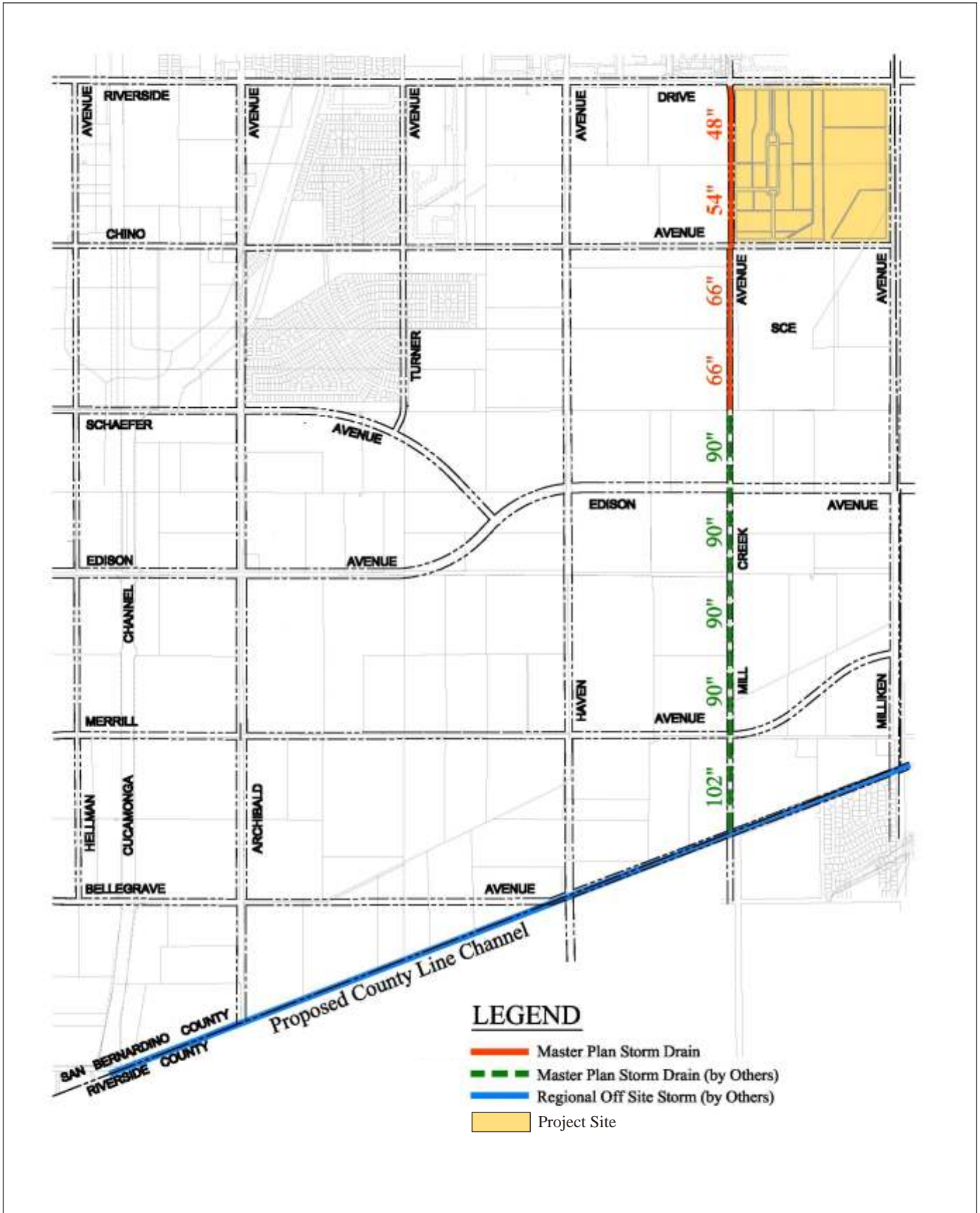
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Exhibit 3-14 Sewer Master Plan

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Source: Brookfield Homes



NOT TO SCALE

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Exhibit 3-15 Storm Drain Master Plan

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Natural Gas

The Southern California Gas Company will provide natural gas to the project site. Gas lines will be extended to the project site from existing supply lines in the vicinity of the project site.

Electricity

Southern California Edison will provide electricity from existing facilities in the vicinity of the project site. Proposed new facilities to serve the project will be owned and operated by the City and located underground facilities extended to the project site from existing electrical distribution lines in the vicinity of the project site.

Telephone

The City will provide fiber wiring to the dwelling units, which will allow for telephone/voice mail data, cable, and video-on-demand. Proposed on-site facilities will be placed underground and extended to the project site from existing distribution lines in the vicinity of the project site. Verizon will provide telephone service to the project site and use the City-provided infrastructure.

3.3.6 - Project Phasing

Development of the Edenglen Project would occur in multiple phases. Construction of the residential component is anticipated to commence in 2005 with build-out of this component estimated by the year 2008. The SCE Corridor Trail is expected to be constructed in the first building phase of the residential component. There are no development proposals associated with the community commercial and business park/light industrial at this time. Therefore, no construction start dates are presented.

Until the portion of the project site identified for the commercial component is developed, the existing nursery will continue in operation. This use would be allowed in accordance with the City's Agricultural Overlay Zoning District.

The activities that are associated with each phase are identified in Table 3-7. Because the commencement of the community commercial and business park/light industrial component is dependent on a separate development proposal, it is identified as a separate phase, although part of the infrastructure and utilities necessary for implementation of this component may be constructed during the residential component development phase. In addition, NMC-programmed infrastructure, which the commercial component may use, could be constructed prior to the development of this component. Implementation of the commercial component is not dependent on the full build-out of the residential component.

It is anticipated that residents of the residential component would use the services that will ultimately be provided once the commercial component is developed. Until that time, residents will use existing services in the vicinity of the project site.

Table 3-7: Project Phases

Phase	Activity
Residential Component	
Phase R-1	<ul style="list-style-type: none"> • Structure razing and/or removal • Site grading and organic soils export • Existing water well abandonment • Infrastructure installation • Construct SCE Corridor Trail
Phase R-2	Construct model homes for each product type
Phase R-3	Construct remainder of homes according to subsequent tract maps
Community Commercial and Business Park/Light Industrial Component	
Phase C-1	<ul style="list-style-type: none"> • Structure razing and/or removal • Site grading • Infrastructure installation
Phase C-2	Construct Community Commercial Retail uses
Phase C-3	Construct Business Park/Light Industrial uses
Source: Edenglen Specific Plan, Brookfield Homes, April 2005.	

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

Demolition and Structure Removal

Prior to the construction of the residential component, dairy-related structures and the residential dwelling would be razed and/or removed. The existing on-site domestic water supply well would be decommissioned in conformance with applicable City or County of San Bernardino guidelines. Improvements related to the nursery would be razed and/or removed when that portion of the project site is proposed for development.

Grading Concept and Offsite Soil Export

The grading operation would generally consist of the removal of any manure remaining from dairy operations, potential off-site removal of organic-rich soils, clearing and grubbing, and relocation and compaction of surface soils to construct building pads, streets, and other infrastructure necessary for the proposed project. For the residential component an estimated total of 248,000 cubic yards of material would be excavated and relocated and compacted on the project site, or transported off-site (L.D. King 2004). The material that would be transported off-site includes approximately 30,000 cubic yards of organic-rich soil, as discussed below. The conceptual grading plan will provide for a

balance of cut and fill on the project. The project site is not proposed for mass grading; grading activities for the eastern portion of the project site proposed for commercial and light industrial/business park development would occur at a future, undetermined date, when that portion of the project site is proposed for development. Because the eastern portion of the project site is similar in topography to the western portion of the project site, it is anticipated that a similar quantity of material would be moved to achieve a balance of cut and fill on this portion of the project site.

In addition to the proposed grading on the project site, organic-rich soils located on the western portion of the project site that are unsuitable for structure foundations or roadway beds would be exported off-site. Up to 30,000 cubic yards of this material could be exported off-site (Leighton & Associates 2005). According to Section 2.3 of the Geotechnical Review Report, small amounts of this material could be incorporated into the project site where no structures or streets would be located. No special handling of this material is required. Organic-rich soils transported off-site may be taken to a co-composting facility or fertilizer plant, soil recycling facility, or disposal in a permitted Class III solid waste landfill.

3.3.8 - Project Design Features

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

Landscaping Related PDFs

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

Aesthetically Related PDFs:

PDF-2 Community commercial and business park/light industrial lighting will be directed away from residential and open space uses in order to reduce glare.

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

Biological Related PDFs:

PDF-4 Approximately 12 acres, or 94 percent, of the SCE Corridor will be retained in its existing open space condition and available for the Delhi Sands flower-loving fly and Burrowing Owl.

Water Quality Related PDFs:

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

3.4 - PROJECT OBJECTIVES

The following objectives are established for the Edenglen Project.

- OBJ-1** Implement the vision of the NMC General Plan, which is designed to be a place of diversity that includes the following: a mix of residential neighborhoods with a variety of housing options; regional serving centers that provide retail, professional office, medical facilities, high-density housing, entertainment complexes, and hotel and conference facilities; employment centers; and a Town Center that serves as the principal center of activity and the common focal point for all NMC neighborhoods and districts.
- OBJ-2** Provide land uses that are compatible with surrounding land uses and that are consistent with the policies for specific plans identified in the NMC General Plan.
- OBJ-3** Develop a variety of housing types within the residential component available for a range of lifestyles and prices that implement the housing policies of the NMC General Plan.
- OBJ-4** Incorporate the opportunity for residential units to accommodate a live-work environment with living areas on the second floor and home office areas on the first floor in order to promote traditional neighborhood development concepts and to reduce vehicular trips due to job commutes.
- OBJ-5** Linkage of the SCE Corridor trail to the City's Master Plan of trails.
- OBJ-6** Provide infrastructure to serve the project in a timely manner consistent with NMC-programmed infrastructure plans.
- OBJ-7** Provide employment opportunities on the project site.

3.5 - INTENDED USES OF THE DRAFT EIR

The DEIR prepared for the Edenglen Project is tiered from the NMC Final EIR. The proposed residential component is prepared pursuant to the Edenglen Specific Plan. Because the residential component was evaluated at a project-level and conforms to State CEQA Guidelines Section 15182 regarding residential projects, it is anticipated that no additional environmental review will be required by the City for the implementation of the residential component, which includes the SCE Corridor Trail, of the proposed Edenglen Project. In addition, other responsible agencies would be

able to approve subsequent actions germane to their respective areas of statutory responsibility without additional environmental review and documentation for the residential component.

The DEIR prepared for the Edenglen Project provides substantial project-level data for the commercial component, but would require additional environmental review at the time a specific development project is proposed that would require the preparation of a later-tier environmental document. This later-tier environmental document could be any of the following: Negative Declaration, Mitigated Negative Declaration, Supplemental EIR, or a Subsequent EIR.

This DEIR also considers a series of actions related to the proposed project that are needed to achieve the development of the Edenglen Project. Additional City approvals (i.e., grading permits, building permits, etc.) will be needed for both the residential and commercial components. These actions involved in the implementation of the Edenglen Project are described in Section 3 of this document. Other agencies that may have discretionary approval over the project, or components thereof, are also described in that section.

3.5.1 - Public Agency Approvals

The following public agency approvals are anticipated:

- General Plan Amendment, City of Ontario (residential component)
- Edenglen Specific Plan (adoption by resolution), City of Ontario (residential and commercial component)
- Development Agreement, City of Ontario (residential and commercial component)
- Parcel Maps, City of Ontario (residential and commercial component)
- Tentative Tract Maps, City of Ontario (residential)
- Development Permits, City of Ontario (residential and commercial component)
- Grading Permits, City of Ontario (residential and commercial component)
- Master Sign Program, City of Ontario (residential and commercial component)
- Benefit Assessment Districts, City of Ontario (residential and commercial component)

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

