FINAL Environmental Impact Report

PARKSIDE
SPECIFIC PLAN
SCH NO: 2004011008

July 2006

Lead Agency:
City of Ontario

Project Applicant
Lewis Operating Corp.

Prepared By:
Albert A. Webb Associates

FINAL ENVIRONMENTAL IMPACT REPORT
FOR

Parkside Specific Plan

City of Ontario, San Bernardino County, California

(State Clearinghouse Number 2004011008)

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July 17, 2006

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1.0 INTRODUCTION

The Final EIR, as required pursuant to CEQA Guidelines Sections 15089 and 15132, must include the Draft EIR or a revision thereof, comments and recommendations received on the Draft EIR, a list of persons, organizations and public agencies commenting on the Draft EIR and the responses of the Lead Agency to significant environmental points raised in the review and consultation process. A reporting or monitoring program (MMP) must also be prepared and approved to ensure compliance during project implementation (Public Resources Code Section 21081.6, CEQA Guidelines Section 15097).

RELATIONSHIP TO THE DRAFT EIR

The Draft EIR has been revised and published herein to reflect corrections and responses to comments raised. Together with the MMP and the Findings these documents constitute the environmental disclosure record that will serve as the basis for approval of the proposed project.

CORRECTIONS, ERRATA AND CHANGES FROM DRAFT TO FINAL EIR

Corrections, errata, and changes from the Draft to Final EIR represent additional information or corrections that do not change the project impacts and/or mitigation measures such that new or more severe environmental impacts result from the project. Such items are sometimes added as a result of comments received from responsible agencies, changes in the existing conditions at the site, revised public policies since the Draft EIR was written, and minor errors or clarifications.

The following summary will present the location and types of additions, and changes or corrections made within each section of the Final EIR since the Draft EIR was published.

Section I – Summary

No changes made to this section except that Section I-2, EIR/Issues Matrix, will be revised to be consistent with Section III, including any changes identified to mitigation measures in Section III, below.

Section II – Environmental Effects Found Not Significant

No changes made to this section.

Section III – Potentially Significant Environmental Effects

Page III-6-3: following paragraph 5: A paragraph was added for clarification purposes regarding the results of the database searches for hazardous materials sites listings information.

Page III-6-5: Additional Information was added to the project Compliance with Existing Regulations section regarding Business and Professions Code Section 11010 and Civil Code sections 1102.6, 1103.4 and 1353, and Assembly Bill 2776 (AB 2776).

Page III-6-9: MM Haz 4 which addresses asbestos and lead-based paints was modified to include the possible presence of mercury.

Page III-6-10: MM Haz 5 was modified to include imported soils.

Page III-6-10: MM Haz 8 was added to address disclosure requirements for projects located within two mile of an airport.

Page III-8-2: Additional information was added to the project Compliance with Existing Regulations section regarding Business and Professions Code Section 11010 and Civil Code sections 1102.6, 1103.4, and 1353, and Assembly Bill 2776 (AB 2776).

Page III-12-20: Table III-12-G and related text modified to reflect information provided by Southern California Gas Company.

Page III-12-22: MM Util 6 will be modified to provide additional information about the reduction of natural gas consumption.

Section IV – Mandatory CEQA Topics
No changes made to this section.

PUBLIC REVIEW SUMMARY

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 January 2004. The NOP was distributed directly to more than 55 public agencies and interested parties. A notice advising the availability of the NOP was posted with the San Bernardino County Clerk of the Board on December 30, 2003 and the State Clearinghouse on January 2, 2004. Prior to the completion of the Draft EIR, the project was modified by adding commercial development which required a General Plan Amendment not anticipated in the original NOP. A revised NOP was issued November 2004. Copies of both the NOP and NOP distribution list, and comments received on the NOP are presented in Appendix A of the revised Draft EIR.

A Scoping meeting was held as recommended by CEQA to which all NOP recipients were invited. Approximately 25 individuals attended the meeting held in January 2004. A summary of issues raised at the meeting and copies of the sign-in sheets are also included in Appendix A of the Draft EIR.

The City of Ontario circulated a draft environmental impact report (EIR) for the Parkside Specific Plan from April 10 to May 25, 2006. Notices of Availability of the Draft EIR were distributed directly to more than 79 responsible agencies, trustee agencies, other interested parties, and local libraries. The Draft EIR was distributed on CD to all responsible and trustee agencies. Documents were distributed via U.S. Certified Mail and/or Overnight Express on April 6, 2006.

The required distribution to the State Clearinghouse was completed by overnight service on April 6, 2006. The standard response letter confirming completion of the Clearinghouse review period is included in Section 2.0 of this Final EIR. The official Clearinghouse review period began April 7, 2006 and ended May 22, 2006.

General public notice of availability of the draft EIR was given by publication in the *Press-Enterprise (4/11/06), and the Inland Valley Daily Bulletin (4/28/06*). Copies of the published notice are presented in Appendix A of the revised Draft EIR. As required by Public Resources Code Section 21092.3, a copy of the public notice was posted with the San Bernardino Clerk of

the Board on April 7, 2006. Copies of the Draft EIR distribution list and all required notices are included in Section 6.0 of this Final EIR.

As provided in the public notice and in accordance with CEQA Section 21091(d), the City of Ontario accepted written comments through May 25, 2006. Four letters were received during the comment period from: Caltrans Division of Aeronautics, California Department of Toxic Substance Control, Chaffee Unified School District, and Southern California Gas Company. Subsequent to the close of the public review period, an additional comment letter was received from the City of Chino. All letters are included in Section 2.0 of this Final EIR and discussed in the Responses to Comments. In accordance with the provisions of Public Resources Code Section 21092.5, the City of Ontario has provided a written proposed response to each commenting public agency no less than 10 days prior to the proposed certification date.

LIST OF PERSONS, ORGANIZATIONS AND PUBLIC AGENCIES THAT COMMENTED ON DRAFT EIR

State Agencies

Department of Transportation – Division of Aeronautics
Department of Toxic Substance Control

Local Agencies and Service Providers

Chaffee Unified School District
Southern California Gas Company
City of Chino

2.0 RESPONSE TO COMMENTS

Pursuant to CEQA Guidelines Section 15088, the responses to comments presented in this section address specific, relevant comments on environmental issues raised in the submitted comment letters. For clarification, copies of the original letters, including all attachments, are presented in Appendix D.

RESPONSE TO COMMENTS

STATE AGENCIES

Response to
DEPARTMENT OF TRANSPORTATION
Division of Aeronautics
Letter Dated April 27, 2006

Comment #1:

In accordance with CEQA, Public Resources Code Section 21096, the Caltrans Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at http://www.dot.ca.gov/hq/planning/aeronaut/.

Response to Comment #1:

The project site is located approximately 1.2 miles northeast of the Chino Airport. According to the Airport Master Plan for the Chino Airport, December 2003, the Chino Airport is used by a wide variety of general aviation and vintage aircraft including small single- and multi-engine aircraft, business turboprop, and jet aircraft. As stated on page III-6-7 of the Parkside DEIR, the Chino Airport is currently classified as a General Utility airport located in the City of Chino and operated by the County of San Bernardino. The Chino Airport is the largest airport operated by the San Bernardino County Airports Department and is the designated aviation reliever airport for John Wayne Airport. Currently, the airport is undergoing several improvement and expansion projects.

The California Aeronautics Act (Public Resources Code, Section 21001 et seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Act gives the State Department of Transportation Division of Aeronautics (Caltrans) and local governments the authority to protect the airspace defined by Federal Aviation Regulations Part 77 criteria (Part 77). The act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained from Caltrans. No permit is required if it is determined that the structure or growth is not a hazard to aviation.

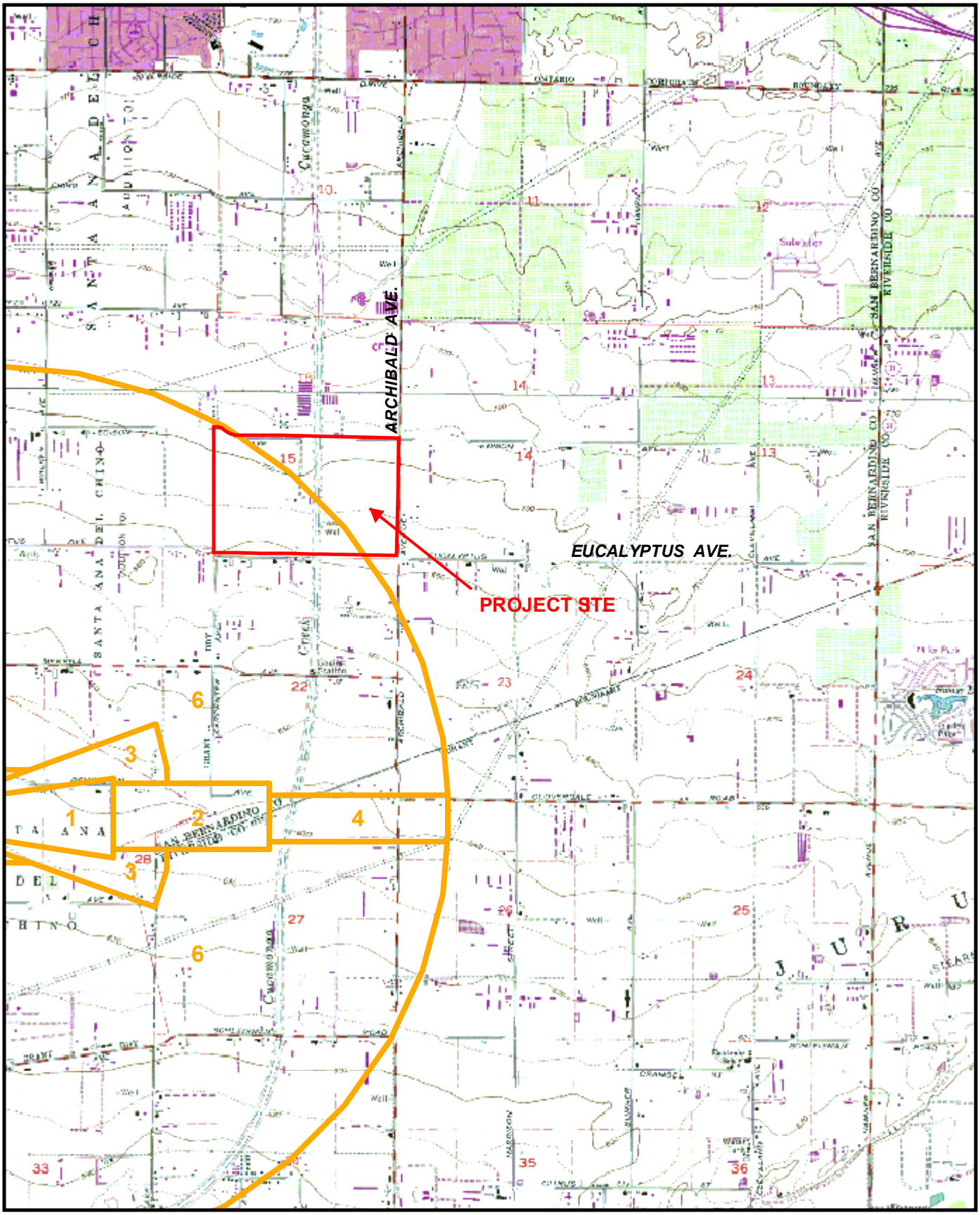
The San Bernardino County Airport Land Use Commission is required to have a Comprehensive Land Use Plan for each airport in the county. The Chino Airport currently uses the November 1991 Chino Airport Comprehensive Land Use Plan (CLUP). The western portion of the project site is located within "Referral Area C," or Safety Zone III, according to the 1991 Chino Airport Comprehensive Land Use Plan (see Figure III-6-2 of the Draft EIR, Chino Airport Safety Zone). Safety Zone III is an outer boundary consisting of approximately 10,000 feet from the Chino Airport. According to the Chino Airport CLUP, "the threat of aircraft accidents in this area is

below that of the other referral areas, however, some do occur, and it is necessary to ensure that some continuing restrictions on land use are imposed when planning within this area. No restrictions are generally placed on residential zoning within this area." As stated on Page III-6-5 of the Parkside DEIR, the project would require review by the City of Ontario. According to the Chino Airport Plan, no restrictions are generally placed on residential uses within Safety Zone III, however, the City will ensure that any applicable measures to minimize the threat to future residents will be applied to the project.

Riverside County Airport Land Use Commission is in the process of reviewing and preparing a CLUP for land located in Riverside County adjacent to the Chino Airport which includes guidance from Caltrans Airport Land Use Planning Handbook (Handbook). The Riverside County CLUP does not technically govern lands within San Bernardino County, such as the proposed project, and is not an approved document to date. (Personal communication with John Guerin, Riverside County ALUC staff, May 10, 2006.)

The County of San Bernardino adopted an Airport Master Plan for the Chino Airport in 2003. The Master Plan identifies on-airport and airport-related development proposals which include runway expansion and taxiway modifications, among others.

In addition to the above laws, plans and regulations, Section 21096 of the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.) requires a "lead agency" to utilize the California Airport Land Use Planning Handbook (Handbook) published by the Division of Aeronautics of the Department of Transportation as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems. The Handbook takes into account the size, use, and configuration of airports and recommends land use types and intensities that would be appropriate for certain locations around an airport. These guidelines are based on safety, noise, and airspace protection issues. Since the CLUP for Chino Airport was developed prior to the adoption of the Handbook, the Figure on the following page was prepared to show the Airport Safety Zones per the Handbook. As indicated on the figure, the western part of the site, generally all areas west of the Cucamonga Creek Channel, is located within Zone 6: Traffic Pattern Zone. The Handbook defines in Table 9B the "Basic Compatibility Qualities" of Zone 6 as: allowing residential uses; allowing most nonresidential uses except outdoor stadiums and similar uses with very high intensities, children's schools, large day care centers, hospitals, and nursing homes. The Specific Plan for Parkside identifies single- and multi-family residential uses and parks within the portion of the project site impacted by Zone 6. This is consistent with the allowable uses recommended in the Handbook, therefore, no hazard to persons living or working within the project due to its proximity to Chino Airport beyond those identified in the Draft EIR, are likely to occur and potential impacts are less than significant based on Caltrans Handbook recommendations.



Source: USGS 7.5' Quad DRG Corona North;
Caltrans Handbook, 2002, Figure 9K
Scale: 1" = 3,000'

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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LEGEND

PROJECT BOUNDARY

HANDBOOK SAFETY COMPATILBITY ZONE

Chino Airport Safety Compatibility Zones

Draft EIR
Parkside Specific Plan

G:\2003\03-0390\Gis\air_safety2.mxd; Map revised 6/7/06

Response to
DEPARTMENT OF TRANSPORTATION
Division of Aeronautics
Letter Dated April 27, 2006

In addition, development within the Specific Plan will be required to meet the building height restrictions identified in the GPA for the NMC (1998) of less than 150 feet, which were developed to comply with Part 77 requirements. No structures are allowed, under the Specific Plan standards, to exceed 35 feet. Because planned land uses are consistent with those allowed in the applicable airport safety zones, and building heights will not exceed GPA for the NMC standards related to airport safety, the project will not result in significant hazard impacts related to proximity to the Chino Airport. This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #2:

Due to its proximity to the airport, the project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. For a further discussion of how to establish an appropriate noise level for a particular community, please refer to Chapter 7 of the Department's Airport Land Use Planning Handbook, available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use are essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures. The Handbook identifies six airport safety zones based on risk levels. The project site appears to be within Safety Zone 6 as defined in the Handbook. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site. Airport-related noise, safety and land use concerns should be thoroughly addressed in the DEIR.

Response to
DEPARTMENT OF TRANSPORTATION
Division of Aeronautics
Letter Dated April 27, 2006

Response to Comment #2:

Based on Response 1, above, it was confirmed that the proposed project is located within Safety Zone 6, as defined in the Handbook. See Response 1 for discussion of potential impacts.

See the Noise section of the Draft EIR, page III-8-7, which states that the project site is located outside the 65 dB CNEL contour line of both the Chino Airport and the Ontario International Airport, as illustrated on Figure 4 of the Acoustical Impact Analysis, Appendix G of the Parkside DEIR. Although the City of Ontario's outdoor noise exposure standard is 65 dB CNEL for residential uses, this comment suggests that a lower threshold should be considered for areas adjacent to airports. Appendix D, Noise Exposure Analysis, of the Initial Study for Improvements Outlined Within the Chino Airport Master Plan, October 2005 (www.co.san-bernardino.ca.us/Airport/Initialstudy/2005_Initial_Study.pdf), indicates that the 60 dB CNEL noise contour for both existing and future airport operations falls south of Merrill Avenue. Thus, the 60 dB CNEL is located approximately 1 mile southwest of the Parkside site. Therefore, the site will not be impacted by airport-related noise at levels that exceed City standards, as stated in the DEIR, nor will the site be impacted by lower levels of airport noise, as illustrated in the Initial Study for the Chino Airport Master Plan. This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #3:

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for good land use compatibility planning for new development.

Response to Comment #3:

See Response to Comment #2, above, related to lack of noise impacts at the site. Assembly Bill 2776 (AB 2776) took effect January 1, 2004. As the proposed Parkside Specific Plan is located within two (2) miles of Chino Airport and within Safety Compatibility Zone 6, these notification requirements will apply to the project. This information and the following mitigation measure will be added to Section III-6, Hazards, of the Final EIR to clarify that this requirement is mandatory for the project. However, this comment does not raise any environmental issues nor does it have any new issues not previously addressed in the Draft EIR.

- **MM Haz 8**: To disclose to the buyer or lessee of subdivided lands within the Parkside Specific Plan project of the proximity of this site to the Chino Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.

Response to
DEPARTMENT OF TRANSPORTATION
Division of Aeronautics
Letter Dated April 27, 2006

Comment #4:

Education Code Section 17215 requires a school site investigation by the Division prior to acquisition of land for a proposed school site located within two miles of an airport runway. Our recommendations are submitted to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport.

Response to Comment #4:

Comment noted. No school sites are proposed to be located within this project.

Comment #5:

Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (http://www.leginfo.ca.gov/calaw.html) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

Response to Comment #5:

See Response to Comment #3, above, for notification mitigation. The references to Business and Professions Code Section 11010 and Civil Code sections 1102.6, 1103.4, and 1353 are hereby added as information to the Final EIR, Project Compliance with Existing Regulations sections, page III-6-5 and III-8-2. This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #6:

Government Code Section 25302.3 (a) requires general plans, specific plans and amendments shall be consistent with the adopted airport land use plans adopted or amended pursuant to Section 21675 of the Public Utilities Code. In accordance with Public Utilities Code (PUC) Section 21676, General Plans Amendments must be consistent with the adopted airport land use compatibility plans. This requirement is necessary to ensure that land uses and land use densities are appropriate, given the nature of airport operations.

The Specific Plan should be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

Response to
DEPARTMENT OF TRANSPORTATION
Division of Aeronautics
Letter Dated April 27, 2006

Response to Comment #6:

See Response to Comment #1, above, for information regarding consistency with the adopted airport land use compatibility plan and the Chino Airport Master Plan, which addresses both existing and future airport operations.

Comment #7:

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9 percent of both total state employment (1.7 million jobs) and total state output ($110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at http://www.dot.ca.gov/hq/planning/aeronaut/. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over $170 billion and generates over $14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Chino Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our District 8 Office in San Bernardino at (909) 343-4561 concerning surface transportation issues.

Response to
DEPARTMENT OF TRANSPORTATION
Division of Aeronautics
Letter Dated April 27, 2006

Response to Comment #7:

Comments noted regarding the importance of aviation to state and local economies. See Response to Comment #1, above, for information regarding consistency with the adopted airport land use compatibility plan and the Chino Airport Master Plan, which addresses both existing and future airport operations. This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

Response to
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Letter Dated April 25, 2006

Comment #1:

1) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated or should a release occur, and the government agency to provide appropriate regulatory oversight. If it is determined hazardous materials or wastes have been stored at the site, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies.

Response to Comment #1:

Comment noted. The Phase 1 Environmental Site Assessment conducted by Blasland, Bouck & Lee, Inc. (BBL) covered the entire project area and was prepared to address these issues and is included in the Parkside DEIR as Appendix H. The Draft EIR, in the Hazards/Hazardous Materials section summarizes the findings of this report and identifies appropriate mitigation. No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Comment #2:

2) All environmental investigations, sampling and/or remediation should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous waste cleanup. The findings and sampling results from the subsequent report should be clearly summarized in the EIR. Proper investigation, sampling and remedial actions, if necessary, should also be conducted at the site prior to the new development or any construction, and overseen by a regulatory agency.

Response to Comment #2:

Based on the results of the Phase I ESA, no additional or subsequent sampling and/or remediation was required. No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Response to
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Letter Dated April 25, 2006

Comment #3:

3) The EIR should identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

Response to
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Letter Dated April 25, 2006

Response to Comment #3:

As discussed on page III-6-1 of the DEIR, the Phase I Environmental Site Assessment (Appendix H of the Parkside DEIR) included a regulatory database search for the project site which included those databases listed in the DTSC comment as well as other databases. The following text (underlined) will be inserted into the Final EIR on page III-6-1, following paragraph 5, for clarification purposes in response to this comment:

"The following is a brief summary of the Environmental Site Assessment (Phase I) performed by Blasland, Bouck & Lee, Inc. (BBL) . . . (Appendix H) . . . and review of a regulatory agency listings report to determine if past or present activities on or adjacent to the subject property present any environmental concerns."

According to the regulatory database search that is included in the Phase I, there were a total of five (5) mapped sites within 1.5 miles of the project site, but all were determined not to have a significant environmental effect on the subject site. Four (4) of the five sites were located within ¾ of a mile of the project site and were reported on the Underground Storage Tank Listing (UST list). Inclusion on the UST list does not imply the presence of an environmental concern. The fifth site, located just under one mile from the project site was included on the Leaking Underground Storage Tank list (LUST list). Information reviewed indicated that remediation was complete and the file "closed" in 1998. Therefore, this site does not pose an environmental concern to the project. (For more detailed information see Appendix H).

No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Comment #4:

4) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."

Response to Comment #4:

As discussed in Response 3, above, and as included in the Phase I ESA, the project site is not listed as a known contaminated site, nor are there significantly contaminated or listed sites within a half mile from the project site." As such, the property is not a "Border Zone Property," nor is it located within 2,000 feet of a Border Zone Property and does not require any additional precautions as a result thereof. No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Comment #5:

5) If building structures, asphalt or concrete-paved surface areas or other structures are planned to be demolished, an investigation as proposed should to be conducted for the presence of lead-based paints or products, mercury and asbestos containing materials (ACMs). If lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations, policies, and laws. (MM Haz 4)

The draft EIR states: "The agricultural structures currently located on the property were possibly built prior to 1978; therefore, asbestos and lead-based paints may be present within the building materials onsite."

Response to Comment #5:

As noted in this comment, MM Haz 4 which is included in the Parkside DEIR on page III-6-8, addresses this issue with respect to asbestos and lead-based paints. MM Haz 4 shall be modified to include the possible presence of mercury, as follows:

"MM Haz 4: Prior to demolition, all onsite buildings and remaining foundations that were built before 1979 shall be evaluated for the presence of asbestos, mercury, and lead-based paint and those materials shall be . . . and the United States Environmental Protection Agency. As per HM-2 in the GPA for the NMC Final EIR, page 5.10-6, the developer shall submit documentation to the City Building Department that asbestos, mercury and lead-based paint are not present on their site, or that the above removal process has occurred.

It should also be noted that the requirements for obtaining a demolition permit from the City of Ontario include the testing of the materials to be demolished for the presence of any and all

hazardous materials, including Asbestos Containing Materials (ACMs), lead based paint, and mercury. If ACMs, mercury, or lead based pains are identified, per state law, proper disposal requirements will be adhered to prior to the issuance of the demolition permit. Since the requirements for the acquisition of a demolition permit inherently include the testing and removal of lead-based paints, mercury, and other hazardous substances (in addition to ACMs) as a condition for the granting of said permit, City of Ontario demolition permit regulations and GPA for the NMC Final EIR mitigation measures would have otherwise satisfied this comment." As stated above, the amended text to the DEIR is solely for clarification purposes and significance determination for this DEIR is not changed as a result of this comment and no further analysis is necessary.

Comment #6:

6) The project construction will require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

Response to Comment #6:

Mitigation Measures **MM Haz 3** and **MM Haz 5** address the issues of removal of previously undiscovered contaminated soils and the suitability of on-site soils, including sampling. They do not mention off-site fill material. **MM Haz 5** shall be modified as follows, to include imported soils.

> **MM Haz 5:** To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. Fill material imported from other areas shall be tested prior to placement on-site to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials. This evaluation, on both on- and off-site soils, will include an analysis of the organic matter content of the soils ~~on the site~~. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.

No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Response to
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Letter Dated April 25, 2006

Comment #7:

7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5).

Response to Comment #7:

As determined in the Hazards section of the Draft EIR, page III-6-5, the development of said project consists of the construction of single- and multi-family homes, parks, and commercial facilities. These uses do not present significant potential hazards to the public or the environment regarding the generation of hazardous wastes. Thus, no new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Comment #8:

8) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Response to Comment #8:

The project will not generate hazardous wastes. See Response to Comment 7, above. As a result, no authorization from the local CUPA will be necessary. No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

Comment #9:

9) The EIR states that if during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area will cease and appropriate health and safety procedures will be implemented. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight. (MM Haz 3)

Response to
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Letter Dated April 25, 2006

Response to Comment #9:

The Environmental Site Assessment prepared for the project covered the entire project site and concluded that no environmental concerns were identified and that the property was suitable for use as a residential development. Thus, discovery of hazardous materials on site is unlikely. The Draft EIR included MM Haz 3 as a contingency measure, however. MM Haz 3 instructs that if potentially hazardous material is discovered, the City of Ontario Fire Department and the San Bernardino County Fire Department Hazardous Materials Division shall be contacted. The latter agency provides a Local Oversight Program that directs property owners on how to remediate contaminated sites in compliance with local, state, and federal laws and regulations. Additionally, MM Haz 3 directs the developer to contact the Department of Toxic Substances Control if hazardous materials are discovered. In sum, MM Haz 3 identifies the proper agencies to contact in the event of a discovery of potentially hazardous material, and that shall oversee any remediation. The precise investigations and methods of remediation would be determined in conjunction with those agencies at the time of discovery, and would be tailored to address the nature of the discovery. The comment did not raise any new environmental issue not already addressed in the Draft EIR, and the significance determination remains the same. Thus, this comment did not raise significant new information.

Comment #10:

10) If the site was and/or is used for agricultural activities, onsite soils may contain pesticide, herbicides and agricultural chemical residue. Proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

The EIR states: "The site consists of approximately 250 acres of land that has been used for crop production since the late 1940s."

Response to Comment #10:

Testing for pesticide residues was conducted as a part of the Phase I ESA (Appendix H of the Parkside DEIR). As described on page III-6-3, paragraph 2 of the DEIR, total concentrations of residual pesticides in the soils at the site are not deemed a threat to humans. See also page 5-1 of the Phase I ESA (Appendix H) for more detailed descriptions of sampling methodology and recorded soil data. No new environmental issues have been raised by this comment which would change the significance determination of the DEIR. No further analysis is warranted.

RESPONSE TO COMMENTS

LOCAL AGENCIES AND SERVICE PROVIDERS

Response to
CHAFFEY UNIFIED SCHOOL DISTRICT
Letter Dated
May 25, 2006

Comment #1:

The entire Model Colony area is currently served by Colony High School. Colony High School's design capacity is 2,619 students; projected student enrollment for 2006 is 2,403. Development of the approved Edenglen Specific Plan will generate 143 students. Colony High School will be approaching design capacity.

Any additional residential development in the Model Colony will impact Chaffey District's ability to serve students generated by the development. The Parkside Specific Plan will generate approximately 430 students; Colony High School's enrollment will exceed design capacity by 357 students. Portable interim classrooms will be necessary to accommodate students until another campus can be built to relieve the overload.

Parkside Specific Plan developer fee revenues using current year Level II fees would generate approximately $3,925,252. In future years, if the District does not qualify for Level II and reverts to Level I, generated fees would equal $2,145,806. Developer fees, which are proposed in the EIR as adequate mitigation of the impacts of this project, are not adequate to provide facilities for the students generated. In present dollars, the approximate cost of school facilities per student is $66,000. While Chaffey would receive $3,925,252 Level II fees or $$2,145,806 Level I fees, the total cost of housing 357 students is $23,562,000. Additionally, from this amount, we would need to deduct the cost of interim housing until the permanent facilities are ready for occupancy.

The educational impacts from the proposed Parkside Specific Plan Draft Environmental Impact Report are significant for the Chaffey District. We request that these impacts be fully incorporated in the Final Environmental Impact Report and that mitigation measures be provided which will reduce these impacts to an insignificant level. Further, the Chaffey Joint Union High School District respectfully requests that this information be made a part of the public record as this project is reviewed by the Planning Commission and City Council.

Response to Comment #1:

The comment notes that Edenglen Specific Plan was recently approved, and as a result, Colony High School is reaching capacity. The District further notes that the addition of students from the proposed Project will result in Colony High School exceeding its capacity, necessitating the use of portable interim classrooms. The District suggested that this impact be disclosed in the EIR and that mitigation measures be included which reduce the impact to a less than significant level.

The baseline information provided in the Draft EIR for the Parkside Specific Plan ("Project EIR") regarding Colony High School's capacity was based on information available when the Notice of Preparation was distributed. As noted on page III-10-4, Mike Harrison of the District indicated on January 23, 2004, that Colony High School could serve the project area without overcrowding. Additionally, however, the EIR disclosed Colony High School's approximate capacity and that enrollment at the High School was approximately 300 students below capacity at that time. Thus, the capacity of Colony High School at that time was the appropriate baseline by which to judge the project's potential impacts on school facilities in the EIR. (State CEQA Guidelines, § 15125, subd. (a).)

The Edenglen Specific Plan was approved since distribution of the NOP for the project, and as a result, the District estimates that an additional 143 students will attend Colony High School. Thus, Colony High School's enrollment will be 73 students below capacity. The addition of

students from the project, therefore, will result in Colony High School exceeding its capacity, and will require the use of portable interim facilities. This possibility was addressed in the discussion of cumulative impacts on public services, which states:

> Cumulative impacts to Public Services could occur if other major residential and/or commercial projects were proposed in immediate proximity to the proposed project. For example, other proposed specific plans within the New Model Colony that will provide residential developments may also contribute school age children that will require services from Mountain View School District.

(EIR, at p. III-10-14.) This conclusion is consistent with the discussion of school facilities impacts in the General Plan Amendment for the New Model Colony EIR ("GPA for the NMC EIR"), from which the project EIR is tiered, which found that the District would have to establish a new high school to accommodate development in the NMC. (GPA for the NMC EIR, § 5.12.3.3.) Additionally, the GPA for the NMC EIR found that development in the area would continue to put pressure on school districts and that cumulative impacts would be significant without mitigation. (GPA for the NMC EIR, at § 5.12.3.4.) The GPA for the NMC EIR concluded, however, that the impact would be less than significant with the implementation of mitigation measures, including the payment of development impact fees and General Plan policies. (*Ibid*.) The GPA for the NMC EIR's analysis and conclusions regarding school facilities impacts are presumed valid. (Pub. Resources Code, § 21167.2; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1130 ("[a]fter certification, the interests of finality are favored"); S*anta Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal. App. 4th 689, 705-706.) The Project EIR, moreover, is consistent with the conclusions in the GPA for the NMC EIR.

Following certification of the GPA for the NMC EIR, the California Legislature severely curtailed the analysis of school facilities impacts under CEQA. (Gov. Code, § 65995 *et seq*.; Ed. Code, § 17620 *et seq*.) Specifically, in 1998 the Legislature declared that it intended to occupy the entire field of mitigation for school impacts as provided in the Government Code and Education Code. (Gov. Code, § 65995, subd. (e).) Further, the Legislature declared that payment of the fees provided for in those Codes was deemed to be "full and complete" mitigation for any potential school impacts. (*Id*. at subd. (h).) Not only is payment of school fees deemed to be complete mitigation, it is also to be the "exclusive method of *considering*" such impacts under CEQA. (*Id*. at § 65996, subd. (a).)

For the reasons described above, the project Draft EIR concluded that with payment of school fees, impacts to school facilities would be less than significant. The District's letter and this response will be included in the Final EIR for the project. As explained above, however, the City cannot impose any additional mitigation beyond the school fees described in the project Draft EIR. This information does not constitute significant new information or change the level of significance of potential impacts identified in the Draft EIR.

CITY OF CHINO TRANSPORTATION DEPARTMENT
Letter Dated
May 25, 2006

Comment #1:

- The specific plan Draft EIR refers to a Traffic Impact Analysis prepared in 2005 by Webb Associates. The study was not provided in the transportation section.

Response to Comment #1:

The Traffic Impact Analysis was provided as Appendix I to the Draft EIR and was included on the CD provided to the City of Chino.

Comment #2:

- The study report discusses Eucalyptus/Merrill as an east-west road. It is actually two roadways and the report shall be revised accordingly.

Response to Comment #2:

As discussed in the Parkside Draft EIR Transportation section, the southern boundary of the Parkside Specific Plan is existing Eucalyptus Avenue. Existing Merrill Avenue is located south of, and parallel to, Eucalyptus Avenue. As described within the City of Ontario General Plan Amendment for the New Model Colony Circulation Element, Merrill Avenue will follow its existing alignment east of Euclid Avenue then curve to the north to become the new alignment of Merrill Avenue (existing Eucalyptus right of way). The new Merrill Avenue will remain in the former Eucalyptus Avenue alignment all the way to Milliken Avenue. Existing Eucalyptus Avenue east of Euclid Avenue will curve southward and terminate into the New Merrill Avenue at the "t" intersection located west of the Parkside SP site. Thus, along the southern project boundary, the road name is currently Eucalyptus, but in the future will become Merrill so the Eucalyptus/Merrill Avenue name is used at this time. This information does not constitute significant new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #3:

- The report refers to the extension of "Eucalyptus/Merrill." Which is it? When will this occur? Does sufficient right of way exist? What are the existing and future impacts to the proposed Eucalyptus/Merrill at the Central intersection?

CITY OF CHINO TRANSPORTATION DEPARTMENT
Letter Dated
May 25, 2006

Response to Comment #3:

Please see Response to Comment #2, above, related to the Eucalyptus/Merrill Avenue comment. Central Avenue in the City of Chino is located approximately five (5) miles west of the project site. Existing Merrill Avenue does not extend west of Euclid Avenue. Existing Eucalyptus Avenue does not extend west of San Antonio Avenue. Neither Eucalyptus or Merrill Avenues are proposed to extend west of their existing locations through the California Institute for Men. Therefore, there will be no impacts to Central Avenue from the proposed project at either of these streets.
See also Response to Comment #4, below. This information does not constitute significant new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #4:

- Eucalyptus does not extend through C.I.M. property and Central Avenue. The property is owned by the State. A portion of this street is also an extension of Eucalyptus (College Park Avenue) that extends through College Park, and will pass by a College Campus. Since traffic is projected to distribute on an east/west route, other east/west routes need to be studied, such as Edison Avenue. Contact Chino's Transportation Department for intersections to be studied (i.e. Euclid/Edison through Central/Edison).

Response to Comment #4:

As shown on Figures 4-2 and 4-3 of the Parkside Specific Plan Traffic Impact Study Report ("TIA," found in Appendix I of the DEIR), 2.2 percent of total project traffic is projected to head west of Euclid Avenue on Edison Avenue. This equates to 450 vehicles per day, or about 20 vehicles per hour. From Euclid Avenue, Central Avenue is still more than two miles to the west so even less Parkside Specific Plan traffic than that would reach Central Avenue.

The General Plan Amendment (GPA) for the New Model Colony Final EIR ("the NMC FEIR") evaluated potential impacts to Edison Avenue at Central Avenue. The NMC FEIR projected a potential significant impact to the Level of Service (LOS) on Edison Avenue east of Central Avenue due to the build-out of the NMC. NMC FEIR mitigation measures T-1, T-2 and T-3 (page 5.7-31 of the NMC FEIR) require the City of Ontario to restore to LOS D this roadway segment. As stated in the NMC FEIR, "implementation of the Plan's [GPA] policies and mitigation measures T-1, T-2 and T-3 will mitigate potentially significant impacts to a level less than significant." As stated on page III-11-22 of the Parkside SP Draft EIR, it is not possible to predict when off-site regional improvements will be constructed, "therefore, there is a possibility

that project-generated traffic will result in temporary cumulatively significant impacts to traffic . . . " Because the City of Ontario will mitigate to less than significant levels potential impacts through implementation of NMC FEIR mitigation measures and because possible interim/temporary impacts due to timing of off-site roadway improvements were identified in the Parkside Draft EIR, no new impacts were raised as a result of this comment.

The lane geometry of Edison Avenue will match or exceed the cross section in Chino. The college campus in College Park is a traffic volume generator so the necessary mitigations should have been addressed by the College Park TIA and been included in Suncal's (the College Park developer) development agreement. This information does not constitute significant new information or change the level of significance of potential impacts identified in the Parkside Draft EIR or the NMC FEIR.

Response to
SOUTHERN CALIFORNIA GAS COMPANY
Letter Dated
April 19, 2006

Comment #1:

Thank you for the opportunity to respond to the above-referenced project. Please note that Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be provided without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

Response to Comment #1:

Comment noted that the project area is served by The Gas Company within the policies and extension rules that The Gas Company has on file with the California Public Utilities Commission. This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #2:

You should be aware that this letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an informational service. The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, The Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affects gas supply, or the conditions under which service is available, gas service will be provided in accordance with revised conditions.

Typical demand use for:

a.	Residential	(System Area Average/Use Per Meter) Yearly	
	Single Family		799 therms/year dwelling unit
	Multi-Family 4 or less units		482 therms/year dwelling unit
	Multi-Family 5 or more units		483 therms/year dwelling unit

These averages are based on total gas consumption in residential units served by Southern California Gas Company, and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy.

Response to
SOUTHERN CALIFORNIA GAS COMPANY
Letter Dated
April 19, 2006

Response to Comment #2:

It is understood that this comment letter does not serve in any was as a contract for service. The Draft EIR for the Parkside Specific Plan used the natural gas demand factors assumed in the GPA for the NMC Final EIR; cubic feet per day/ dwelling unit (DU). The demand factors provided in this comment use therms per year/DU. For comparison, the conversion is made below to determine relative consistency between the demand factors. To convert from cubic feet (CF) of natural gas to therms, multiply by 0.01.[1]

219.1 CF/day/DU = Parkside Draft EIR assumption
799 therms/year/DU = The Gas Company comment letter

219.1 CF/day/DU x 365 days/year = 79,971.5 CF/year/DU
79,971.5 CF/year/DU x 0.01 = 799.715 therms/year/DU

Thus, the two demand factors are approximately consistent. The GPA for the NMC Final EIR did not include a demand factor for multi-family (MF) residential so the single-family (SFD) factor was used for all dwelling units in the Parkside Draft EIR. Based on the project description, which includes multi-family dwellings, the following projects demand based on The Gas Company comment letter typical demand factors.

430 SFD x 799 therms/year/DU = 343,570 therms per year
1,517 MF x 483 therms/year/DU = 732,711 therms per year
1,076,281 total therms per year for residential development within Parkside Specific Plan based on The Gas Company factors

The Draft EIR for the Parkside Specific Plan estimated total demand for the residential development portion of the Parkside Specific Plan at 155,700,000 CF/year. Converting from CF to therms for comparison:

155,700,000 CF/year x 0.01 = 1,557,000 total therms/year for residential development within Parkside Specific Plan based on Parkside Draft EIR factors

As the above calculations demonstrate, the Draft EIR for the Parkside Specific Plan estimated higher total residential demand for natural gas due to the lack of availability of a demand factor for multi-family residential in the GPA for the NMC Final EIR. Table III-12-G and related text on page III-12-24 of the Parkside Specific Plan EIR will be modified to reflect the generation rate for multi-family residential provided by Southern California Gas Company. As stated on page III-12-24, the Gas Company has taken all of the natural gas needs of the NMC into

[1] www.energy.rochester.edu/units/conversions.pdf

consideration in its long-term planning for facilities and supplies. Since the demand estimated for the Parkside Specific Plan does not exceed the percentage of natural gas consumption (page III-12-20) allocated to it in the GPA for the NMC Final EIR, the need for gas facilities and supplies is consistent with the analysis in the GPA for the NMC Final EIR and this information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

Comment #3:

b. Commercial

Due to the fact that construction varies so widely (a glass building vs. a heavily insulated building) and there is such a wide variation in types of materials and, a typical demand figure is not available for this type of construction. Calculations would need to be made after the building has been designed.

We have Demand Side Management programs available to commercial/industrial customers to provide assistance in selecting the most effective applications of energy of our energy conservation programs, please contact our Commercial/Industrial Support Center at 1-800-GAS-2000.

Response to Comment #3:

The comment notes that it is premature to estimate natural gas demand for commercial uses due to the variability of construction materials and types of buildings. The Draft EIR relied upon the GPA for the NMC Final EIR for demand factors related to the commercial portion of the project. This is a valid and reasonable source for analysis of potential demand at this time. This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

The City will refer applicants for such development to The Gas Company, as recommended. Mitigation measure MM Util 6 will be modified in the Final EIR to provide additional information about the reduction of natural gas consumption.

> **MM Util 6:** To reduce the quantity of energy used and to . . . energy within the project design. One source of assistance in this regard is Southern California Gas Company Commercial/ Industrial Support Center at 1-800-GAS-2000, which should be contacted at the time of development of the commercial center located within the project.

This information does not constitute substantial new information or change the level of significance of potential impacts identified in the Draft EIR.

6.0 DRAFT EIR NOTICES AND DISTRIBUTION INFORMATION

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT PREPARED BY THE CITY OF ONTARIO FOR THE PROPOSED PARKSIDE SPECIFIC PLAN PROJECT

Notice is hereby given that the City of Ontario has prepared a Draft Environmental Impact Report (State Clearinghouse No. 2004011008) for the Parkside Specific Plan Project.

The project site consists of approximately 250 gross acres of land generally located north of Eucalyptus Avenue, south of Edison Avenue, east of Vineyard Avenue, and west of Archibald Avenue.

The location is identified as Assessor's Parcel Numbers 218-231-002, -004, -005, -006, -007, -008, and 218-221-009 and -010. The Parkside Specific Plan consists of the development of approximately: 1) 430 single family residential dwelling units and 2) 617 multi-family residential units. It also provides for approximately 12 acres of commercial uses at the southwest corner of Edison Avenue and Archibald Avenue. The development is proposed around approximately 50 acres of the "Great Park," a 355-acre regional park system located in the central portion of the New Model Colony. Aperoximately 6 acres of recreational trails are also proposed. A fire station is also proposed within the project site.

The Draft Environmental Impact Report (DEIR) was undertaken in accordance with the California Environmental Quality Act (CEQA) for the purpose of deciding whether the project may have a significant effect on the environment. It was determined that construction of the project may result in project-specific significant effects on the environment related to loss of agricultural land and air quality. Cumulatively, significant impacts to agriculture, air quality, noise, temporary traffic, solid waste and water quality may also occur.

Copies of the DEIR and its Technical Appendices are available for public review Monday through Friday, from 8 a.m. to 5 p.m. at the City of Ontario City Hall located at 303 East B Street, Ontario, California. Comments on the document must be submitted to the City of Ontario no later than 5 p.m. on May 25, 2006 to be included in the Final EIR. Public comment on the Draft EIR will be accepted at the Planning Commission on May 23, 2006 at 6:30 P.M. to be held at the City of Ontario Council Chamber, 303 East B Street, Ontario, CA 91764. Please submit all comments to:

Mr. Richard Ayala, Senior Planner
City of Ontario
Planning Department
303 East B Street
Ontario, CA 91764
(909) 395-2036
email: royala@ci.ontario.ca.us

4/28/06
CNS-960219#
INLAND VALLEY DAILY BULLETIN/ ONTARIO #28808

rayala@ci.ontario.ca.us


Welcome to California
HOLLYWOOD

DRAFT ENVIRONMENTAL IMPACT REPORT

For

Parkside Specific Plan

City of Ontario, San Bernardino County, California

(State Clearinghouse Number 2004011008)

as Annotated per Final EIR

Lead Agency: City of Ontario
303 East B Street
Ontario, CA 91764

Contact Person: Cathy Wahlstrom, Principal Planner
(909) 395-2282

Prepared for the
City by: Albert A. Webb Associates
3788 McCray Street
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Contact Person: Cathy Perring, Principal Planner
(951) 686-1070

March 2006
as Annotated per Final EIR. July 2006

APPENDICES
(under separate cover)

LIST OF FIGURES

LIST OF TABLES

I. EXECUTIVE SUMMARY

1. Introduction

This Environmental Impact Report (EIR) document has been prepared to inform decision-makers and the public of the potential significant environmental effects associated with the Parkside Specific Plan (the Specific Plan). This study has been prepared pursuant to the California Environmental Quality Act, known as CEQA, (California Public Resources Code, Sections 21000 et seq.), the state CEQA Guidelines (California Code of Regulations, Sections 15000 et seq.), and City of Ontario's local guidelines for implementing CEQA.

Project Location

The Parkside Specific Plan (the Specific Plan) is located in the City of Ontario, San Bernardino County, California. The site is approximately 2 miles south of State Highway 60 and approximately 3 miles west of Interstate 15 (see Figure I-1-1, Regional Location). The Specific Plan consists of approximately 250 acres located within the 8,200-acre New Model Colony, and is bounded by Edison Avenue to the north, Archibald Avenue to the east, and Eucalyptus Avenue to the south. Cucamonga Creek flows in a southerly direction approximately through the center of the project area.

Project Background/Existing Site Conditions

The Specific Plan is located within an approximate 8,200-acre portion of the City of Ontario that was annexed into the City in November of 1999. This area was referred to at that time as the City of Ontario Sphere of Influence. This large area, located south of the original City of Ontario, is now referred to as the New Model Colony (NMC). The General Plan Amendment (GPA) for the NMC establishes land use designations for the entire 8,200 acres. The GPA further designates the Specific Plan site as being located within portions of Subareas 22 and 23, which allow a combined total of 1,692 single-family residential units and 3,048 multi-family residential units. The portions of these two Subareas allocated to the Parkside Specific Plan have been determined by the City to have a maximum allowable dwelling unit total of 1,947. Subareas 22 and 23, and all subareas within the GPA, require a Specific Plan to be prepared to implement GPA policy, and must be developed in accordance with GPA Subarea 22 and 23 policies.

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 January 2004. The NOP was distributed directly to more than 55 public agencies and interested parties. A notice advising the availability of the NOP was posted with the San Bernardino County Clerk of the Board on December 30, 2003 and the State Clearinghouse on January 2, 2004. Prior to the completion of the Draft EIR, the project was modified by adding commercial development which required a General Plan Amendment not anticipated in the original NOP. A revised NOP was issued November 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.

The existing land uses within the proposed Specific Plan site include a variety of rural uses. The existing site is characterized as agricultural crop lands. Several storage structures, above-ground storage tanks (ASTs), and a large Sunkist processing discharge pond may be observed at the site. Utilities and infrastructure to serve the site are currently under construction by the Inland Empire Utility Agency and the City of Ontario.

Project Actions and Applications

The **Parkside Specific Plan** (File No. PSP03-002) is an application for approximately: 430 single-family residential dwelling units, 1,517 multi-family residential units, 12 acres of commercial use, a 50-acre portion of the Great Park, and 6 acres of recreational trails.

A **General Plan Amendment** (PGPAO) is required to implement the project. Approximately 11.5 net acres of Neighborhood Center planned for Subarea 24 is to be relocated to Subarea 23 within the Parkside Specific Plan.

Subdivision Maps will be submitted in the future to implement the Specific Plan. An Initial Study will be prepared at the time of submittal of future tract maps to determine the nature and extent of additional environmental analysis necessary.

Development Agreement is an agreement between the developer and the City that will establish provisions for the development of the project with respect to phasing of land use, installation and financing of infrastructure, and timing of construction of public improvements.

Areas of Controversy and Unresolved Issues

No known areas of controversy have come to light as a result of the process of preparing this Draft EIR. The Public/Agency Involvement process included a Scoping meeting at which several issues were raised. These issues dealt with coordination of roadway widths and construction with adjacent jurisdictions, phasing of roadway widening with respect to adjacent existing homes, financing and timing of infrastructure (e.g., sewer, water) and reallocation of General Plan allocated dwelling units and commercial square footage between Subareas. These questions and concerns are addressed in the Draft EIR and/or are being resolved or completed as part of development of the New Model Colony as a whole.

One area of concern to the City that is still unresolved, is the transition of Edison Avenue in Ontario to Cantu Galleano Ranch Road (Galena Street) in Riverside County at Milliken Avenue along the eastern boundary of the New Model Colony. Ontario has identified that Edison Avenue will be 8 lanes wide as it approaches Milliken Avenue from the west while Riverside County has identified Cantu Galleano Ranch Road as being six lanes as it approaches Milliken from the east. This raises concerns because Cantu Galleano Ranch Road will carry much of the New Model Colony traffic approximately one-quarter mile to the new interchange being constructed with the I-15 Freeway. Riverside County has indicated that the 152-foot right of way assigned to Cantu Galleano Ranch Road is adequate to expand from 6 lanes to 8 lanes in the future should traffic volumes warrant without the need for acquisition of additional right-of-way. The City of Ontario and Riverside County are currently working on the design of Cantu-Galleano Ranch Road from Interstate 15 to Milliken Avenue.

Summary of Alternatives

The CEQA Guidelines, Section 15126.6, requires an EIR to evaluate a range of alternatives that avoid or reduce significant environmental impacts. Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to the proposed project should occur. As stated in this section of the Guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of the project. An EIR need not address every conceivable alternative nor consider alternatives which are infeasible.

The following alternatives were considered but eliminated from final analysis:

- Alternative that did not implement the land use designations and policies of the GPA for the NMC;
- Alternatives that require less developed land (e.g., higher densities) so that agricultural land can be retained on the site were determined to be infeasible due to: a) the lack of long-term viability for commercial agriculture within the Chino Basin (see Agricultural Resources, III-1, herein) and, b) the lack of such an alternative's ability to meet General Plan policies, land plan and goals for development of the NMC;
- Alternative site(s); and
- "No Project" alternative that generally meets the approved land uses.

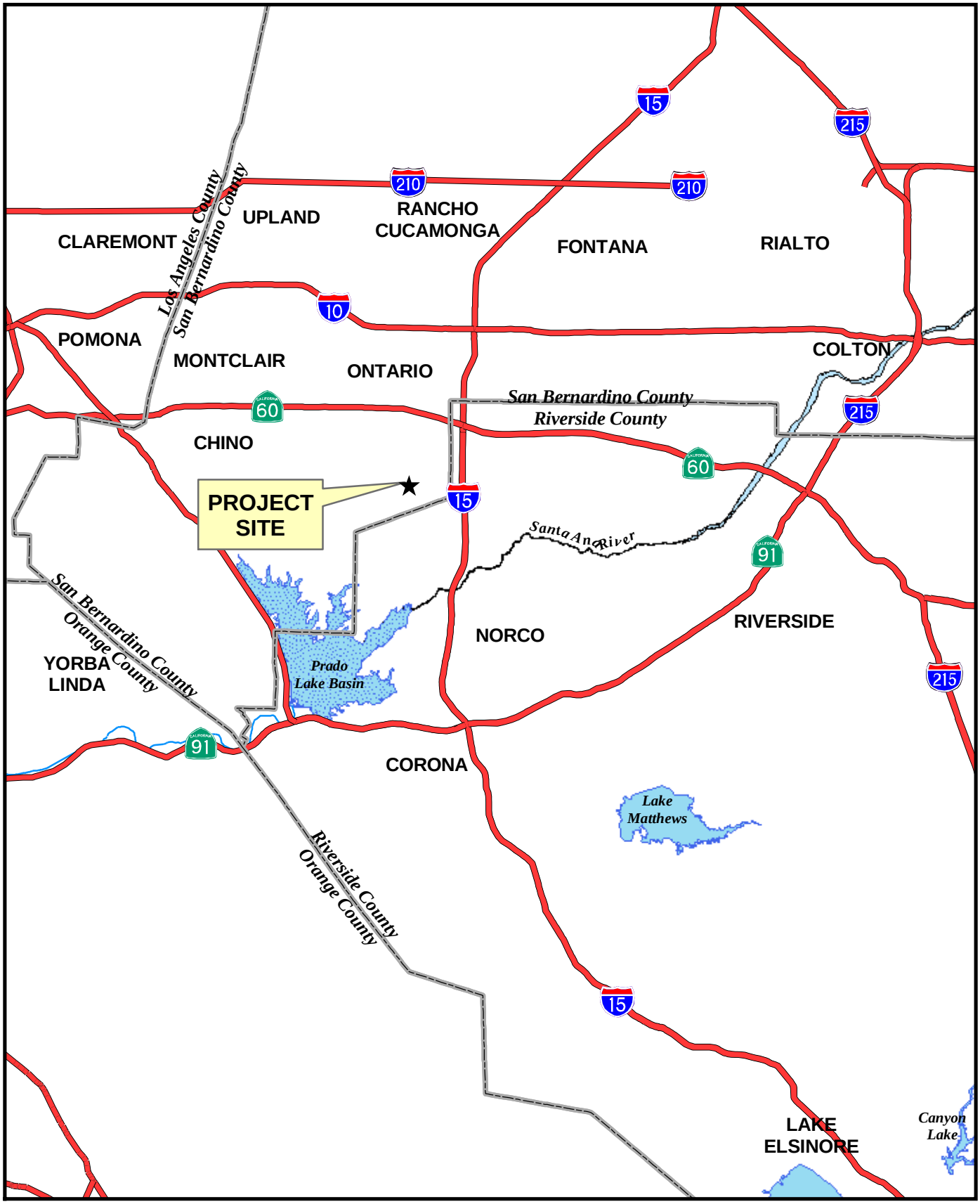
This EIR includes an evaluation of the following three alternatives (Section IV-2):

- Alternative 1 – No Project, Continued Agricultural Use of the Site
- Alternative 2 – Reduced Density
- Alternative 3 – Residential Only

Section IV-2 of this EIR provides rationale and analysis for alternative selection and evaluation. The No Project Alternative is the environmentally superior alternative. Other than the No Project Alternative, the Residential Only alternative, Alternative 3, is environmentally superior to the proposed project when looked at as an isolated project. This alternative would reduce the number of automobile trips by approximately 38 percent thereby resulting in a commensurate reduction to project-generated air quality emissions. The reduction is sufficient to reduce long-term PM-10 emissions to below a significant level. However, this improved air quality is a direct result of eliminating the commercial uses from the proposed project. The 115,000 square feet of retail proposed in the Specific Plan represents square footage transferred from Subarea 24 of the NMC. Therefore, if not developed within the Parkside Specific Plan as shown in Alternative 3, it will likely be developed in Subarea 24 which would result in the same air quality impacts within the NMC as a whole. Although air quality impacts are reduced under the Residential Only alternative, a Statement of Overriding Consideration will still be required for air quality, and it is likely that the emissions will simply be shifted to Subarea 24.

Summary of Impacts

Potential significant impacts are discussed in detail in section III of this EIR. The EIR/Issues Matrix, Section I-2, herein, summarizes in table format the potential impacts, proposed mitigation measures, implementation timing, responsible party to assure implementation and the level of impact after mitigation. Environmental issues evaluated in the EIR which were determined to have effects considered not significant area not included in this table but are discussed in Section II, Effects Found Not Significant.



Not to Scale

Figure I-1-1

Regional Location Map

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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Draft EIR
Parkside Specific Plan

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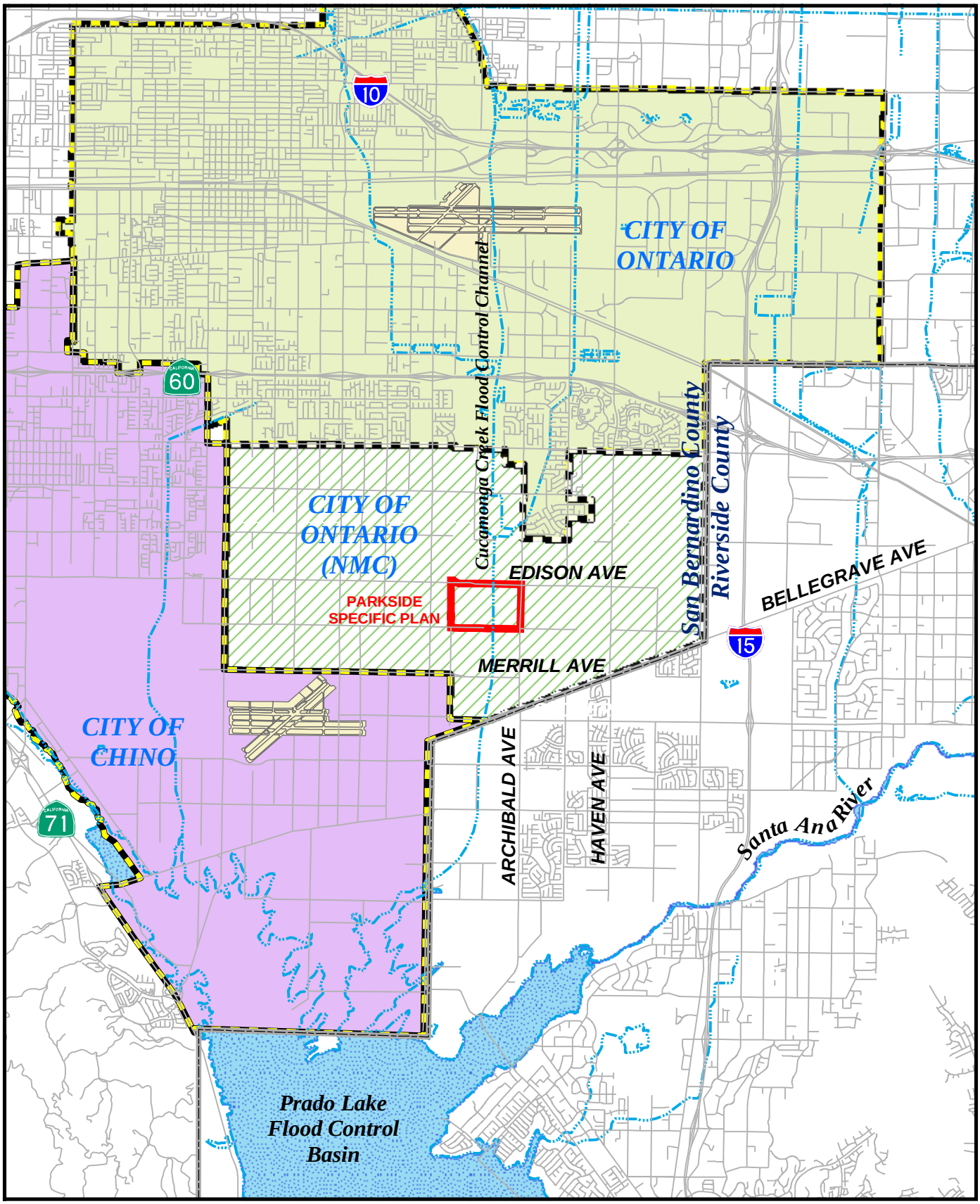

Regional Context

Scale: 1" = 1.5mi

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ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure I-1-2

Vicinity Map

Draft EIR
Parkside Specific Plan

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2. EIR/Issues Matrix

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Agricultural Resources	The proposed project would conflict with existing agricultural uses.	**MM Ag 1:** In order to minimize conflicts between urban and agricultural land uses, each Specific Plan developed for properties within the NMC must comply with the Agricultural Overlay District requirements for urban development in proximity to existing agricultural operations. The proposed project shall establish a minimum 100-foot separation between active agricultural operations and new, non-agricultural development, or an equivalent easement that is approved by the City of Ontario.	Prior to construction.	Planning Department	Less than Significant
Agricultural Resources	The proposed project would conflict with existing agricultural uses.	**MM Ag 2:** In order to minimize conflicts between urban and agricultural land uses, all residential units in the Parkside Specific Plan shall be provided with a deed disclosure, or similar notice, approved by the City Attorney regarding the proximity and nature, including odors, of neighboring agricultural uses.	Prior to opening of model homes	City Attorney	Less than Significant
Agricultural Resources	The proposed project would result in the cancellation of Williamson Act contracts, loss of prime Farmland, loss of existing agricultural use, and provide infrastructure which might cause other ag. lands to convert.	No feasible mitigation measures were found. See Section III-1 for complete analysis.	NA	NA	Significant
Air Quality	Emissions from project construction equipment.	**MM Air 1**: During construction, mobile construction equipment will be properly maintained at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.	During construction.	Contractor	Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Air Quality	Emissions from project construction equipment.	**MM Air 2**: During construction of the proposed improvements, all contractors will be advised not to idle construction equipment on site for more than ten minutes.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment.	**MM Air 3**: Configure construction parking to minimize traffic interference.	During construction.	Contractor	Significant
Air Quality	Emissions from project operation.	**MM Air 4**: Local transit agencies shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points.	Prior to approval of street improvement plans.	Specific Plan Developer and Engineering Department	Significant
Biological Resources	Adversely affect any endangered or threatened species, or any species identified as a candidate, sensitive or special status. According to the Habitat Evaluation conducted for the project site, there may be a probability of owl colonization prior to site construction due to their presence in the vicinity of the site.	**MM Bio 1:** There may be a probability of owl colonization within the project site considering the presence of foraging habitat and previous records of presence. To ensure that no direct loss of individuals occurs, mitigation shall be completed prior to initiation of on-site grading activities for each development phase. A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist. The survey will be conducted 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed for owls. If owls are determined to be present within the construction footprint, they will be captured and relocated. If non-breeding owls must be moved away from the disturbance area, passive relocation techniques will be used. The pre-construction survey and any relocation activity will be conducted in accordance with the CDFG Report on Burrowing Owl Mitigation, 1995. According to CDFG guidelines, mitigation actions will be conducted from September 1 to January 31, which is prior to the nesting season. However, burrowing owl nesting activity is variable, and as such the time frame will be adjusted accordingly. Should eggs or fledglings be discovered in any owl burrow, the burrow cannot be	Prior to grading permit	Planning Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own). Occupied burrows will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department of Fish and Game verifies through non-invasive methods that either: a) the adult birds have not begun egg-laying and incubation; or b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If a biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of the burrowing owls nest during the breeding season to avoid abandonment of the young. Passive relocation can be used to exclude owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. Artificial burrows should be provided nearby. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.			
Biological Resources	The proposed project will affect open foraging habitat.	**MM Bio 2**: The project proponent shall be required to pay City of Ontario open space mitigation fees. Fees collected will be used "to acquire and restore mitigation lands to offset impacts to species now living in the New Model Colony and impacts to existing open space," according to the City of Ontario Development Impacts Fee Calculation Report and the Settlement and general Release Agreement Development is currently required to pay $4,320 per acre. Therefore, the proposed project will pay approximately	Prior to grading permit	Planning Department	Less than Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		$2,298,240 for open space acquisition based upon the current fee.			
Biological Resources	The proposed project will affect open foraging habitat.	**MM Bio 3**: While project impacts to individual raptor species were considered to be not significant, the following mitigation measure will also be incorporated in order to eliminate or reduce any potential impacts to raptors and/or migratory birds. Construction and/or removal of windrow trees will occur outside of the nesting season (February 1 through August 31). If tree removal activities must occur during the breeding season, the mitigation measure in MM Bio 4 shall be implemented.	Prior to grading permit	Planning Department	Less than Significant
Biological Resources	Adversely affect any endangered or threatened species and any species identified as candidate, sensitive or special status through the loss of habitat.	**MM Bio 4:** If project construction activities involving heavy equipment and/or windrow tree removal are to occur during the nesting/breeding season (between February 1st and August 31st) of potentially occurring sensitive bird species, a pre-construction field survey shall be conducted by a qualified biologist to determine if active nests of species protected by MBTA or CDFG are present in the construction zone or within a buffer of 500 feet. Pre-construction nesting/breeding surveys shall be conducted in all CDFG jurisdictional areas and within windrow trees. If no active nests are found during the survey, construction activities may proceed. If active nests are located during the pre-construction surveys, no grading, heavy equipment or tree removal activities shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests.	Prior to issuance of grading permits	Planning Department	Less than significant
Cultural Resources	The proposed project could affect unknown buried cultural resources.	**MM Cultural 1:** Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines,	During construction	Planning Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		avoidance or other appropriate measures shall be implemented.			
Cultural Resources	The proposed project could affect unknown buried cultural resources.	**MM Cultural 2:** If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.	During construction	Planning Department	Less than significant
Cultural Resources	The proposed project has the potential to affect unknown buried paleontological resources	**MM Cultural 3:** Prior to the issuance of grading permits, a qualified paleontologist shall be retained to prepare a Paleontological Resources Survey of the project site, for approval by the City, to determine the site specific potential of finding paleontological resources within the project site. If the approved Paleontological Resources Survey determines that it is unlikely that paleontological resources will be uncovered by earth-moving activities, grading and construction activities may proceed, subject to compliance with all other mitigation measures. However, if the approved Paleontological Resources Survey determines that it is likely that paleontological resources will be uncovered during earth-moving activities, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the City. Following City approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP. The PRMTP shall include the following measures: a. Identification of those locations within the project site where paleontological resources are likely to be uncovered during grading. b. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified	Prior to grading permits	Planning Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		paleontologist or qualified designee. c. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee allows earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the City, in addition to the report (described below) that is filed at completion of grading. d. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains. e. At a qualified paleontologist or qualified designee's discretion and to reduce any construction delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing. f. A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the project site. g. If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after fifty percent of earthmoving activities have been completed, monitoring can be reduced or discontinued.			

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		h. Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository. i. Within 6 months following completion of the above tasks, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.			
Geology/Soils	The project has the potential increase erosion of topsoil by wind.	**MM Geo 1:** To reduce impacts associated with erosion due to high winds, prior to construction, all tentative tracts and other construction activities will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 – 6-12.07. The permit lasts for one (1) year, therefore, all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay appropriate annual fees. At a minimum, the permit prohibits the disturbance of the surface or subsurface of more than one (1) acre of land without meeting permit requirements which can include such things as the application of soil stabilizers and limitations on grading activities during wind events.	Prior to grading permits	Building Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Geology/Soils	The project has the potential to include/affect soils which are unsuitable for construction.	**MM Geo 2:** To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.	Prior to tentative map approval report shall be submitted. Removal of unsuitable soils prior to grading.	Planning and Building Departments	Less than significant
Geology/Soils	The project has the potential to have soils that are/could become unstable due to high organic content.	**MM Geo 3:** Site materials should be continuously tested and excavated to a minimum of 4 feet where soils generally become denser. Actual removal depths will be determined during grading when subsurface conditions are exposed. Input of crop residues and application of organic fertilizers at this site could have resulted in high soil organic matter contents. The mitigation proposed in Section III-6, Hazards/Hazardous Materials, will also mitigate for the management of organic matter in the soil.	Prior to grading permits	Building Department	Less than significant
Hazards/ Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials.	**MM Haz 1:** During development of the Specific Plan, if soils are found to be contaminated with petroleum products or other hazardous materials, they will be excavated and properly disposed of. After removal of contaminated soils, confirmation samples will be collected from the excavation to confirm adequate removal of petroleum-impacted soils.	During grading	Planning Department	Less than significant
Hazards/ Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials.	**MM Haz 2:** All septic tanks encountered on the project site will be properly removed and disposed of, per City and State procedures, prior to site development. All water wells on the project site which are proposed to be abandoned will be properly destroyed prior to site development in accordance with City requirements. These activities will be subject to the City of Ontario Building Safety requirements.	Prior to grading permits	Building Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Hazards/ Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials.	**MM Haz 3:** If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department and the County of San Bernardino Fire Department Hazardous Materials Division. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.	Prior to grading permits	Planning Department	Less than significant
Hazards/ Hazardous Materials	The proposed project will create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	**MM Haz 4:** Prior to demolition of all onsite buildings and remaining foundations that were built before 1978 shall be evaluated for the presence of asbestos, mercury and lead-based paint and those materials shall be removed according to the applicable regulations and guidelines established by the South Coast Management District, Department of Toxic Substances Control, and the United States Environmental Protection Agency. As per HM-2 in the GPA for the NMC Final EIR, page 5.10-6, the developer shall submit documentation to the City Building Department that asbestos, mercury and lead-based paint are not present on their site, or that the above removal process has occurred.	Prior to grading permits	Planning Department	Less than significant
Hazards/ Hazardous Materials	The proposed project would create a significant hazard to the public or the environment through ground cracking or the presence or release of methane gas.	**MM Haz 5:** To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. Fill material imported from other areas shall be tested prior to placement on-site to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials. This evaluation, on both on- and off-site soils, will include an analysis of the organic matter content of the soils ~~on the site~~. If the	Prior to grading permits	Planning Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.			
Hazards/ Hazardous Materials	The proposed project would create a significant hazard to the public or the environment through ground cracking or the presence or release of methane gas.	**MM Haz 6:** To reduce the risk of ground cracking, manure shall be removed from the site, such that the organic matter content of on-site soils shall not exceed 2 percent (a 2 percent total organic content is allowed, of which no more than 1 percent can be manure) in the building foundation areas when mixed with underlying clean soils and imported fill.	Prior to building permits	Planning Department	Less than significant
Hazards/ Hazardous Materials	The proposed project would expose people or property to risk associated with proximity to an airport.	**MM Haz 7:** To mitigate for any potential impacts related to proximity to the Chino Airport, all development within the Specific Plan will comply with the building height constraints identified in the GPA for the NMC (1998).	Prior to building permits	Planning Department	Less than significant
Hazards/ Hazardous Materials	The proposed project would expose people or property to risk associated with proximity to an airport.	**MM Haz 8**: To disclose to the buyer or lessee of subdivided lands within the Parkside Specific Plan project of the proximity of this site to the Chino Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.	Prior to specified filings and sale agreements as stated in AB 2776	Planning Department to review Developer sale agreements	Less than significant
Hydrology/Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hydro 1:** In order to ensure that construction activities associated with the Parkside Specific Plan will not cause a violation of any water quality standard or waste discharge requirements and to assure no substantial degradation of water quality occurs, and to implement the intent of mitigation measures included in the Final EIR for the GPA for the NMC, developments within the project area shall comply with all applicable provisions of the state's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction. A copy of evidence of the receipt of a Waste Discharge Identification Number from the State Regional Water	Prior to and during construction	Engineering Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		Quality Control Board shall be filed with the City Engineer along with a copy of the Storm Water Pollution Prevention Plan (SWPPP) maps and BMPs. The City Engineer shall review and approve the provisions of the SWPPP prior to implementation of any SWPPP provision or starting any construction activity.			
Hydrology/Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hydro 2:** In order to ensure that development within the Specific Plan will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. The following tables (Table III-7-F and G) provide guidelines and BMPs that shall be incorporated as appropriate into project design (on construction drawings) and/or project specifications and implemented in the field to reduce the expected pollutants from various types of development. Table III-7-G correlates each BMP to the pollutants of concern which it removes/reduces and/or meets the design objectives for the BMP.	Prior to and during construction	Engineering Department	Less than significant
Hydrology/Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hydro 3:** To assure that development within the Specific Plan will not cause a violation of any water quality standard or waste discharge requirements, including San Bernardino County's MS4 permit issued by the SARWQCB, and to assure that no substantial degradation to water quality occurs after construction, any loading docks present within the academic or retail areas designated in the Specific Plan will be designed with devices to trap oil and grease, such that these pollutants are not discharged from the site in storm water or non-storm water discharges.	Prior to, during and after construction	Engineering Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Hydrology/Water Quality	Significantly alter the flow velocity or volume of stormwater run off in a manner that results in environmental harm.	**MM Hydro 4:** In order to reduce the risk of flooding and to implement mitigation measures included in the GPA for the NMC Final EIR, prior to issuance of grading permits, the City of Ontario shall coordinate with the San Bernardino County Flood Control District to ensure that the project meets County flood control requirements.	Prior to grading permits	Engineering Department	Less than significant
Hydrology/Water Quality	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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	**MM Hydro 5:** In order to conserve water and to mitigate for any potential unforeseen adverse impacts to a reduction in ground water recharge, the following measure has been recommended by the Chino Basin Water Conservation District. Landscaping within individual development projects and the 52-acre Great Park will retain and percolate both applied irrigation water and storm water in vegetated areas of parking lots and other areas, where appropriate; "depressed" planted areas bordered by shrubbery screens will be implemented rather than "mounded" grass and shrubbery planted screens. Neighborhood Edges and parks will be irrigated via reclaimed water.	Post construction	Planning Department	Less than significant
Hydrology/Water Quality	After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hydro 6:** In order to reduce pollutants in post construction run-off and to implement mitigation measures included in the Final Environmental Impact Report for the NMC, the individual project owners and operators (e.g., homeowner associations, retail center owners, school district, parks department, etc.) shall ensure that all pest control, herbicide, insecticide and other similar substances used as part of maintenance of project features are handled, stored, applied and disposed of by those conducting facility maintenance in a manner consistent with all applicable federal, state and local regulations. The city Engineer shall monitor and enforce this provision.	Post construction	Engineering Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Hydrology/Water Quality	After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hyd: 7**: To mitigate possible temporary run-off from undeveloped properties located north (up-gradient) of the project site, drainage from properties north of the project site shall be conveyed to appropriate drainage facilities, as approved by the City Engineer.	Post construction.	Engineering Department	Less than Significant
Noise	The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	**MM Noi 1:** The construction activities of the proposed project shall comply with the City of Ontario noise ordinance that prohibits construction activities on Sundays, federal holidays, and other days between the hours of 7:00 p.m. and 7:00 a.m.	During construction	Planning Department	Less than significant
Noise	The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	**MM Noi 2**: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.	During construction	Planning Department	Less than significant
To reduce or eliminate impacts related to exterior and interior noise levels within the project exceeding City of Ontario standards, the following mitigation measures shall be implemented. However, the wall heights recommended in MM Noi 3 through67 only apply to lots which have backyards directly adjacent to the roadways. For lots with front yards adjacent to the roadways, the windows and/or doors would need to have upgraded sound rated glazing products in order to comply with the City of Ontario's interior noise standards.					
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or	**MM Noi 3:** A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Archibald Avenue. If any residential structures are two-stories high, then windows facing Archibald Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation.	Prior to occupancy	Planning Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	applicable standards.	A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.			
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.	**MM Noi 4:** A sound wall at least 6 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Edison Avenue. If any residential structures are two-stories high, then windows facing Edison Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.	Prior to occupancy	Planning Department	Less than significant
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.	**MM Noi 5:** A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Eucalyptus Avenue. If any residential structures are two-stories high, then windows facing Eucalyptus Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.	Prior to occupancy	Planning Department	Less than significant
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.	**MM Noi 6:** Architectural plans shall be submitted to the City of Ontario for an acoustical plan check prior to the issuance of building permits to assure the proper window and/or doors are upgraded for sound reduction and proper ventilation systems are incorporated in order to meet the interior noise level requirement.	Prior to occupancy	Planning Department	Less than significant
Public Services	The project could result in impacts to fire services.	**MMServ 1:** To reduce fire hazards, wood-shingled and shake-shingled roofs are prohibited.	Prior to occupancy	Fire Department	Less than significant
Public Services	The project could result in impacts to	**MMServ 2:** To reduce fire hazards, fire hydrant locations and water main sizes shall meet standards	Prior to occupancy	Fire Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	fire services.	established by the City Fire Department and reviewed and implemented by the Engineering Department.			
Public Services	The project could result in impacts to fire services.	**MMServ 3**: To reduce fire hazards when water is provided to the site, adequate fire flow pressure shall be provided for residential areas and non-residential projects in accordance with currently adopted standards (2001 California Fire Code Appendix III-A).	Prior to occupancy	Fire Department	Less than significant
Public Services	The project could result in impacts to fire services.	**MMServ 4:** To reduce fire hazards, adequate water supply shall be provided by the Fire Department prior to the framing stages of construction.	Prior to construction	Engineering and Fire Departments	Less than significant
Public Services	The project could result in impacts to fire services.	**MMServ 5:** To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.	Prior to occupancy	Planning Department	Less than significant
Public Services	The project could result in impacts to fire services.	**MMServ 6:** To reduce fire hazards, access roadways designed in accordance with Fire Department standards to within 150' of all structures, shall be provided prior to the framing stages of construction. This access is to be maintained in an unobstructed manner throughout construction.	Prior to occupancy	Planning Department	Less than significant
Public Services	The project could result in impacts to fire services.	**MM Serv 7:** A fire station located within the Specific Plan must be operational prior to the issuance of any certificates of occupancy in the Specific Plan.	Prior to occupancy	Planning Department	Less than significant
Public Services	The project could impact public services.	**MMServ 8:** The developer shall pay library, police, and fire service development impact fees.	Prior to permits	Planning Department	Less than significant
Public Services	The project could impact school services.	**MMServ 9:** The developer shall pay school fees or otherwise meet project obligations to schools, as required by Mountain View Unified and Chaffey Joint Union High School Districts.	Prior to permits	Planning Department	Less than significant
Public Services	The project could impact parks.	**MMServ 10:** The portions of the Great Park (PA 22) located east of Cucamonga Creek shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs 1 - 4 and PAs 17 - 19. The portion of the Great Park located west of Cucamonga Creek in PA 22 east of Hellman Avenue shall be constructed no later than the issuance of the	Prior to occupancy, as described.	Planning Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		Certificate of Occupancy for the last housing unit in PA 6 and PA 16. The remainder of PA 22 located west of Hellman Avenue shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs 7 – 10 and 11 – 14.			

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 1:** Modify the intersection of Archibald Avenue/Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. Two right-turn lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Prior to occupancy	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 2**: Modify the intersection of future Carpenter Street/Edison Avenue to include the following geometrics: Northbound: One shared left-turn, through and right-turn lane. Southbound: N/A Eastbound: Two through lanes. One shared through and right-turn lane. Westbound: One left-turn lane. Three through lanes. Intersection: Control: Install Signal.	Prior to occupancy of adjacent planning areas	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 3**: Modify the intersection of future Carpenter Street/Merrill / Avenue to include the following geometrics: Northbound: N/A Southbound: One shared left-turn, through and right-turn lane. Eastbound: One shared left-turn and through lane. One through lane. Westbound: One through lane. One shared through and right-turn lane. Intersection: Control: TWSC.	Prior to occupancy of adjacent planning areas	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 4**: Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards: • Construct partial width improvements on the westerly side of Archibald Avenue at its ultimate cross-section as a divided arterial parkway 1A with bikeway (165' right-of-way) adjacent to project boundary line. • Construct partial width improvements on the southerly side of Edison Avenue at its ultimate cross-section as a divided arterial parkway 1A (160' right-of-way) adjacent to project boundary line. • Construct partial width improvements on the northerly side of Merrill Avenue at its ultimate cross-section as a standard arterial (108' right-of-way) adjacent to project boundary line.	Prior to occupancy of adjacent planning areas	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Trans 4a:** Intersection, median opening, and traffic signal spacing shall be in accordance with the City of Ontario New Model Colony Access Guidelines.	To be shown on tract maps. Prior to map approval.	Engineering Department	Less than significant
Transportation/ Traffic	The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Trans 5:** Sight distance at the project entrance roadways should be reviewed with respect to standard City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.	During plan check, prior to grading permit	Engineering Department	Less than significant
Transportation/ Traffic	The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Trans 6:** Signing/striping should be implemented in conjunction with detailed construction plans for the project site.	During plan check, prior to approval of final road construction plans	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established	**MM Trans 7:** The City should work with Omnitrans to develop additional routes and service for both local and regional service to the project area.	Prior to building permits	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.				
Transportation/ Traffic	The project will conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	**MM Trans 8:** The City should establish a Transportation System Management (TSM) Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting. The program should set the overall policy and goals for trip reduction measures within the City, and require new developments to implement programs and measures to ensure compliance with those goals, such as preferential parking for carpools and vanpools, flex-time work hours, compressed work week, and distribution of information about ridesharing and transit services.	Ongoing	Planning Department	Less than significant
Transportation/ Traffic	The project will conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	**MM Trans 9:** The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.	Ongoing	Planning Department	Less than significant
The following Mitigation Measures (MM Trans 10 through MM Trans 31) have been identified to reduce the cumulative traffic impacts to a less than significant level and are required to attain the required LOS of intersections in the project area. The project will either install these improvements or pay their fair share mitigation fee, as determined by the City Engineer.					

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 10:** Modify the intersection of Euclid Avenue/ Riverside Drive to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.	Prior to occupancy	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 11:** Modify the intersection of Euclid Avenue/ Chino Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One share right-turn/through lane. Southbound: One left-turn lane. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. One through lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 12:** Modify the intersection of Euclid Avenue/ Schaefer Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: One left-turn lane. Four through lanes. One shared right-turn/ through lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 13:** Modify the intersection of Euclid Avenue/ Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. Two right-turn lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 14:** Modify the intersection of Euclid Avenue/ Merrill Avenue to include the following geometrics: Northbound: One left-turn lane. Four through lanes. Two right-turn lanes. Southbound: Two left-turn lanes. Four through lanes. Eastbound: N/A Westbound: Two left-turn lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 15:** Modify the intersection of Grove Avenue/ Riverside Drive to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane. Westbound: One left-turn lane. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 16:** Add traffic signal and modify the intersection of Grove Avenue/ Chino Avenue to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 17:** Add traffic signal and modify the intersection of Grove Avenue/ Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Two through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets	***MM Trans 18:** Add traffic signal and modify the intersection of Grove Avenue/ Merrill Avenue to include the following geometrics: Northbound: N/A Southbound: One shared left-turn and right-turn lane. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. Westbound: Two through lanes. One shared right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 19:** Modify the intersection of Vineyard Avenue/ Riverside Drive to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 20:** Modify the intersection of Archibald Avenue/ SR-60 WB Ramps to include the following geometrics: Northbound: One left-turn lane. Three through lanes. Southbound: Three through lanes. One right-turn lane. Eastbound: N/A Westbound: One left-turn lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 21:** Modify the intersection of Archibald Avenue/ SR-60 EB Ramps to include the following geometrics: Northbound: Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. Eastbound: One left-turn lane. One right-turn lane. Westbound: N/A	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 22:** Modify the intersection of Archibald Avenue/ Riverside Drive to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane. Westbound: One left-turn lane. Three through lanes. One shard right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 23:** Modify the intersection of Archibald Avenue/ Chino Avenue to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 24:** Add traffic signal and modify the intersection of Archibald Avenue/ Schaefer Avenue to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. One through lane. Two right-turn lanes. Westbound: One left-turn lane. One through lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 25:** Modify the intersection of Archibald Avenue/ Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. Two shared right-turn/ through lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 26:** Add traffic signal and modify the intersection of Archibald Avenue/ Merrill Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 27:** Modify the intersection of Archibald Avenue/ Cloverdale Road to include the following geometrics: Northbound: Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. Eastbound: N/A Westbound: Two left-turn lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 28:** Modify the intersection of Haven Avenue/ Riverside Drive to include the following geometrics: Northbound: One left-turn lane. Two through lanes. Two right-turn lanes. Southbound: One left-turn lane. Two through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 29:** Add traffic signal and modify the intersection of Haven Avenue/ Edison Avenue to include the following geometrics: Northbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Two through lanes. One right-turn lane. Eastbound: Two left-turn lanes. One through lane. One shared right-turn/ through lane. Westbound: One left-turn lane. One through lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 30:** Add traffic signal and modify the intersection of Hamner Avenue/ Eucalyptus Avenue to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. Southbound: Three through lanes. Two right-turn lanes. Eastbound: Two left-turn lanes. One right-turn lane. Westbound: N/A	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 31:** Modify the intersection of Hamner Avenue/ Bellegrave Avenue to include the following geometrics: Northbound: One left-turn lane. Two through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	Due to the unknown construction timing of area-wide improvements, the project will temporarily exceed the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**See MM Trans 7 through 31**	Unknown, as determined by the City Engineer	Engineering Department	Temporary significant cumulative impacts

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Utilities	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.	**MM Util 1:** All water and sewer pipelines within and adjacent to the project boundaries shall be constructed and/or funded for construction on a fair-share basis based on the NMC Infrastructure Master Plans and/or the interim sewer plan herein, and to the satisfaction of the City.	Prior to occupancy	Engineering Department	Less than Significant
Utilities	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.	**MM Util 2:** The Archibald trunk sewer line off-site connection to the IEUA Kimbal Avenue interceptor shall be complete and operational prior to issuance of first certificate of occupancy for development located east of the Cucamonga Creek Channel. The applicant shall participate on a fair share basis in the development of the necessary sewer facilities.	Prior to issuance of building permits for the development located east of Cucamonga Creek	Engineering Department and IEUA	Less than Significant
Utilities	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.	**MM Util 3**: The planning areas located west of Cucamonga Creek Channel shall have sewer lines in place to connect, via master planned lines with the western area trunk sewer system in Euclid Avenue, or via the Carpenter Street interim connection to the eastern area trunk sewer system. The interim condition that may exist for the Specific Plan where the wastewater generated may be tied into the Eastern Trunk System (ETS) will be via a 36-inch line located in Vineyard Avenue, north of Merrill Avenue, a 15-inch line in Merrill Avenue from Vineyard Avenue to Carpenter Avenue, and a 15-inch line in Carpenter Avenue from Merrill Avenue to the ETS. This interim connection shall be constructed per the approved sewer master plan. Thus, should the approved master plan require larger size pipelines, the developer will be required to construct them. Installation of one of these connections shall be in place and operable prior to issuance of building permits	Prior to issuance of building permits for the development located west of Cucamonga Creek	Engineering Department and IEUA	Less than Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		for the development located west of Cucamonga Creek to the satisfaction of the City and IEUA.			
Utilities	Result in adverse impacts to natural gas or other dry utility systems.	**MM Util 4:** Off-site water lines, tanks, interconnectors and other facilities required in the Water Master Plan to provide water to the site shall be in place and operational prior to issuance of the first certificate of occupancy. The applicant shall participate on a fair share basis in the development of these off-site facilities.	Prior to first certificate of occupancy	Engineering Department	Less than Significant
Utilities	Result in adverse impacts to natural gas or other dry utility systems.	**MM Util 5:** Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.	Prior to grading permits	Engineering Department	Less than significant
Utilities	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.	**MM Util 6:** To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design. One source of assistance in this regard is Southern California Gas Company Commercial/ Industrial Support Center at 1-800-GAS-2000, which should be contacted at the time of development of the commercial center located within the project.	Ongoing	Engineering Department	Less than significant
Utilities	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.	**MM Util 7:** The project applicant shall plan and construct a dual pipe system to supply reclaimed water when available in the future (GP Policy 5.1.4). An Engineer's Report approved by the City and the Department of Health Services is required prior to the use of recycled water.	Prior to occupancy	Engineering Department	Less than significant
Utilities	Disruption of adequate temporary water supply.	**MM Util 8:** All existing agricultural wells on the project site will be destroyed and abandoned per the California Department of Health Services guidelines. A	Prior to demolition permit.	Engineering Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		well use/destruction plan and schedule for all existing agricultural wells on the project site shall be prepared and submitted for approval, prior to the issuance of grading permits. This plan shall also include a temporary water supply plan, as applicable, in order to avoid potential significant temporary impacts resulting from the disruption of current water supply through the abandonment of on-site wells, the developer of any parcel located within the Specific Plan which contains a well that services one or more adjacent parcels that are not proposed to be developed in the current phase, shall provide the City Engineer with a temporary water supply plan for approval. Construction of any temporary pipes or facilities needed to provide water to the existing uses which are to temporarily remain shall be installed per City requirements at the developer's expense.			
Utilities	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.	**MM Util 9:** Prior to approval of the Specific Plan and EIR, a hydraulic analysis of the area served by the interim sewer main to be located in Carpenter Avenue shall be submitted to the City Engineer.	Prior to approval of the Specific Plan and EIR	Engineering Department	Less than significant
Utilities	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	No feasible mitigation measures exist that would eliminate or substantially lessen the cumulative impacts to solid waste facilities.	Not applicable	Not applicable	Significant cumulative impacts

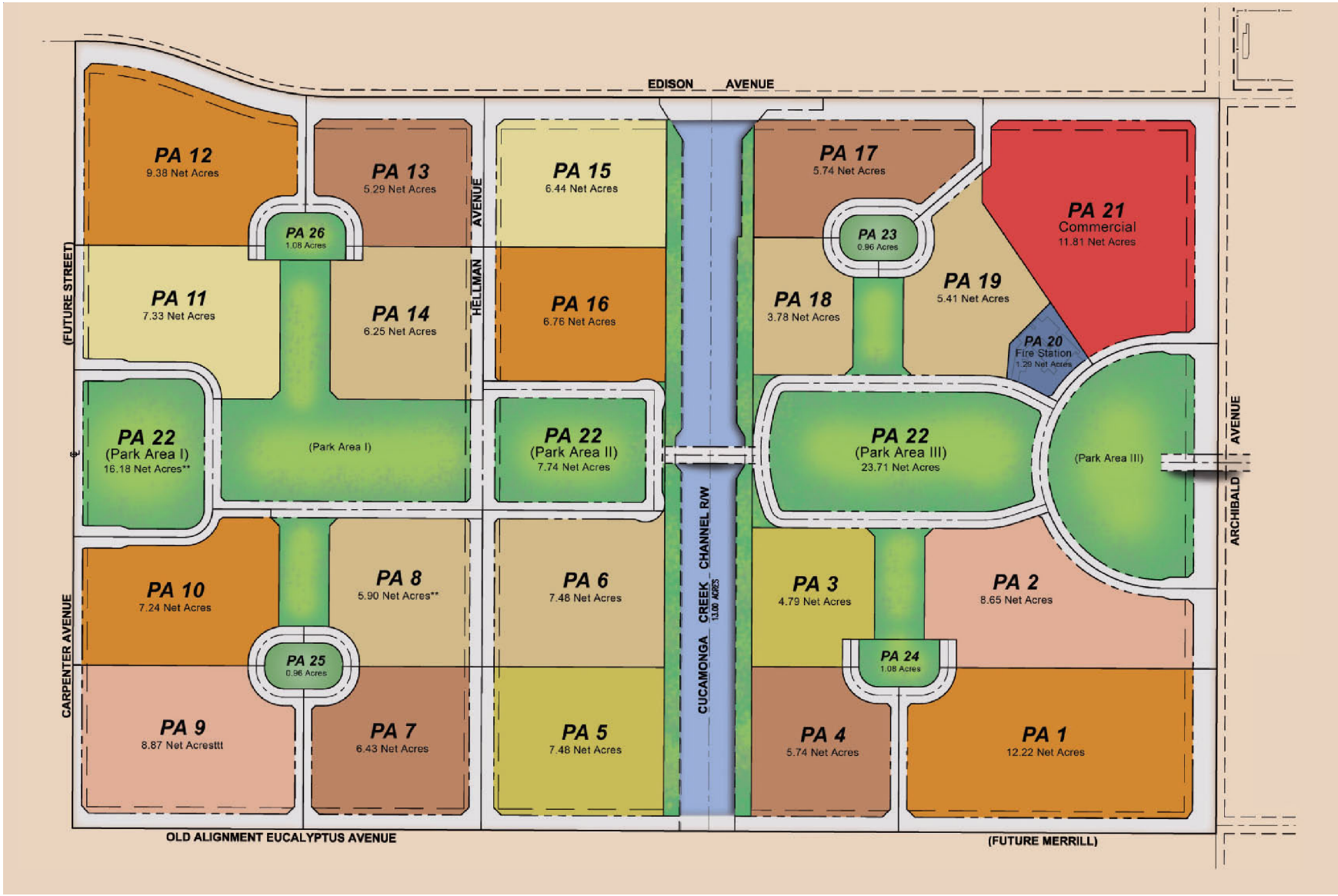
3. Project Description

The Specific Plan is an application for 430 single-family residential dwelling units, 1,517 multi-family residential units, 11.5 acres of commercial use, a 50-acre Great Park, and 6 acres of recreational trails. The Specific Plan is divided into nineteen (19) distinct "Neighborhoods," or development areas, with varying lot sizes, product design and architectural styles. Figure I-3-1, Land Use Plan, and Table I-3-A, Land Use Summary, describe the proposed project in greater detail in terms of lot sizes, acreage, density, and proposed numbers of units. The planning areas which are shown in color on Figure I-3-1 are those planning areas which are included in the Park Place development owned by Stratham Homes and Lewis Operating Corporation, the project applicants associated with this EIR.

The Specific Plan will be developed as a cohesive and attractive community. All major streets will include enhanced parkway landscaping and medians per the NMC Streetscape Master Plan (detailed cross sections are provided in the Specific Plan). Landscaped entry areas with project and NMC signs are proposed as a part of the Specific Plan. The Cucamonga Creek Channel runs north to south through the middle of the site. Class 1 Bike Paths/Trails are proposed adjacent to the channel, within the Archibald Avenue Parkway and east/west within the 50-acre Great Park as required in the GPA for the NMC. These and other bike/pedestrian pathways will eventually connect residents within the Specific Plan to the planned City of Ontario bikeway system and to their local parks and school.

The major feature and amenity for residents of the Parkside Specific Plan will be the approximately 50-acre Great Park that runs east/west through the site, as required in the GPA for the NMC. This will connect to other segments of the larger park system envisioned for the NMC. The park will include active and passive recreational opportunities for Parkside residents and the "City at large" within the NMC. A "Town Hall/Town Green" will be located at the west end of the central park.

Existing and proposed streets within and adjacent to the Specific Plan will be improved to GPA for the NMC standards and will provide internal access and through-traffic flow. Edison Avenue and Archibald Avenue exist adjacent to the project, but currently are not constructed to General Plan standards. Eucalyptus (realigned Merrill) Avenue and Carpenter Street extensions will become the future southern and western sides of the project site.



Source: City of Ontario, LD King

Not to Scale

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ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure I-3-1

Conceptual Land Use Plan

Draft EIR
Parkside Specific Plan

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Table I-3-A: Land Use Summary

LAND USE DESIGNATION	EXAMPLE OF LOT SIZE/USE	APPROX NET ACRES[1]	DENSITY RANGE du/ac	MAX. DWELLING UNITS
Multi-Family Attached	Apartments Condos Townhouses (various types)	77.30	13 - 19	1,517
Single-Family Detached	6- and 8-plex Clusters Single-family lots	55.17	7 - 12	430
RESIDENTIAL SUBTOTAL		132.47		1,947
	PA 10 – Retail	11.81		115,000 s.f.
	Parks	52.08		
	Creek Channel	13.00		
NONRESIDENTIAL SUBTOTAL		76.89		
TOTAL		209.36		1,947 d.u. 115,000 s.f.

[1] Net acres taken to edge of street rights-of-way.

Infrastructure services such as water, sewer, and storm drain facilities do not currently exist within the City of Ontario to serve the project site. Table I-3-B indicates by what entity infrastructure and utilities are proposed to be provided in the interim and ultimate development situation. The units within the Specific Plan cannot be occupied without infrastructure and utilities being in place and in service.

Table I-3-B: Proposed Project Infrastructure and Utility Providers

Service or Utility Type	Ultimate Provider
Water Service	City of Ontario
Sewer Service	City of Ontario and IEUA
Storm Drain Facilities	On-site storm drain system, Cucamonga Creek, Channel (City of Ontario, San Bernardino County Flood Control)
Refuse	City of Ontario
Electricity	SCE
Gas	The Gas Company
Communications	Verizon/City of Ontario

Proposed Project Objectives

As stated in the Specific Plan, the project proposes to meet the following objectives and address the following issues:

1. Develop a project consistent with the vision of the New Model Colony.

2. Develop a specific plan that incorporates General Plan land use principles; standards and distribution of land uses relative to residential, open space, recreation and public uses.

3. Create an internal 'central' park/recreation core amenity as the "heart" of the community.

4. Maximize variety of attached and detached housing opportunities to assist in meeting City of Ontario regional housing allocation requirements.

5. Provide neighborhoods which are identifiable from each other, with public and private amenities, linked by a network of pedestrian trails.

6. Create a community with a sense of place, walkability and livability. Include pedestrian and bicycle trails to link neighborhoods and districts; short blocks to promote ease of access and neighborhood activity; use variable setbacks and reduced garage emphasis; and curb-separated landscaped parkways.

7. Create small neighborhoods with a wide range of lot sized and street frontages among the various neighborhoods (not within neighborhoods).

8. Establish clearly defined "edges" and "entries" that contribute to a district neighborhood identity.

9. Develop a project that responds well to market demand and meets a range of housing types and affordability.

10. Develop a project with good regional access.

11. Minimize the use of walls as sound barriers along arterials and high traffic roadways; through the use of landscaped setbacks and structures designed to attenuate sound, or a combination thereof, to promote visual quality and sound attenuation.

Required Permits and Approvals

The following public officials and agencies will use this DEIR when considering the following actions.

- **City of Ontario Planning Commission**
  - Recommendation to the City Council of the City of Ontario for certification of the Final Environmental Impact Report.

  - Recommendation to the City Council regarding approval of the Specific Plan for the Specific Plan of the New Model Colony (NMC) General Plan Amendment.
  - Recommendation to the City Council to approve the Development Agreement and tentative maps.
- **City of Ontario City Council**
  - Certification of the Final Environmental Impact Report.
  - Adoption of the Specific Plan.
  - Approval of the Development Agreement.
  - Approval of tentative tract maps.
- **Regional Water Quality Control Board**
  - Issuance of a Notice of Termination upon completion of project construction.
- **San Bernardino County Department of Environmental Health**
  - Issuance of well abandonment permits for existing onsite wells and appropriate approvals or permits for removal of septic systems.
- **City of Ontario**
  - Issuance of Building Permits, Grading Permits, Certificate of Appropriateness, Construction Permits, Certificates of Occupancy, and Encroachment Permits.
  - Approval of the hydrology/storm water drainage system.

Related Environmental Documents

Section 15150 of the CEQA Guidelines allows all or portions of another document to be incorporated by reference into an EIR without the requirement of reproducing the entire source document into an EIR. The Parkside Draft EIR uses information from various documents that were not prepared specifically for the Parkside Specific Plan. The City of Ontario's GPA for the NMC Environmental Impact Report, October 1997, (GPA for the NMC Final EIR) examines, analyzes, and presents the potential impacts of annexing 8,200 acres of land into the City of Ontario. The GPA for the NMC Final EIR analyzed potential impacts related to most of the issue areas identified by CEQA. The area analyzed by this document includes the project site as Subareas 22 and 23. The GPA for the NMC Final EIR has been used as a source of information and is incorporated by reference for the preparation of this Specific Plan Draft EIR.

The GPA for the NMC Final EIR stated that it was prepared as a program-level EIR with the intent that later environmental analysis of each Subarea and/or development project would be tiered from it. Section 21068.5 of the Public Resources Code tiering as allowing for the use of general matters and environmental effects discussed in an EIR prepared for a policy, plan, program or ordinance that are followed by narrower or site-specific environmental analysis. Such narrower or site-specific EIRs incorporate by reference the discussion in any prior EIR and concentrate on the environmental effects which are capable of being mitigated or were not analyzed as significant effects in the prior EIR. Therefore the background information, conclusions and findings of the GPA for the NMC Final EIR will be used herein to provide a

context for the site-specific analysis. Mitigation measures in the GPA for the NMC Final EIR which are relevant to the proposed project will be considered for inclusion or implementation in this EIR.

The Initial Study and Mitigated Negative Declaration for the New Model Colony Infrastructure Master Plans, approved September 10, 2002, examines, analyzes and mitigates the potential environmental effects of the infrastructure master plans prepared for the NMC. Portions of the infrastructure improvements analyzed are necessary to serve this site. This initial study and mitigated negative declaration are incorporated by reference with respect to the master planned infrastructure needed to serve the site.

The Water Supply Assessment and Written Verification of Sufficient Water Supply for the NMC, City of Ontario, October 2004 (WSA) documents the availability of water for the entire NMC of which this project is a part. As required by Senate Bills 610 and 221, the availability of water must be verified prior to project approval and EIR certification. The WSA document is incorporated by reference.

4. Environmental Setting

The project area is approximately 4.5 miles north of the Santa Ana River and approximately 5 miles southwest of the Jurupa Mountains, within the Chino Basin in the City of Ontario General Plan Amendment for the New Model Colony (GPA for the NMC). Existing land use within the surrounding area is mainly characterized by agricultural activities and residential uses associated with the agricultural activities. In recent years, significant development of low density single-family residential uses has occurred north of the site within the City of Ontario, east and south of the site within Riverside County. In general, dairy operations in the area are being converted to other land uses associated with increasing urbanization.

Topography/Geology/Soils

The approximate 250 acre project site is about three-quarters of a mile long from east to west, and about one-half mile wide from north to south. The site is relatively flat, and generally slopes and drains in a southerly direction. The site lacks any significant topographic variation and slopes are generally less than two percent (<2%) (see Figure I-4-1, Topographic Map).

Southern California is characterized by its high levels of seismic activity. The San Andreas Fault is located about 20 miles north of the NMC. No known active or potentially active faults cross the project site and none exist within the GPA for the NMC. According to the Ontario GPA for the NMC FEIR (1997), the nearest active fault is the Chino fault zone, located approximately 6 miles southwest of the New Model Colony (NMC). Two other faults in the region, the Whittier-Elsinore and Cucamonga faults, located approximately 10 miles from the NMC, could potentially result in significant ground shaking events at the project site.

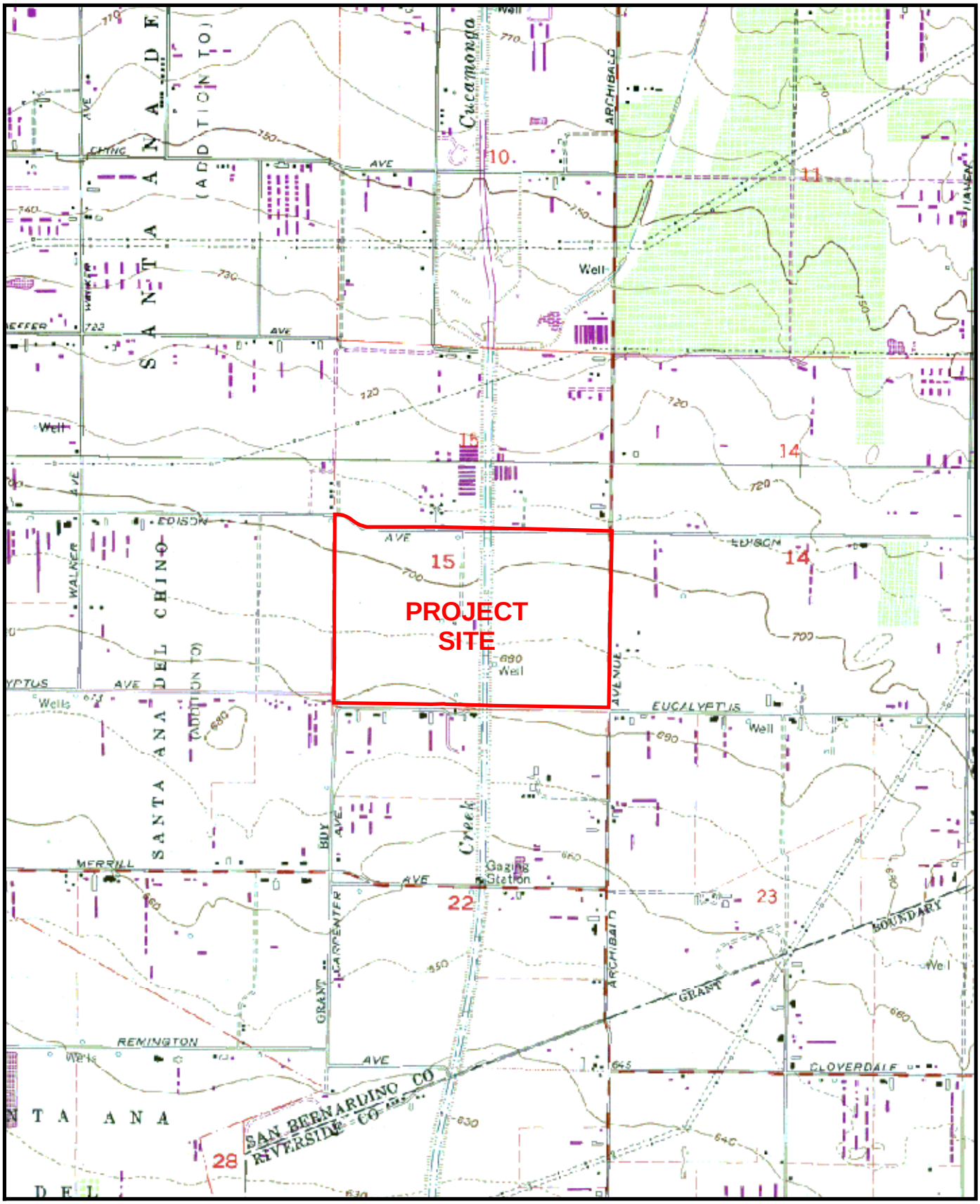
Soils at the site are mapped as Delhi fine sands (Db) and Hilmar loamy fine sands (Hr) (Soil Survey of San Bernardino County, Southwestern Part, California, 1971). A map showing the distribution of soils at the site is provided in Section III-5 (Figure III-5-2), and a general description of these soils is provided below.

Delhi fine sand (Db)

Soils in the Delhi association are formed in wind-reworked granitic alluvium, and are commonly found near Cucamonga Creek. The surface layer of Delhi soils is pale-brown, slightly acid fine sand. Below the surface layer is pale-brown or light yellowish-brown, slightly acid sand. Runoff is very slow, therefore, water erosion potential is low. However, in unprotected areas, soil blowing hazard, and, consequently, wind erosion potential, is high. These soils have been used for agriculture, and, in particular, for growing grapes, pasture plants, alfalfa, and some citrus.

Hilmar loamy fine sand (Hr)

These soils are commonly associated with Delhi soils on valley floors and alluvial fans. Surface soils are commonly grayish-brown loamy fine sand, underlain by light-yellowish-brown and grayish-brown loamy sand. These soils are moderately alkaline throughout the profile, slightly calcareous in surface horizons and strongly calcareous in subsurface horizons. Like the Delhi soils, runoff is very slow with low water erosion potential. However, soil blowing hazard is high where the soil surface is unprotected.



Source: USGS 7.5' Quad
Corona North
Scale: 1" = 2,000'

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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Figure I-4-1

Topographic Map

Draft EIR
Parkside Specific Plan

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The Generalized Geologic Map from the City of Ontario GPA for the NMC FEIR (1997), provided in Section III-5, shows that the project site lies predominantly within an area of medium-grained Holocene alluvium (Qhm), with a small area of eolian sand (Qhs) in the northeast corner of the property at the intersection of Archibald and Edison Avenues. Both materials are considered compressible and subject to consolidation under structural loads.

Agricultural Resources

The Ontario GPA for the NMC area is located in the central portion of the Chino Basin and is located within the former San Bernardino County Agricultural Preserve. Many of the properties within the NMC area have been subject to Williamson Act Contracts, a tool utilized by the state to provide the agricultural landowner with property tax breaks while also assisting in the long-term preservation of agricultural land. Historically, agriculture has been the primary land use throughout this area of Southern California, including dairies, crop farms and wineries. Dairy operations in the Chino Basin area began more than 40 years ago. At its height, the Chino Basin contained the highest concentration of dairy animals found anywhere in the world. According to the California Department of Food and Agriculture, there were approximately 354 dairies operating in the Chino Basin in 1989. As of 1999, about 300 dairies operated in the Chino Basin.

In recent decades, agricultural land uses have been decreasing in the Chino Basin. The project site is part of an 8,200 acre area annexed into the City of Ontario on November 30, 1999. The annexed area is currently called the NMC. In 1998, the City of Ontario adopted the NMC General Plan Agreement that laid out a strategy for the development of the NMC. Within the NMC is the proposed Ontario Parkside Specific Plan site, which consists of approximately 250 acres of agricultural land. Agricultural activities, such crop production, have occurred on the project site since the late 1940s, and the site has recently been used for cultivation of alfalfa (Phase I Environmental Site Assessment, November 1998; Biological Constraints Analysis, November 1998).

Further discussion of the loss of agricultural resources is included in Section III-1, Agricultural Resources, of this DEIR.

Biological Resources

Cucamonga Creek, a concrete-lined flood control facility and a USGS blue-line stream, flows in a southerly direction through the center of the project site. This channel does not have a natural bed and bank, has no flood plain interaction, and offers little habitat function or value. No other Waters of the U.S. are located on-site. There are no U.S. Army Corp of Engineers jurisdictional drainages or wetlands on site. The site does not contain riparian or other sensitive native plant communities.

Based on the findings of site-specific general and focused species-specific biological studies conducted by Natural Resources Associates, Inc. and Larry Munsey International, it has been determined that no native plant communities exist within the project area. Invasive weeds are, however, evident in those areas not subject to routine maintenance or active farm-related use. Conversely, ornamental landscaping has been introduced adjacent to the former house sites located on the project site and in windrows along the project boundaries.

The federally endangered Delhi sands flower-loving fly (DSF) is known to exist in Delhi soils. While soils of the Delhi series are on the site, years of crop production have likely rendered the habitat unsuitable for DSF. Two years of focused fly surveys failed to identify any DSF individuals on the project site. Two other sensitive species, the white-tailed kite (identified as California Department of Fish and Game (CDFG) Rare; Fully-Protected Species) and the burrowing owl (CDFG Species of Special Concern and a FWS Migratory Non-game Bird of Management Concern) are known to exist in the project vicinity.

Other than the species above, several species of raptors may be expected to use the project site. The Northern harrier, ferruginous hawk, loggerhead shrike and golden eagles are known to exist in the project vicinity and may use the eucalyptus tree windrows located along the project perimeter.

Detailed discussion of biological setting and detailed description of site conditions is included in Biological Resources, Section III-3.

Air Quality

The project site lies within the boundaries of the eastern portion of the South Coast Air Basin (SCAB). The SCAB consists of Orange County together with the coastal and mountain portions of Los Angeles, Riverside and San Bernardino counties. The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean (SCAQMD, 1993). Air stagnation may occur during the early evening and early morning when the transition between day and nighttime flows occurs. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds.

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland areas by onshore flow during the daytime, until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, most evident with photochemical pollutants such as ozone. The greatest ozone problems are evident at the South Coast Air Quality Management District's (SCAQMD) monitoring stations located in the San Gabriel and San Bernardino mountains, from the City of Santa Clarita east to the City of San Bernardino.

The project area is within SCAQMD Source Receptor Area (SRA) 33. Although the overall air quality in SRA 33 is improving, one exception is the ambient concentrations of particulate matter smaller than 10 microns in diameter (PM-10 and PM-2.5).

Detailed discussion of air quality conditions is included in the Air Quality portion of the EIR, Section III-2.

Hydrology and Water Quality

The project site is located in the Chino Basin, which is part of the larger Santa Ana River watershed. The Santa Ana Regional Water Quality Control Board (SARWQCB) is responsible for regulating water quality in the Santa Ana River watershed. The SARWQCB regulates groundwater and surface water quality standards through implementation of its Water Quality Control Plan (Basin Plan), largely through issuance of permits.

The Santa Ana River (SAR), located approximately 4.5 miles to the south, is the primary surface water body in the region. Cucamonga Creek, an improved Flood Control facility, flows in a southerly direction through the center of the project site and ultimately discharges into the SAR. Flows within Cucamonga Creek are dominated by storm flows in the rainy season, urban runoff and municipal wastewater discharges in the dry season.

Since most of the project site has been in agricultural use, only a limited portion of the project site is now covered with impervious surfaces. Normal rainfall to the area is, therefore, able to percolate through on-site soils and contribute to Chino Basin groundwater recharge. With the exception of improved flood control facilities such as Cucamonga Creek Channel, the existing surface drainage system throughout the NMC, including the project site, is generally unimproved and consists primarily of open earthen swales along area roadways or curbed roadway surfaces.

Detailed discussions of water quality issues are found in Section III-7, Hydrology and Water Quality.

Unique Environmental Conditions – Sunkist Discharge Pond

An irrigation pond, composed of industrial process wastewater generated by Sunkist, is located on-site, but this waterbody is not considered a jurisdictional Water of the U.S. Sunkist Growers, Inc. was the previous owner of the Parkside Specific Plan area. An outfall on the property formerly discharged approximately 1.8 million gallons per day (mgd) of Sunkist process wastewater to the site for irrigation purposes, and this wastewater was collected in the pond located in the north-central portion of the site. Wastewater was generated by washing of citrus and cleaning of processing equipment, dry weather discharges from a portion of the processing plant, discharges from the truck station after being directed through an oil/water separator, and first flush storm water discharges. This discharge of waste was regulated by Waste Discharge Requirements issued by the SARWQCB (Order No. R8-2002-0068, NPDES No. CA8000364). Discharge specifications under the permit include prohibitions for discharges with total dissolved solids (TDS) in excess of 330 mg/L (with some exceptions); oil and grease concentrations greater than 15 mg/L, and surfactants greater than 0.5 mg/L, and no discharge may cause a violation of any applicable water quality standard for receiving waters. The permit includes effluent monitoring and reporting requirements, and inspections by SARWQCB staff indicate that this site is in compliance with its permit. In a letter dated August 18, 2003, from Sunkist to the SARWQCB, Sunkist stated that elimination of the farm line discharge is tentatively scheduled for early 2005, after which time Sunkist discharges will be redirected to the City of Ontario or to Inland Empire Utilities Agency. Personal communication with property owners (PC-1) indicates that the line will no longer discharge on site by December 31, 2005. As of December 31, 2005, waste water from Sunkist no longer flows into the pond. The pond is no longer in use and has since died up.

II. Environmental Effects Found Not Significant

The California Environmental Quality Act (CEQA) provides that an EIR shall focus on the significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an initial study as clearly insignificant and unlikely to occur need not be discussed further in the EIR. Since the NOP for this project did not include an initial study, the EIR must provide a brief explanation of possible significant effects that have been determined not to be significant (CEQA Guidelines Section 15128).

Effects Found Not Significant as Part of the EIR Process

Aesthetics

Threshold: Would the project have a substantial adverse effect on a scenic vista?

Scenic views of the mountains located approximately 15 miles north of the site are visible on clear days from all north/south roadways in the project area. Currently, windrows and other visual obstructions exist within and near the project site. The proposed project will not create new types of structures that would impair views of the mountains from north/south roadways in any more significant ways that existing structures currently do. Therefore, no substantial effect on a scenic vista will result from project implementation. See also the response to the following threshold.

Threshold: Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no designated Official State Scenic Highways within forty miles of the project site, therefore, this issue is determined to be less than significant.

No specific scenic resources such as rock outcroppings or unique features exist on the site, however the proposed project will change the appearance of the site from the adjacent public roadways from rural/agriculture to suburban appearing uses. Wind row trees consisting primarily of eucalyptus are present on the north, south, and east boundaries of the project site, and would be removed with implementation of the Specific Plan. This will be further discussed in Section III-3, Biological Resources, of this DEIR.

Existing cropland and open space will be replaced by residential units, similar to those being established in the project vicinity. The GPA for the NMC (1998) has specific land use policies that apply to development along major arterial highways and other roadways for the purpose of creating scenic roadways and view corridors. The project site is located within the NMC, so the proposed project must meet these local policies. In general, the policies focus on extensively landscaping major streets, such as Archibald Avenue, and on providing view corridors from public places towards the San Gabriel Mountains, where possible. Project development will include buffers, screens, setbacks, landscaping, trash enclosures and other design measures to screen undesirable aspects of site development from these major roadways. Inclusion of these

design features in the project is addressed through the requirements of the Specific Plan and standard City of Ontario conditions of approval, plan check and permit procedures, and code enforcement practices. Views of the mountains from the Central Park area within the project can be preserved through proper project design. Since no adverse impacts to scenic vistas will occur, this issue is determined to be less than significant.

Threshold: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed Specific Plan will place urban development in a previously agricultural setting. The visual character of the site will be changed dramatically but not degraded. Although some individuals may prefer the visual character of the dairy and crop land, the well-planned landscaped new residential community will not degrade the visual character or quality of the site. Impacts related to the degrading of visual character or quality will be less than significant.

Threshold: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project will introduce new sources of nighttime light and glare into the area from parking lot, residential and security lighting. Spill of light onto surrounding properties, and "night glow" can be reduced by using hoods and other design features. Inclusion of these design features in the project is addressed through standard City of Ontario[1] conditions of approval, plan check and permit procedures, and code enforcement practices. Potential impacts associated with light and glare will be reduced to less than significant levels through these standard City practices and procedures, therefore, this issue is determined to be less than significant.

Hazards

Threshold: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The proposed project is not in the vicinity of a private airstrip.

Threshold: Would the project expose people or structures to a significant risk of loss, or injury or death involving wildfires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is located in the agricultural area of the New Model Colony (NMC), which is surrounded by other agricultural uses and residential tracts. The Ontario General Plan states that the most serious fire threats within the City are structural fires. Wildland fires do not pose a threat to the proposed project.

[1] Exterior lighting shall be arranged or shielded in such a manner as to contain the direct illumination on the site and avoid glare into adjacent residential areas – City of Ontario Development Code, Article 14, Sec. 9-1.1620 c

Hydrology/Water Quality

Threshold: 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 substantial erosion or siltation on- or off-site.

There are no streams or rivers located on the project site that would be altered. The storm water runoff from the site will discharge ultimately into the most southerly portion of Cucamonga Creek Channel, which is named Mill Creek, which is not concrete-lined. Cumulative increases in flows within Cucamonga Creek channel due to upstream urban development may cause erosion of the bed and bank of the unimproved Mill Creek. Implementation of the proposed project, however, would have negligible individual impacts, since the project site is such a small portion of the watershed. It is anticipated that the Mill Creek reach will be within the inundation zone (560 ft elevation) created by raising the level of Prado Dam (ACOE Water Control Manual: Prado Dam & Reservoir, Santa Ana River, California, Sept. 1994). Storm flows discharging from Cucamonga Creek Channel at full inundation would have negligible erosion and siltation impacts to Mill Creek or the Prado Basin. Cumulative increases in storm flows discharging from Cucamonga Creek channel when the water level within the Basin is nearer to operational levels (490 ft. elevation) may cause adverse impacts to Mill Creek due to erosion of the stream bed and bank. Given the projected changes in water levels of the Prado Basin, these potential impacts are deemed to be less than significant. See also Section III-7, Hydrology/Water Quality, of this DEIR for additional discussion and analysis of erosion and siltation.

Threshold: 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.

In its undeveloped state, storm water runoff predominantly occurs as sheet flows or along rural streets directed toward the southwest and ultimately finds its way into the Prado Basin. Cucamonga Creek Channel Reach 1 (the Channel) is a concrete-lined flood control facility designed to accept all water from the site, and was designed to accommodate the 100-year storm event at full buildout (urban development) of the watershed. On-site, storm waters will be conveyed to the Channel via local streets which connect to underground storm drains. Flooding on- or off-site is not expected. See further information and discussions in Section III-7, Hydrology/Water Quality, of this DEIR.

Threshold: Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

The project site is not currently equipped with an underground storm drain system. In its undeveloped state, storm water runoff predominantly occurs as sheet flows or along rural streets directed toward the southwest. The estimated amount of water leaving the site in its undeveloped condition is 155 cfs at the intersection of Archibald Avenue and the County Line, and 178 cfs at the southern project boundary approximately 2000 feet east of Archibald Avenue (see Figure II-1-1). Project implementation will alter the existing condition to allow surface runoff within the

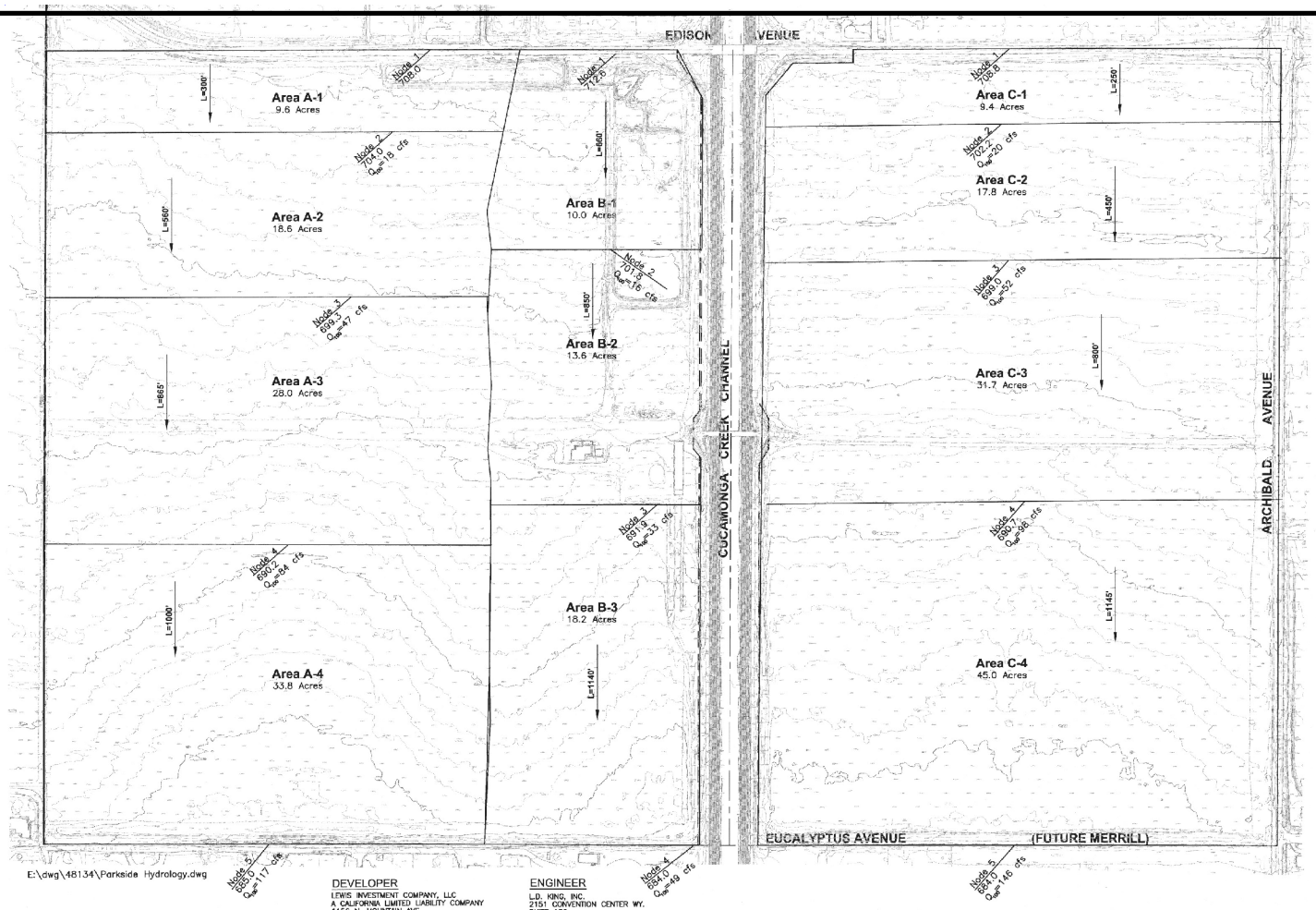
project site boundary to drain into a storm drain system that is designed to accommodate projected surface flows within the project site (Figure III-7-3). Flows during a 100-year storm event from the site after development are estimated to be approximately 221 cfs at the intersection of Archibald Avenue and the County Line, and 230 cfs at the southern project boundary approximately 2000 feet east of Archibald Avenue (see Figure II-1-2). The proposed storm drain system will convey surface runoff into the County Line Channel to the south and/or to Cucamonga Creek Channel to the west; ultimately all runoff will reach Cucamonga Creek Channel and the Prado Basin. The Q_{100} peak storm discharge from the County Line Channel into Cucamonga Creek is projected to be approximately 3,400 cfs. Cucamonga Creek Channel Reach 1 is a concrete-lined flood control facility in its entirety, and was designed to accommodate the 100-year storm event at full buildout (urban development) of the watershed. Therefore, the projected flows from the project site (maximum approximately 66 cfs change from existing) which will ultimately be discharged into the Channel are considered slight; and the existing system will be able to capture, convey and discharge storm water runoff from the proposed project without exceeding capacity.

Threshold: 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.

As discussed above, the project site is not currently equipped with an underground storm drain system. The storm water drainage facilities that will be constructed as a result of this project are located within the project boundaries where the impacts of construction have been considered in this EIR. The construction of the City Master Plan facilities were also considered in the Mitigated Negative Declaration for New Model Colony Infrastructure Master Plans, adopted September 10, 2002. The construction of the necessary storm drain facilities to accommodate run-off from this project will not cause significant environmental effects which have not been considered or mitigation provided.

Threshold: Otherwise substantially degrade water quality.

Construction and operation of the proposed project is not expected to generate unusual or unique pollutants that are not already permitted by the City's municipal separate storm water sewer system permit (MS4) or the General Storm water permit for construction activities.



Source: LD King, Dec. 2005

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Figure II-1-1

Hydrology Map - Undeveloped Condition

Draft EIR
Parkside Specific Plan

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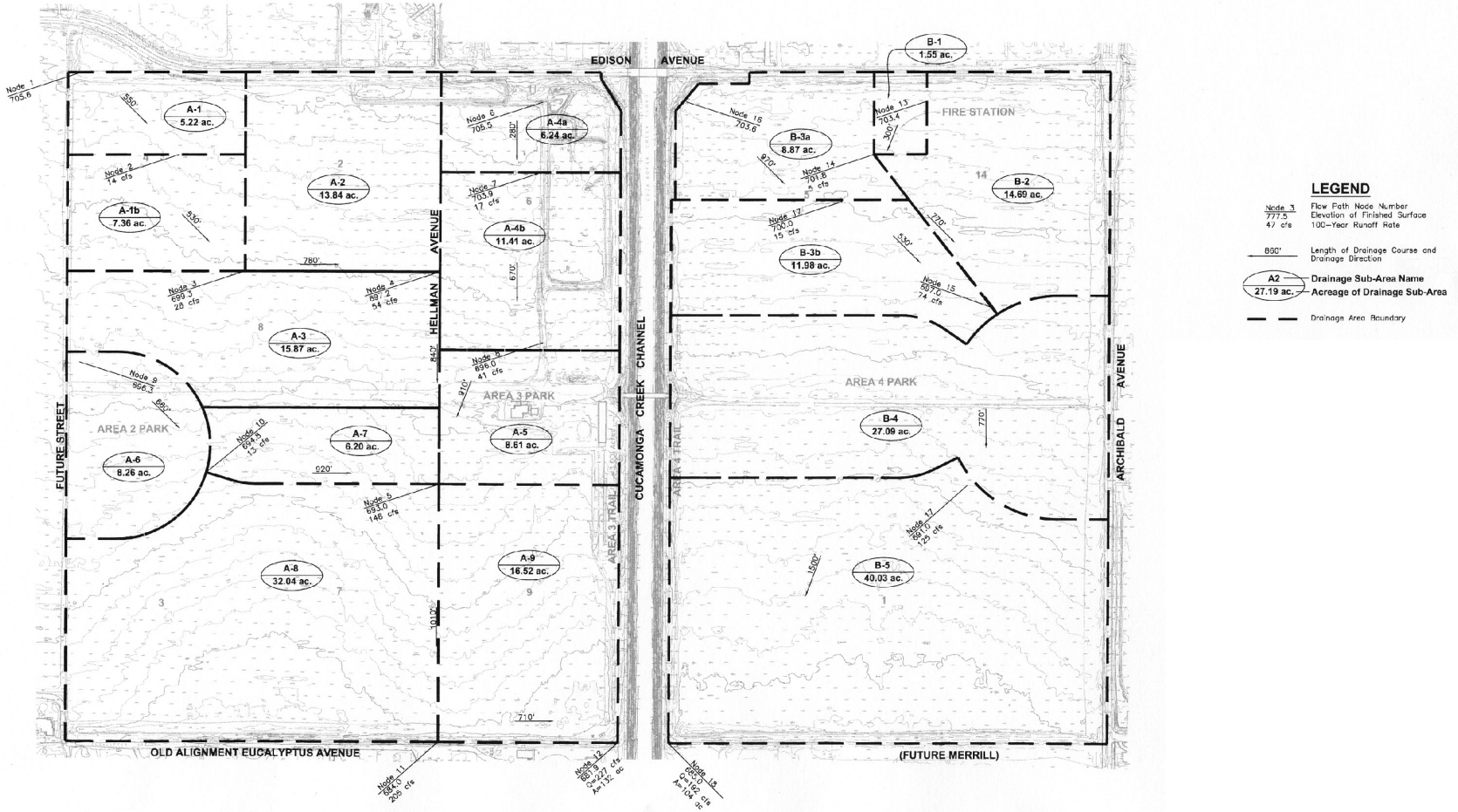
HYDROLOGY MAP
For
PARKSIDE SPECIFIC PLAN
Developed Condition



Source: LD King, Dec. 2005

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Figure II-1-2

Hydrology Map - Developed Condition

Draft EIR
Parkside Specific Plan

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Threshold: The project would place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or would place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) of the project area developed in 1996 (Figure III-7-2) shows that the 100-year storm flows (Zone A) are completely contained within the Cucamonga Creek Channel that flows along a portion of the western boundary of the project site. Other portions of the site are within either a 500-year flood hazard area (Zone X500) or flood-free area (Zone X). No structures within the Specific Plan will be placed within a 100-year flood plain or will impede or redirect flood flows.

One hundred year storm flows are contained within Cucamonga Creek Channel and no significant risk to people or property due to flooding of the Channel will result from project implementation or from cumulative impacts due to buildout of the watershed. The elevation of the Prado Dam is being raised by the Army Corps of Engineers, such that the inundation level of the Prado Basin will be increased from the 490-foot elevation to the 566-foot elevation level. The proposed project is at an elevation well above that of the new inundation area. Raising the level of the dam will result in increased flood protection for people and structures below the dam following urbanization within the Chino Basin. Therefore, individual and cumulative impacts to people or structures as the result of failure of a dam or levee are considered to be not significant.

Threshold: Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

No levees or dams exist within the vicinity to pose a threat to the project site.

Threshold: Expose people or structures to inundation by seiche, tsunami, or mudflow.

The project site is not in proximity to a large body of water, so the threat of an earthquake-induced seiche or tsunami is not expected. At over 15 miles, the project site is also far enough away from the San Gabriel Mountains that a mudflow is not expected to reach the project site.

Land Use/Planning

Threshold: Would the project physically divide an established community?

Since the proposed project is not located within a "community" and all major circulation routes will be maintained through the site, the project development will not interfere or adversely disrupt or divide the physical arrangement of a community. Therefore, no impact from project site development is expected and effects of the project related to this topic are not considered significant.

Threshold: Would the project conflict with any 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?

The majority of the area around the project site is in dairy or agricultural use, with dairy farms, row crops, and agricultural related structures. A limited number of occupied single family residential units and outbuildings, associated with those farm activities, still exist in the area. Onsite land uses consist of active crop production and related outbuildings. A small pond is present at the northeast portion of the project site; this pond receives process wastewater from Sunkist Industries, and is used for crop irrigation. Cucamonga Creek is located near the center of the project site, and flows north to south. This water body is a concrete-lined, trapezoidal flood control facility. A Southern California Edison distribution station is located at the northeast corner of Edison and Archibald opposite the project site.

The predominant surrounding existing land uses are as follows:

North: Agriculture, Chicken Farm, Dairy and Farm Residential
South: Dairy and Farm Residential
East: Dairy and Farm Residential
West: Agriculture

The proposed project site is located within the City of Ontario. The City of Ontario adopted the New Model Colony GPA on January 7, 1998, which established General Plan Land Use Designations for the Parkside Specific Plan area of Residential-Low Density; Residential-High Density; Town Center/College, Flood Control, and Greenbelts, Park. Surrounding properties are designated as Town Center/College, Residential-Low Density, Residential-High Density; Greenbelts, Park; Flood Control; High School, Community Facilities; Industrial, Business Park; and Middle School. There is no commercial land use shown for the Parkside Specific Plan area in the GPA for the NMC. However, to avoid exceeding maximums established in the GPA for the NMC, the City has determined that Subarea 24 shall have its allowable commercial square footage reduced by the 115,000 square feet proposed within the Parkside Specific Plan; from 174,440 to 59,440 square feet. Therefore, development of the proposed project site will be consistent with the planned land use in the GPA for the NMC.

Potential land use conflicts associated with agricultural resources are discussed in Section III-1, Agricultural Resources, of this DEIR.

The proposed project will meet the land use designations and the land use policies in the GPA for the NMC and is considered to be consistent with those policies. The project is considered to have less than significant impacts related to land use policies, and this issue is determined to be less than significant.

Threshold: Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?

There is no applicable habitat or natural community conservation plan for this area. Therefore, no impacts to such result from the proposed project. See Section III-3, Biological Resources, of this DEIR.

Mineral Resources

Threshold: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The project site does not contain any known mineral resource and is not located within an area that has been classified or designated as a mineral resource area by the State Board of Mining and Geology. There are no known mines on or near the project site. Therefore, no impacts are expected by the project to mineral resources and this topic is determined to be less than significant.

Threshold: Would the project result in the loss of availability of locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The project site is not located within an area of locally-important mineral resource recovery delineated in the GPA for the NMC. The project site is not located within an area that has been classified or designated as a mineral resource area by the GPA for the NMC. Therefore, no impacts are expected by the project to mineral resources and this topic is determined to be less than significant.

Noise

Threshold: For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not in the vicinity of a private airstrip.

Utilities and Service Systems

Threshold: Exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board.

The Santa Ana Regional Water Quality Control Board (SARWQCB) is the responsible entity for ensuring the discharge from wastewater treatment plants meets specific water quality objectives. Though the wastewater treatment provider for the City of Ontario occasionally exceeds its discharge thresholds, the proposed project is not expected to, in and of itself, cause the plant to exceed thresholds. In addition, the proposed project is included in the growth forecast of the City, and therefore, is adequately accommodated by the capacity of the wastewater treatment plant.

Threshold: 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.

As discussed in the Section III-7, Hydrology/Water Quality, the project is not expected to require an expansion or improvement of the existing storm drain system. Section III-12, Utilities discusses the need for new storm drain facilities.

Mandatory Findings of Significance

Pursuant to CEQA Guidelines Section 15065, an EIR must be prepared if a project may have a significant effect on the environment where any of the following conditions occur. Because an Initial Study was not prepared for this project, these issues are discussed below:

"a) The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, . . . or eliminate important examples of major periods of California history or prehistory."

Impacts to biological resources were found to be less than significant with mitigation, as discussed Section III-3. Impacts to archaeological and paleontological resources were also found to be less than significant with mitigation, as discussed in Section III-4. Impacts to historic resources were found to be less than significant with mitigation and are analyzed in Section III-4.

"b) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals."

Potential short-term and long-term impacts that result from the proposed project are discussed in detail in Section III and are summarized in Sections I-4 and IV of this document. Providing housing, school and parks meets short- and long-term environmental goals that will have long-term environmental effects to loss of agricultural land and air quality.

"c) The project has possible environmental effects which are individually limited but cumulatively considerable. . . ."

The cumulative effects of the proposed project are discussed within each issue area included in Section III of this Draft EIR and within Section IV-1, Cumulative Environmental Effects.

"d) The environmental effects of the project will cause substantial adverse effects on human beings, either directly or indirectly."

Potential direct and indirect impacts that result from the proposed project are discussed in detail in Section III and are summarized in Sections I-4 and IV of this document.

III. POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

1. Agricultural Resources

The focus of the following discussion is related to the potential impacts associated with the conversion of agricultural land to non-agricultural use. These potential impacts could relate to conversion of Williamson Act land, designated Farmland, land zoned for agriculture or the project's proximity to agricultural uses.

Setting

The project site is part of the 8,200 acre General Plan Amendment (GPA) area annexed into the City of Ontario on November 30, 1999. This GPA is currently called the New Model Colony (NMC). The GPA for the NMC area is located in the central portion of the Chino Basin within the former San Bernardino County Agricultural Preserve, and agriculture comprises approximately 89 percent of the total land use in the area (GPA for the NMC, 1998). Historically, agriculture has been the primary land use throughout this area of Southern California, including dairies, crop farms and wineries. Dairy operations in the Chino Basin area began more than 40 years ago. At its height, the larger Chino Basin, of which the GPA for the NMC area is a part, contained the highest density of dairy animals found anywhere in the world. According to the California Department of Food and Agriculture, there were approximately 354 dairies operating in the Chino Basin in 1989. As of 1999, about 300 dairies operated in a 50 square mile area within the Chino Basin.

Milk is the highest valued agricultural commodity in San Bernardino County, with a 2002 year valuation of over $371 million dollars; and most of this production is located geographically in the Chino Basin. This figure is over one half of the total 2002 year value of agricultural production for the County ($632 million), giving San Bernardino County a state ranking of 14th (San Bernardino County Farm Bureau statistics). In contrast, crop sales account for a relatively small percent of the total value of agricultural products sold within San Bernardino County, estimated at 12 percent of the market value for 1997 (1997 Census of Agriculture).

"The economic viability of the agricultural operation in the GPA and Southern California have declined in recent years," according to the GPA for the NMC FEIR, October 1997. Further information regarding agricultural productivity is summarized from that document as follows:

> Southern California dairies had the lowest net income based on average amounts per hundredweight of milk and average amounts on a per head basis when compared to San Joaquin Valley, Arizona Holsteins, Arizona Jerseys, Idaho and New Mexico for the first nine months of 1995. The average net income of southern California dairies declined more than the other five areas from 1993 to 1995. The lower net income for southern California dairies is attributable to an increase in operating costs, particularly related to feed, without a corresponding increase in price. This trend is expected to continue as a result of the tough competition from the Central Valley and other states.

Consistent with the above description of relatively lower net income from dairy operations in the Chino Basin, the Census of Agriculture: 1987, 1992, 1997, states that total farm production expenses for San Bernardino County increased from $389 million in 1987 to $493 million (26.7 percent increase) in 1997. Total market value of agricultural products sold within the County likewise increased from $489 million in 1987 to $618 million (26.4 percent increase) for the same time period.

In recent decades, agricultural land use in the Chino Basin has faced intense development pressure as the population of the Inland Empire has rapidly increased. In 2001, San Bernardino County's population was projected to increase from 1.8 million to more than 3 million by the year 2020 (California Department of Conservation news release dated December 18, 2001). In 1998, the City of Ontario adopted the GPA for the NMC that laid out a strategy for the development of the NMC. Within the NMC is the proposed Parkside Specific Plan (the Specific Plan) site, which consists of approximately 250 acres of agricultural land. Based on review of historical aerial photographs, it appears that agricultural activities dominated by crop production have occurred on the project site since the 1940s and no dairy uses have existed on site (Phase I Report for the Specific Plan). Currently, the majority of the site, is planted in corn.

The GPA for the NMC allows for the conversion of virtually all of the active agricultural land in the NMC, with the only future agricultural land consisting of the 200-acre Southern California Land Foundation (SoCALF) Preserve, owned by the County of San Bernardino. The GPA for the NMC land use plan designates the area as primarily low density residential. Nevertheless, the City of Ontario recognizes the importance of existing agricultural activities, and the GPA for the NMC includes a goal for "continued operation and expansion, as appropriate, of existing farms and agricultural-related businesses." Toward that end, policies are provided within the GPA for the NMC for implementation of the following objectives related to existing agriculture:

- Enable existing farms and agricultural-related businesses to operate and/or expand, until economically infeasible, in concert with the development of adjacent properties;
- Minimize land use patterns or development that encourages "leap frog" development;
- Minimize the opportunity for agricultural use versus urban use conflicts; and
- Discourage the adoption of inappropriate, unnecessary, and restricting federal, state and local regulations that threaten the economic viability of existing agricultural operations.

Many of the properties within the GPA for the NMC area have been subject to Williamson Act Contracts, a tool utilized by the state to provide the agricultural landowner with property tax breaks while also assisting in the long-term preservation of agricultural land. The Specific Plan project site itself has no active Williamson Act contracts. The site, however, is completely surrounded by agricultural land use, and over 60 percent of the surrounding one-quarter mile area is protected by Williamson Act contracts.

Thresholds for Determining Significance

Impacts on agricultural resources may be considered significant if the proposed project would:

- Result in the cancellation of a Williamson Act contract for any parcel, or conflict with existing agricultural use;
- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation, to non-agricultural use. CEQA Guidelines Appendix G suggests the use of the Department of Conservation Land Evaluation and Site Assessment (LESA) model to assess the significance of conversion of agricultural lands. For the purposes of evaluation in this DEIR, the LESA model is used as the tool to assess the significance of this threshold;
- Conflict with existing zoning for agricultural use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Project Compliance with Existing Regulations

The California Land Conservation Act (Williamson Act) was passed in 1965 to protect specific parcels of land in agricultural and open space use. Landowners enter into ten-year contracts with local governments and in return receive lower property tax assessments. The County's Williamson Act program provides an implementing tool for the General Plan Agricultural Resources Element.

Administration of the program involves two sets of records, one being the contracts between the property owner and the County, and the other being a series of agricultural preserve maps establishing the boundaries of lands under contract. The City of Ontario administers this program for the County. Contracts are valid for an initial period of ten years and automatically renew each year to maintain a ten-year life. The property owner or the local planning jurisdiction may initiate a notice of non-renewal, stopping the automatic annual renewals and placing the contract in a status in which it completes its remaining 10-year life. Alternatively, a property owner may cancel a contract, subject to an approval process and penalties, to provide an immediate end to the contract. The Williamson Act specifies that contracts under the Act may only be cancelled if that cancellation is consistent with purposes of the Act and if the cancellation is in the public interest. To approve cancellation, the City Council must find that the cancellation is either: (1) consistent with the purposes of the Williamson Act, or (2) in the public interest. (Gov. Code, Section 51282, dubd. (a).) To support a finding that the cancellation is consistent with the purposes of the Act, the City Council must make the following findings:

(b)(1) the owner of the land has already served a notice of nonrenewal of the contract,

(b)(2) the cancellation is not likely to result in the removal of adjacent lands from agricultural use,

(b)(3) the cancellation is for an alternative use which is consistent with the applicable provisions of the relevant General Plan,

(b)(4) the cancellation will not result in discontiguous patterns of urban development, and

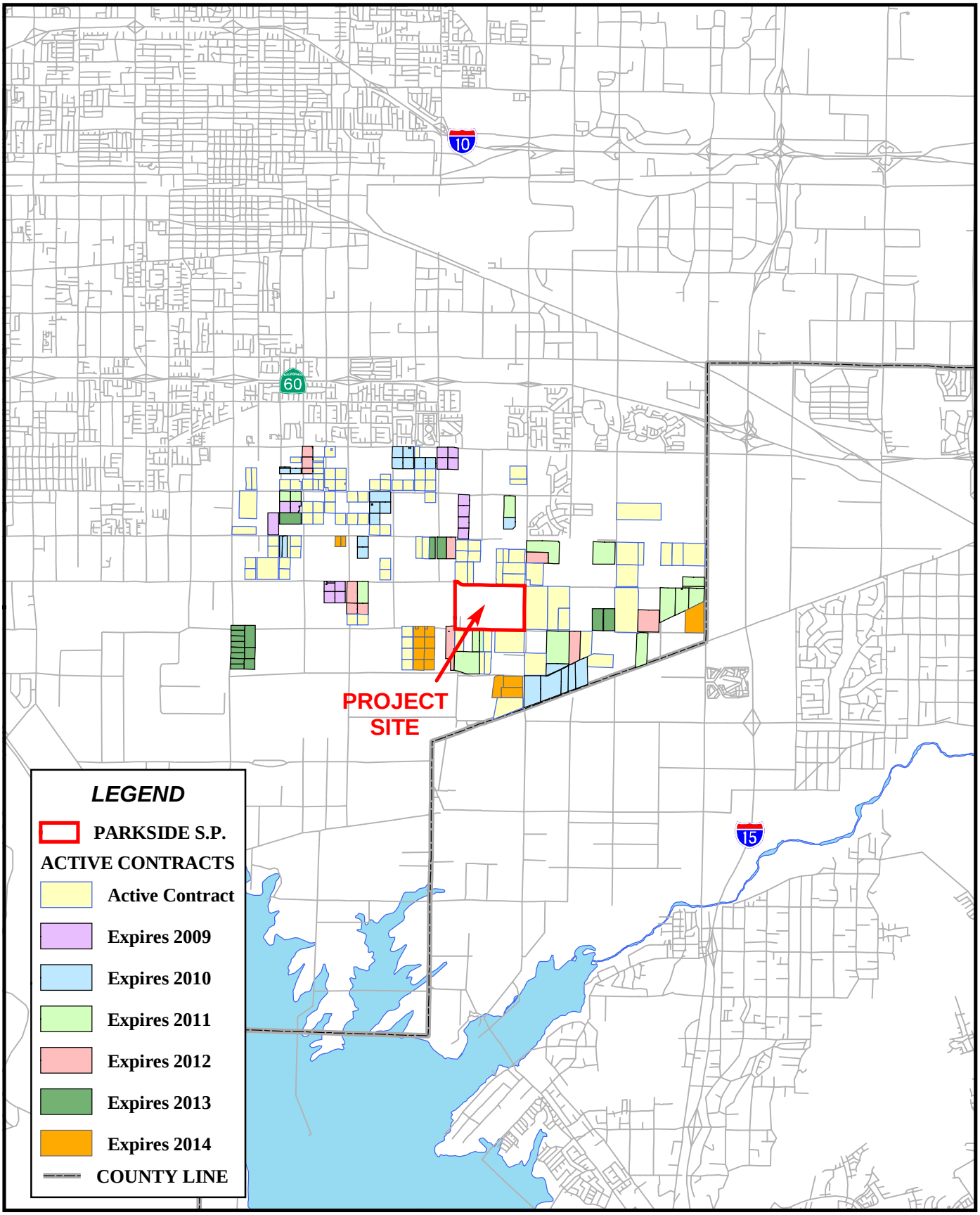
(b)(5) there is no proximate noncontracted land which is both available and suitable for the proposed alternative use of the land, or development of the land would provide more contiguous patterns of urban development. (Gov. Code, Section 51282, subd. (b).)

To support a finding that the cancellation is in the public interest, the City Council must find:

(c)(1) other public concerns substantially outweigh the objectives of the Williamson Act, and

(c)(2) there is no proximate noncontracted land which is both available and suitable for the proposed alternative use of the land, or development of the land would provide more contiguous patterns of urban development. (Gov. Code, Section 51282, subd. (c).)

No Williamson Act contracts exist for any of the parcels within the Specific Plan; therefore, the project will not result in a cancellation of an existing Williamson Act contract. Approximately 64 percent of the land within the surrounding one-quarter mile zone of influence is protected by active Williamson Act contracts (Figure III-1-1).



Source: City of Ontario

Scale: 1" = 1.5 mi.

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Figure III-1-1

Williamson Act
Active Contracts Locations Map

Draft EIR
Parkside Specific Plan

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The California Department of Conservation maintains maps identifying important farmland. As shown in Figure III-1-2, Farmland Designations, 100 percent of the project site is identified as Prime Farmland. Prime Farmland is defined as lands with the best combination of physical and chemical characteristics necessary to sustain long term agricultural production, and the land must have been used for production of irrigated crops at some time during the fours years prior to the mapping date. The proposed project does not accommodate the preservation of the designated Prime Farmland.

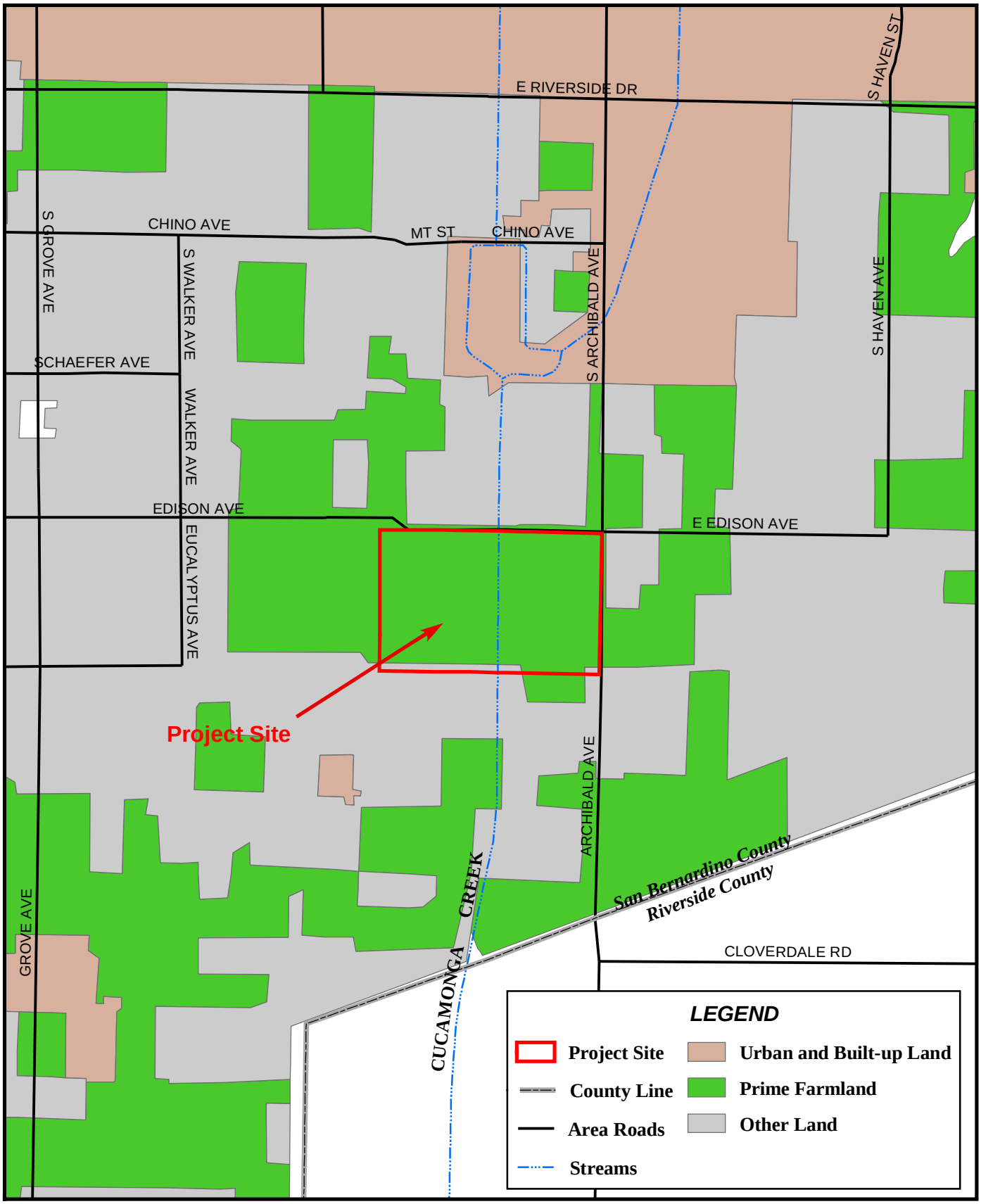
The NMC area was annexed into the City of Ontario in 1999 and is governed by the City of Ontario GPA for the NMC, which was adopted in 1998. Pursuant to state law, the local jurisdiction's General Plan land use designation for any property and the Zoning designation for the same property must be consistent, with the general plan land use designation taking precedence. Upon adoption of the City of Ontario's GPA for the NMC, the entire NMC area was pre-zoned Specific Plan (SP), meaning that the NMC area must be developed through separate Specific Plans that meet the objectives of the GPA for the NMC and are consistent with General Plan land uses.

The GPA for the NMC established land use designations for the Specific Plan site consisting of Town Center/College, Residential-Low Density, Greenbelts/Park, and Residential-High Density.

To help viable agricultural enterprises continue as urbanization approaches, the City adopted the Agricultural Overlay District, Article 27 of Title 9 to the Ontario Municipal Code. The purpose of the overlay district is to allow for and guide agricultural-related activities on an interim basis until such time as a Specific Plan is approved for a property and urban development begins. It requires a minimum 100-foot separation between active agricultural operations and new, non-agricultural development; the separation requirement may be satisfied by an off-site easement with adjacent properties. These requirements are to be addressed in the Specific Plan review process.

Design Considerations

There are no proposed design considerations within the Specific Plan to retain agricultural land.



Source: California Department of Conservation
Farmland Mapping & Monitoring Program, 2002
Scale: 1" = 2,500'

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Figure III-1-2

Farmland Designation

Parkside Specific Plan

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Environmental Impacts Before Mitigation

Threshold: The proposed project would result in the cancellation of a Williamson Act contract or conflict with existing agricultural use.

Since the adoption of the GPA for the NMC, notices of nonrenewal have been filed by property owners of a large portion of the agricultural preserve property within the NMC. The filing of nonrenewal notices by the property owners is reflective of the lack of a long-term commitment to agricultural uses in this area. The project site, itself, contains no Williamson Act contracts; therefore, the implementation of the project will not result in contract cancellations. In the one-quarter mile zone of influence surrounding the Specific Plan area, however, all but two parcels covered by Williamson Act contracts are currently active. Additionally, the project site and all of the area surrounding the project site support active agricultural operations.

According to the GPA for the NMC (1998), agriculture comprises about 89 percent of the existing land use in the NMC. Dairy farming operations are the primary agricultural land use and occupy 47 percent of the GPA area; and forage and row crops, berries, veal and poultry production, homes associated with agricultural operations, agricultural related businesses, composting facilities, roads and utility corridors occupy the remaining area.

Potential conflicts between new development and existing agricultural land uses occur when the new development, by its nature, precludes or interferes with the continued agricultural use of adjacent or nearby land. In order to allow for the continued agricultural use of the area, the City of Ontario has adopted an Agricultural Overlay District (Article 27 of Title 9 of the Ontario Municipal Code), that recognizes the right for agricultural operations to continue on an interim basis in the NMC, and provides guidelines to gradually transition to urban land uses. The Specific Plan will be required to comply with this policy established to protect agricultural land uses from conflict with non-agricultural land uses. The project proposes mainly residential land uses along with 52 acres dedicated to a Central Park, and this use would generally have a low potential to adversely affect the continued agricultural use of adjacent properties.

The GPA for the NMC (1998) projects virtually a 100 percent conversion of existing agricultural land to non-agricultural uses, except for approximately 200 acres of land that are owned by the County of San Bernardino and managed by the Southern California Land Foundation (SoCALF). The majority of the 200 acres is designated Prime Farmland and is leased to dairy operators. The SoCALF properties can only be used for agriculture and/or open space, however, the use of 1988 Park Bond Act funds for acquisition and maintenance of the property ensured that the land would be used for agricultural preserve. This property will not be converted to non-agricultural uses by the proposed project. The proposed project will, however, result in 250 acres of land currently used for irrigated crop production to be converted to urban uses. Therefore the project's impact to existing agricultural land use is considered significant.

Threshold: The proposed project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. CEQA Guidelines Appendix G suggests the use of the Department of Conservation Land Evaluation and Site Assessment (LESA) model to assess the significance of

conversion of agricultural lands. For the purposes of evaluation in this DEIR, the LESA model is used as the tool to assess the significance of this threshold.

The proposed project site development will convert approximately 250 acres of Prime Farmland into non-agricultural uses. The impacts of this conversion are also addressed in the Cumulative Effects section of this document (Section IV-1). The Land Evaluation and Site Assessment (LESA) model, developed by the California Department of Conservation, was used to analyze the significance of the conversion of agricultural lands to urban uses on the project site. The proposed project site was evaluated through the LESA model on several factors related to agricultural suitability. Soil types, soil characteristics, relative project size, water availability, and surrounding uses related to agriculture were all factors used to "rate" the project site based on its "agricultural value." The LESA Model includes the tabulation of lands subject to Williamson Act Contracts within the "Zone of Influence" identified for the project; however, it does not require the incorporation of specific farmland designations into the analysis. The LESA model utilizes a rating system based on 100 possible points to evaluate each of these factors, and then weights them to comprise a final score which ultimately describes the agricultural value of the project site. (Please see Appendix B for a discussion of the technical aspects of the LESA model.)

The proposed project site scored 35 out of 50 points on the Land Evaluation (LE) section which relates soil types and characteristics to agriculture. The proposed project site scored 49 out of 50 for its Site Assessment (SA) characteristics (e.g., water availability, project site, surrounding agriculture). The final LESA model score for the proposed project site was 84 out of 100. This score of 84 resulted in a scoring decision of "Considered Significant." This LESA model score indicates that the conversion of agricultural lands within the project site is considered significant (See Appendix B for LESA model worksheets).

Contributing to these higher LESA scores was the fact that approximately 100% of the surrounding area within an approximate one-quarter mile zone of influence are in agricultural use. Sixty-four percent of the total acreage is land that is a designated protected resource, specifically, properties subject to Williamson Act contracts. Although the project site is located within an area that is converting from agriculture to non-agricultural uses, the existence of accessible groundwater, favorable soil types and surrounding agricultural uses makes conversion of the project site from agricultural to non-agricultural uses significant with respect to the LESA model.

Threshold: The proposed project would conflict with existing zoning for agricultural use.

The project site is located in an area that has historically consisted of agricultural uses. However, in recent years agricultural lands have diminished and been replaced with other uses. In the last 30 years, residential uses have been approved and developed south of Bellegrave Avenue in Riverside County, southeast of the project site. Industrial and manufacturing developments have replaced agricultural uses in areas centered along the Interstate 15 and Highway 60 corridors. Potential conflicts between new development and existing agricultural land uses occur when the new development, by its nature, precludes or interferes with the continued agricultural use of adjacent or nearby land. In order to allow for the continued agricultural use of the area, the City

of Ontario has adopted an Agricultural Overlay District (Article 27 of Title 9 of the Ontario Municipal Code), that recognizes the right for agricultural operations to continue on an interim basis in the NMC, and provides guidelines to gradually transition to urban land uses. The Specific Plan will be required to comply with this policy established to protect agricultural land uses from conflict with non-agricultural land uses. The project proposes mainly residential land uses along with 52 acres dedicated to a Central Park, and this use would generally have a low potential to adversely affect the continued agricultural use of adjacent properties.

The Parkside Specific Plan is being prepared for 250 acres of land located north of Eucalyptus Avenue, south of Edison Avenue, and west of Archibald Avenue. This conversion of agricultural land to residential and industrial uses is consistent with the land use designations found in the GPA for the NMC. Furthermore, the site's placement in proximity to the Riverside County line boundary in an area currently being urbanized is consistent with the General Plan objective of limiting "leap-frog" development.

The GPA for the NMC established pre-zoning for the 8,200 acres within the GPA area, which includes the project area, as Specific Plan. Therefore, implementation of the Specific Plan will be consistent with existing zoning for the area, and will have no impact to existing zoning for agricultural land use.

Threshold: The proposed project involves other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Other than direct conversion of agricultural land to non-agricultural uses, discussed above, the project includes the construction of on- and off-site roads, water supply and sewer infrastructure that will provide access and utilities to the adjacent agricultural properties and support increased future development in the area. Therefore, the proposed project involves other improvements that could promote the conversion of additional Farmland offsite, and these impacts are considered significant.

Proposed Mitigation Measures

Mitigation Measures Considered

CEQA §21002 states "it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

Section 15364 of the CEQA Guidelines defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

On-site and off-site mitigation for the loss of agricultural land and uses was considered but found to be infeasible. If a portion of the site was maintained in agriculture, in the long-term it would become economically unviable as the other dairies and agricultural uses within the Chino Basin

move out to other regions or states. Agriculture needs specialized support uses such as feed stores, equipment sales and maintenance, and manure removal services. Without a critical mass of customers (dairies and farms), such services close thus driving the cost of securing such services up and making agriculture less profitable. According to the Census of Agriculture,[1] farm production expenses in San Bernardino County increased from an average of $167,844 per farm in 1997 to $240,765 per farm in 2002. Over the same time period, the number of farms in San Bernardino County decreased from 1,861 to 1,382. Neighboring Riverside County saw similar increased expenses of $204,052 per farm in 1997 to $253,229 in 2002, with a similar loss in the number of operating farms from 3,864 in 1997 to 3,184 in 2002. These trends will continue as the cost of land, supplies, and services increase.

Environmental factors and regulations are also causing the decline in the viability of agriculture within the Chino Basin. Stricter air quality and water quality regulations make farming more difficult and create an environmental burden on urbanized areas. The sources contributing to particulate matter pollution include road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, vehicle exhaust, and NO_x and SO_2 reaction with ammonia (NH_3). Specifically, SCAQMD data indicates the largest component of PM-10 particles monitored at the Rubidoux monitoring station (located east of the NMC in Riverside County) comes from dust (unpaved roads, unpaved yards, vacant land that has been disced). PM-2.5 particles are mostly manmade particles resulting from combustion sources. According to SCAQMD, the highest component of PM-2.5 pollution in the area comes from nitrate particulates. As reported in a recent study conducted by Hughs, et al., at Cal Tech (2002), NO_X produced by vehicles throughout the SCAB is carried by local wind patterns into the Chino area. The NO_X reacts with ammonia (NH_3) produced from local dairies to form ammonium nitrate particles, adding to a unique air quality problem in the project vicinity. Thus, agricultural uses in general and dairy uses specifically are contributing to and causing air quality degradation.

To mitigate for loss of farmland on a City-wide and cumulative basis, a mechanism could be established to conserve farmland lost to urbanization. Such a program might include a fee established and paid to a non-profit agricultural land conservation organization, or other structure, to ensure that agricultural lands of Prime, Statewide or Unique Importance are conserved within the area. Such a mechanism would appear to reduce significant impacts to agricultural lands in the future. However, as discussed above, economic and environmental factors will preclude the long-term viability of agriculture in the Chino Basin. Likewise, mitigation measures involving conservation easements and other methods of agricultural preservation have been considered but rejected as infeasible for this project. A conservation easement is an easement that is purchased from a willing land owner and which places a permanent deed restriction on the piece of property allowing only agricultural uses on said property. According to Southern California Agricultural Land Foundation representative Mr. Chuck Hale[2], "while conservation easements may work in other parts of the state, SoCALF does not know of any conservation easements that exist in Southern California because of the unique real estate market in this region, making it an economic disadvantage to a property owner to place property under permanent agricultural use." He also stated that "conservation organizations

[1] USDA, National Agricultural Statistics Service, 2002 Census of Agriculture, June 2004.
[2] Southern California Agricultural Land Foundation, Mr. Chuck Hale, personal communication June 24, 2005.

may find it beneficial to acquire agricultural land in fee and subsequently encumber the land with an agricultural conservation easement. Once encumbered, the fee title to the land can be resold to a conservation buyer." Thus, the process would require purchasing viable agricultural land, recording easements and reselling the land to some entity or individual interested in maintaining the property in agriculture. Finding a willing seller and a conservation buyer are too speculative, thus making such an arrangement infeasible for this project, especially in a region where the economic viability of agriculture is limited. The long-term economic viability of agriculture in the Chino Basin is declining as discussed above. If this approach were taken in the NMC, to be fair, easements for all prime Farmland soils lost (about 2,952 acres) of would have to be acquired elsewhere. Therefore, cumulatively, this is also not a feasible approach. In addition, preserving agriculture within the NMC would impede the City of Ontario from achieving General Plan goals and objectives for housing. Therefore, City-wide farmland preservation was considered infeasible.

Approximately 200 acres of land that are owned by the County of San Bernardino and managed by the Southern California Agricultural Land Foundation (SoCALF) are located within the NMC to preserve a portion of the approximately 8,200 acres that will be converted in the future. The majority of the 200 acres is designated Prime Farmland and is leased to dairy operators. The SoCALF properties can only be used for agriculture and/or open space, however, the use of 1988 Park Bond Act funds for acquisition and maintenance of the property ensured that the land would be used for agricultural preserve. This land is not considered mitigation for the loss of Prime Farmland on the Specific Plan project site, however.

Mitigation Measures

MM Ag 1: In order to minimize conflicts between urban and agricultural land uses, each Specific Plan developed for properties within the NMC must comply with the Agricultural Overlay District requirements for urban development in proximity to existing agricultural operations. The proposed project shall establish a minimum 100-foot separation between active agricultural operations and new, non-agricultural development, or an equivalent easement that is approved by the City of Ontario.

MM Ag 2: In order to minimize conflicts between urban and agricultural land uses, all residential units in the Parkside Specific Plan shall be provided with a deed disclosure, or similar notice, approved by the City Attorney regarding the proximity and nature, including odors, of neighboring agricultural uses.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

Although mitigation strategies have been considered, none were determined feasible to completely avoid or reduce the loss of Farmland to non-agricultural uses. The implementation of the Specific Plan will result in significant environmental impacts from the conversion of agricultural land to non-agricultural uses and a Statement of Overriding Consideration will be required prior to project approval.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Similarly, City-wide mitigation strategies have been considered such as agricultural preservation fees and easements but none were determined feasible for economic and environmental reasons. The purpose and intent of the GPA for the NMC would be defeated by efforts to preserve agricultural lands within the NMC. The avoidance or reduction of the cumulative effects of the loss of Farmland to non-agricultural uses within the Chino Basin cannot be achieved within a reasonable amount of time for the project to be implemented within the early phases of NMC development as identified in the project objectives (Section I-1).

Cumulatively, the proposed project will contribute to the loss of prime Farmland in the NMC and within the Chino Basin as a whole. As discussed above, the GPA for the NMC (1998) projects virtually a 100 percent conversion of existing agricultural land to non-agricultural uses. The GPA estimates that cumulatively in the 8,200-area of the NMC about 36 percent (2,952 acres) is considered prime agricultural soils. Thus, the prime Farmland on the project site represents about 8.4 percent of the projected cumulative loss while the site itself represents only 6.5 percent of the total land area of the NMC. The NMC is part of the larger Chino Basin which historically served as agricultural land. Within the past 10 years, the Jurupa and Eastvale areas of Riverside County to the east and south of the NMC, and areas located within the City of Chino south of the NMC are in the process of converting from agriculture to non-agricultural uses including residential, commercial and industrial. This cumulative loss of Farmland soils is considered significant. The GPA for the NMC FEIR was certified with Overriding Consideration findings related to the cumulative loss of agriculture. Cumulative losses of Farmland resulting from this project were a part of that original FEIR and Statement of Overriding Consideration. No new issues have been raised by this project which were not considered in the GPA for the NMC FEIR. The Statement of Overriding Consideration for this project will be consistent with the GPA for the NMC EIR.

2. Air Quality

The following discussion summarizes the Air Quality Impact Analysis prepared for the proposed project by Albert A. Webb Associates in July 2005. This report is contained in its entirety as Appendix C of this document.

Setting

Physical Setting

The Parkside Specific Plan (Specific Plan) is located in the City of Ontario, San Bernardino County, California. The site is approximately 3 miles south of state Highway 60 and approximately 1-½ miles west of Interstate 15. The Specific Plan consists of approximately 250 acres located on the southwest corner of Edison Avenue and Archibald Avenue, with Eucalyptus Avenue on the south.

The Specific Plan is located in the City of Ontario in San Bernardino County, within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB consists of Orange County, the coastal and mountain portions of Los Angeles County, as well as Riverside and San Bernardino counties. Regional and local air quality within the SCAB is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude, however, at some elevation, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants.

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants (e.g., ozone) formed under reactions with sunlight.

Climate

Terrain and geographical location influence climate in the SCAB. The project site lies within the terrain south of the San Gabriel and San Bernardino Mountains and north of the Santa Ana Mountains. The climate in the SCAB is typical of Southern California's Mediterranean climate, which is characterized by dry, warm summers and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine.

The following includes factors that govern micro-climate differences among inland locations within the SCAB: 1) the distance of the mean air trajectory from the site to the ocean; 2) the site elevation; 3) the existence of any intervening terrain that may affect airflow or moisture content;

and 4) the proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean have the hottest summer afternoons, the lowest rainfall, and the least amount of fog and clouds. Foothill communities in the SCAB have greater levels of precipitation, cooler summer afternoons and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns. The project site is located in the City of Ontario of San Bernardino County, within the eastern portion of the SCAB.

Precipitation and Temperature
Annual average temperatures in the SCAB are typically in the low to mid-60s (degrees Fahrenheit). Temperatures above 100 degrees are recorded for all portions of the SCAB during the summer months. In winter months, temperatures in the lower 30s can be experienced in parts of the SCAB, including the City of Ontario area.

The rainy season in the SCAB is November to April. Summer rainfall can occur as widely scattered thunderstorms near the coast and in the mountainous regions in the eastern SCAB. Rainfall averages vary over the SCAB. The City of Riverside averages 9 inches of rainfall, while the City of Los Angeles averages 14 inches. Rainy days vary from 5 to 10 percent of all days in the SCAB, with the most frequent occurrences of rainfall near the coast. The City of Ontario's average annual rainfall is approximately 16.1 inches per year, and the temperature ranges between 45 and 90 degrees F.

Winds
Regionally, the interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas (on-shore), while the pattern typically reverses in the evening, flowing from the inland areas to the ocean (off-shore). Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds that produce strong off-shore flow towards the ocean. During these Santa Ana conditions, very high pollutant concentrations can occur due to the very strong temperature inversions that form over the basin.

The project site is located 11 miles west of the Riverside (Rubidoux) air quality monitoring site and 10 miles southwest from the Fontana (Arrow Highway) air quality monitoring site. Using the wind speed and direction data provided by SCAQMD for these two monitoring sites, a wind rose showing the wind frequency, wind speed, and wind direction was plotted for each site and is provided in the Air Quality Impact Analysis (Appendix C). The wind roses show that locally, the daytime prevailing wind in the project area is generally from west to east with local terrain influences affecting the prevailing wind direction. Fontana, being closer to the foothills of the San Gabriel Mountains, has a prevailing flow from the west-southwesterly to the east-northeast during the daytime reflecting flow towards the Cajon Pass and lighter flow from the northeast at night reflecting down slope winds draining from the San Gabriel Mountains. Rubidoux is farther from the San Gabriel foothills but is just south of a small set of hills. The hills influence the prevailing winds producing a daytime flow from the west-northwest (to the east-southeast). At night, there is a small drainage flow from the northeast at Rubidoux.

Categories of Emission Sources
Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

Stationary Sources
Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location at a facility. A single facility could have multiple point sources located onsite. Stationary point sources are usually associated with manufacturing and industrial processes.

Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc. Area sources are small emission sources that are widely distributed, but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters; painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray.

Mobile Sources
Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways. Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments.

Air Pollution Constituents
Air pollutants are classified as either primary, or secondary, depending on how they are formed. Primary pollutants are generated daily and are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO_2) and nitric oxide (NO)—collectively known as oxides of nitrogen (NO_X), sulfur dioxide (SO_2), particulates (PM-10 and PM-2.5) and various hydrocarbons (HC) or volatile organic compounds (VOC), which are also referred to as reactive organic gasses (ROG). The predominant source of air emissions generated by the project development is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_X and VOC/ROC/HC (Volatile Organic Compounds/Reactive Organic Compounds/Hydrocarbons).

Secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O_3), which is one of the products formed when NO_X reacts with HC, in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as ozone represent major air quality problems in the SCAB.

The Federal Clean Air Act of 1970, established the National Ambient Air Quality Standards (NAAQS). Six “criteria” air pollutants were identified using specific medical evidence available

at that time, and NAAQS were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants, but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, atmospheric particulates, and sulfur dioxide. The following is a further discussion of the *criteria pollutants*, as well as volatile organic compounds.

Carbon Monoxide (CO) – A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing substances. Concentrations of CO are generally higher during the winter months when meteorological conditions favor the build-up of primary pollutants. Automobiles are the major source of CO in the Basin, although various industrial processes also emit CO through incomplete combustion of fuels. In high concentrations, it can cause serious health problems in humans by limiting the red blood cells' ability to carry oxygen (SCAQMD 1993).

Oxides of Nitrogen (NO_X) – Those that are important in air pollution are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed by a combination of nitrogen and oxygen when combustion takes place under high temperatures and pressures. NO_2 is a reddish-brown gas formed by the combination of NO with oxygen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads and aircraft, are the primary sources of NO_X. NO_2 at atmospheric concentrations is a potential irritant and can cause coughing in healthy persons, can alter respiratory responsiveness and pulmonary functions in persons with preexisting respiratory illness, and potentially lead to increased levels of respiratory illness in children (EPA 2005).

Ozone (O_3) – A colorless toxic gas that irritates the lungs and damages materials and vegetation. During the summer's long daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between NO_2 and ROG which result in the formation of O_3. Conditions that lead to high levels of O_3 are adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer (all of which are characteristic of SCAB). Ozone represents the worst air pollution-related health threat in the SCAB as it affects people with preexisting respiratory illness as well reduces lung function in healthy people. Studies have shown that children living with the SCAB experience a 10-15% reduction in lung function (SCAQMD 1993).

Lead (Pb) – Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Health effects associated with lead include neurological impairments, mental retardation, and behavioral disorders. At low levels, lead can damage the nervous systems of fetuses and result in lowered IQ levels in children (EPA 2005). Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the SCAB. Since the proposed project will not involve leaded gasoline,

or other sources of lead emissions, this criteria pollutant is not expected to be a factor with project implementation.

Atmospheric Particulates (PM) – A mixture of fine solid and liquid particles, such as soot, dust, aerosols, fumes and mists. PM-10 consists of particulate matter that is 10 microns or less in diameter, and PM-2.5 (currently not a "criteria pollutant") consists of particulate matter of 2.5 microns or less in size. Both PM-10 and PM-2.5 can be inhaled into the deepest part of the lung, attributing to health effects. The presence of these fine particles by themselves cause lung damage and interfere with the body's ability to clear its respiratory tract. Said particles can also act as a carrier of other toxic substances (SCAQMD 1993). The sources contributing to particulate matter pollution include road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, and vehicle exhaust.

Sulfur Dioxide (SO_2) – A colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels SO_2 can result in temporary breathing impairment in asthmatic children and adults engaged in active outdoor activities. When combined with PM, SO_2 can cause symptoms such as shortness of breath and wheezing and, with long-term exposure, lead to the exacerbation of existing cardiovascular disease and respiratory illnesses (EPA 2005). Although SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM-10.

Reactive Organic Gases/Volatile Organic Compounds (ROG/VOC) – It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere, even at low concentrations, are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

Monitored Air Quality

The project site is located within SCAQMD Source Receptor Area (SRA) 33. The most recent published data for SRA 33 is presented in Table III-2-A. This data indicates that the baseline air quality conditions in the project area include occasional events of very unhealthful air. However, the frequency of smog alerts has dropped significantly in the last decade. Ozone and particulates are the two most significant air quality concerns in the project area.

Table III-2-A: Source Receptor Area (SRA) 33 - Air Quality Monitoring Summary - 1997-2004

	Pollutant/Standard Source: CARB 1/25/99	Monitoring Year							
		1997	1998	1999	2000	2001	2002	2003	2004
No. Days Exceeded	**Ozone[a]:**								
	Health Advisory - 0.15 ppm	-	-	-	-	6	2	7	1
	California Standard:								
	1-Hour - 0.09 ppm	102	85	45	48	55	43	65	55
	Federal Primary Standards:								
	1-Hour - 0.12 ppm	32	39	14	7	18	6	26	9
	8-Hour - 0.08 ppm	65	50	31	27	39	30	48	38
	Max 1-Hour Conc. (ppm)	0.20	0.21	0.16	0.15	0.184	0.147	0.176	0.157
	Max 8-Hour Conc. (ppm)	0.14	0.18	0.13	0.125	0.144	0.113	0.148	0.130
No. Days Exceeded	**Carbon Monoxide[a]:**								
	California Standard:								
	1-Hour - 20 ppm	0	0	0	0	0	0	0	0
	8-Hour - 9.0 ppm	0	0	0	0	0	0	0	0
	Federal Primary Standards:								
	1-Hour - 35 ppm	0	0	0	0	0	0	0	0
	8-Hour - 9.5 ppm	0	0	0	0	0	0	0	0
	Max 1-Hour Conc. (ppm)	8	6	5	5	4	5	5	4
	Max 8-Hour Conc. (ppm)	6.0	4.8	4.0	4.3	3.25	3.3	4.6	3.3
No. Days Exceeded	**Nitrogen Dioxide[a]:**								
	California Standard:								
	1-Hour - 0.25 ppm	0	0	0	0	0	0	0	0
	Federal Standard:								
	Annual Mean - 0.053ppm	0	0	0	0	0	0	0	0
	Max. 1-Hour Conc. (ppm)	0.14	0.11	0.14	0.10	0.066	0.11	0.10	0.12
No. Days Exceeded	**Sulfur Dioxide[d]:**								
	California Standards:								
	1-Hour – 0.25 ppm	0	0	0	0	0	0	0	0
	24-Hour – 0.04 ppm	0	0	0	0	0	0	0	0
	Federal Primary Standards:								
	24-Hour – 0.14 ppm	0	0	0	0	0	0	0	0
	Annual Mean – 0.03 ppm	0	0	0	0	0	0	0	0
	Max. 1-Hour Conc. (ppm)	0.01	0.02	0.01	0.02	0.01	0.03	0.01	0.01
	Max. 24-Hour Conc. (ppm)	0.001	0.010	0.010	0.010	0.010	0.010	0.004	0.006
No. Days Exceeded	**Inhalable Particulates (PM-10):**								
	California Standards:								
	24-Hour - 50 µg/m^3	21	20	37	26	27	25	27	29.3
	Annual Geometric Mean (µg/m^3)	44.8	40.2	58.6	46.3	46.2	41.0	47.2	42.8
No Days Exceeded	Federal Primary Standards:								
	24-Hour – 150 µg/m^3	1	0	1	0	1	0	0	0
	Annual Arithmetic Mean (µg/m^3)	51.3	46.5	65.9	50.4	52.4	44.9	47.2	48.6
	Max. 24-Hour Conc. (µg/m^3)	208	92	183	124	166	91	98	118
No Days Exceeded	**Inhalable Particulates (PM-2.5):**								
	Federal Primary Standards:								
	Annual Standard (15µg/m^3)			-	-	-	-	-	-
	24-Hour – 65 µg/m^3			4 a	2	2	0	1	1.8
	Annual Arithmetic Mean (µg/m^3)			25.7 a	24.2	26.2	25.2	22.2	20.9
	Max. 24-Hour Conc. (µg/m^3)			121.5	73.4	71.2	64.8	98.1	86.1

Note: - Pollutant not monitored/data not available.

[a] Central San Bernardino Valley 2 air monitoring station (SRA34) data summaries used.

[d] Central San Bernardino Valley 1 air monitoring station (SRA34) data summaries used.

[e] Yes or No indicating whether or not the standard has been exceeded for that year.

It is encouraging to note that ozone levels have dropped significantly in the last few years with less than one-fifth of the days each year experiencing a violation of the state hourly ozone standard since 1998. Locally, no second stage alert (0.35 ppm/hour) has been called by SCAQMD in the last ten years.

Monitoring for PM-2.5 did not begin until 1999. Since then, the 1997 federal annual average standard for PM-2.5 (15 $\mu g/m^3$) was upheld by the U.S. Supreme Court in February 2001. The state standard annual average standard for PM-2.5 (12 $\mu g/m^3$) was finalized in 2003 and became effective on July 5, 2003.

PM-10 concentrations have been decreasing over the last ten years. The sources that contribute to exceedance of the PM-10 air quality standards include road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, vehicle exhaust, and secondary ammonium nitrate. PM-2.5 particles are mostly manmade particles resulting from combustion sources. According to SCAQMD, the highest component of PM-2.5 pollution in the project vicinity comes from nitrate (NO_3^-) particulates. Nitrate produced by vehicles throughout the SCAB react with ammonium produced from local diaries to form ammonium nitrate particles, adding to a unique air quality problem in the local vicinity. Organic carbon particles generated from paints, degreasers and vehicles, are found at elevated levels throughout the SCAB.

Regulatory Setting

The federal and California ambient air quality standards (AAQS) establish the context for the local air quality management plans (AQMP) and for determination of the significance of a project's contribution to local or regional pollutant concentrations. The California and Federal AAQS are presented in Table III-2-A. The AAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness and persons engaged in strenuous work or exercise, all referred to as “sensitive receptors.” SCAQMD defines a "sensitive receptor" as a land use or facility such as residences, schools, child care centers, athletic facilities, playgrounds, retirement homes and convalescent homes.

Both federal and state Clean Air Acts require that each non-attainment area prepare a plan to reduce air pollution to healthful levels. The 1988 California Clean Air Act and the 1990 amendments to the federal Clean Air Act (CAA) established new planning requirements and deadlines for attainment of the air quality standards within specified time frames, which are contained in the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised, and approved over the past decade. The currently adopted clean air plan for the basin is the 1999 SIP Amendment, approved by the U.S. Environmental Protection Agency (EPA) in 2000.

The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations directed at attainment of the state and national air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with

the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The SCAQMD adopted an updated AQMP in August 2003, which outlines the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006 (SCAQMD 2003). The AQMP was forwarded to the California Air Resources Board (CARB) in October 2003 for review. If approved, the AQMP will be sent to the EPA for its final approval and included as a revision to California's SIP.

The California Air Resources Board maintains records as to the attainment status of air basins throughout the state, under both state and federal criteria. The portion of the SCAB within which the proposed project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards.

Thresholds for Determining Significance

Air quality impacts may be considered significant if the proposed project would:

- Conflict with or obstruct the implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

Project Compliance with Existing Regulations

The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations directed at attainment of the state and national air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments.

SCAQMD rules and regulations that apply to this project include SCAQMD Rule 403, which governs emissions of fugitive dust. Compliance with this rule is achieved through:

- Application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils;
- Covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph;
- Sweeping loose dirt from paved site access roadways;
- Cessation of all ground disturbance construction activities when winds exceed 25 mph; and

- Establishment of a permanent, stabilizing ground cover on finished sites.

Rule 403 also requires projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this project, a Fugitive Dust Control Plan or Large Operation Notification would be required.

SCAQMD Rule 1113 governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. Although this rule does not directly apply to the project, it does dictate the VOC content of paints available for use during the construction of the buildings.

The City of Ontario requires a permit for activities greater than 1 acre in size that will cause the release of wind blown sand. Application for the permit will be made to the Building Official on City forms. The current fee for non-agricultural activities is $250 plus $5 per acre for each acre over 10 acres (§ 2, Ord 2138, as amended by §1, Ord 2548). The Building Official sets the standards to minimize wind erosion. The project will be required to comply with this City policy and permit requirement.

Design Considerations

The project includes bike paths and pedestrian walkways connecting areas within the project area to the NMC area. The project includes elements designed to encourage residents of the project to use alternate modes of transportation instead of relying only on their vehicles, thus reducing the air quality emissions from project operation.

Environmental Impacts before Mitigation

Threshold: The proposed project will conflict with or obstruct implementation of the applicable air quality plan.

The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections or evaluation of assumed emissions.

The existing 2003 AQMP was developed based on SCAG (Southern California Association of Governments) population projections for the region. The population projections made by SCAG are based on existing and planned land uses as set forth in the various general plans of local governmental jurisdictions within the region. The GPA for the NMC was adopted in 1997. The project site is located in sub-areas 22 and 23 of the GPA for the NMC and designated High and Low Density Residential, with a Town Center and Central Park. Since the project will be developed with land use in accordance with the GPA for the NMC, the project is in compliance with the AQMP.

Threshold: The proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts will occur during site grading and project construction. Long-term air quality impacts will occur once the project is in operation.

Many air quality impacts from dispersed mobile sources (cars and trucks), i.e., the dominant pollution generators from the proposed project, often occur hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual source is generally immeasurably small. The SCAQMD has therefore developed suggested surrogate significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. Air quality impacts can be analyzed on a regional and localized level. Regional air quality thresholds examine the effect of project emissions on the air quality of the basin, while localized air quality impacts examine the effect of project emissions on the neighborhood around the project site. This report contains analysis of both regional and local air quality impacts from project construction (short-term) and operation (long-term).

The thresholds contained in the SCAQMD CEQA Air Quality Handbook are considered regional thresholds and are shown in Table III-2-B. These regional thresholds were developed based on the SCAQMD's treatment of a major stationary source.

Table III-2-B: SCAQMD CEQA Regional Significance Thresholds

Emission Threshold	Units	ROG	NO_X	CO	SO_X	PM-10
Daily Threshold – Construction	lbs/day	75	100	550	150	150
Daily Threshold – Operations	lbs/day	55	55	550	150	150

Regional Short-Term Impacts

Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Short-term impacts will also include emissions generated during construction as a result of operation of personal vehicles by construction workers, asphalt degassing, and architectural coating (painting) operations during construction.

Short-term emissions were evaluated using the URBEMIS 2002 for Windows version 8.7.0 for Windows computer program. The model evaluated emissions resulting from site grading and construction. The total construction period is expected to require approximately 6 years, from January 2006 to December 2011. The default parameters within URBEMIS were used and these default values reflect a worst-case scenario, which means that project emissions are expected to be equal to or less than the estimated construction emissions. In addition to the default values used, several assumptions relevant to model input for short-term construction emission estimates are:

- There are no existing buildings on the project site, so no demolition is necessary.
- The project will be built in two phases, with each phase lasting approximately 3 years. It is assumed that the second phase will begin after the completion of the first phase and there will be no overlap during construction.
- Phase 1 of the project will involve the construction of 65% of the entire project. In order to ensure a worse case analysis, construction of the retail land uses will be in Phase 1 also.
- Phase 1 of the project consists of the construction of 280 single-family and 986 condominium/town home dwelling units, and 115,000 square feet of retail land use.
- Phase 2 of the project consists of the construction of 150 single-family and 531 condominium/town home dwelling units.

Table III-2-C: Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**
PHASE 1					
Construction 2006					
Site Grading	87.20	694.06	632.42	0.06	110.56
Building Construction	202.40	1,541.27	1,495.34	0.01	70.26
Maximum[1]	202.40	1,541.27	1,495.34	0.06	110.56
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**
Construction 2007					
Building Construction	202.14	1,473.62	1,540.97	0.01	64.31
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**
Construction 2008					
Building Construction[2]	1,238.43	1,526.03	1,779.25	0.04	62.96
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**
PHASE 2					
Construction 2009					
Site Grading	86.94	596.38	699.92	0.02	110.56
Building Construction	99.86	664.11	807.49	0.00	27.23
Maximum[1]	99.86	664.11	807.49	0.02	110.56
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**
Construction 2010					
Building Construction	99.72	632.29	829.19	0.00	24.66
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**No**
Construction 2011					
Building Construction[2]	623.63	692.02	927.74	0.01	26.70

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	PM-10
SCAQMD Daily Construction Thresholds	75	100	550	150	150
Exceeds Threshold?	Yes	Yes	Yes	No	No

Notes: [1] Since site grading occurs independently from building construction, painting, and asphalt, the maximum emissions will be the highest emission amount for each criteria pollutant for either grading or building construction.
[2] Building construction includes asphalt and painting also since these could all occur concurrently.

Evaluation of Table III-2-C indicates that all criteria pollutant emissions from construction of this project are above the SCAQMD recommended daily thresholds for ROG, NO_X, and CO, during each year of every phase. The main source of ROG is from painting. The main source of CO and NO_X is from construction vehicle exhaust. Since SCAQMD thresholds are exceeded in the short term, significant impacts will occur with project construction.

Since this project will be constructed in phases, there is the possibility that one or more of the earlier phases will be in operation while the later phase is being constructed. The maximum daily emissions from these overlapping phases are contained in Table III-2-D.

Table III-2-D: Estimated Maximum Daily Emissions (2009-2011)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	PM-10
2009					
Phase 1 Operation	216.71	222.44	1,522.80	1.18	159.76
Phase 2 Construction	99.86	664.11	807.49	0.02	110.56
Maximum	**316.57**	**886.55**	**2,330.29**	**1.20**	**270.32**
2010					
Phase 1 Operation	216.71	222.44	1,522.80	1.18	159.76
Phase 2 Construction	99.72	632.29	829.19	0.00	24.66
Maximum	**316.43**	**854.73**	**2,351.99**	**1.18**	**184.42**
2011					
Phase 1 Operation	216.71	222.44	1,522.80	1.18	159.76
Phase 2 Construction	623.63	692.02	927.74	0.01	26.70
Maximum	**840.34**	**914.46**	**2,450.54**	**1.19**	**186.46**

Note: To ensure a worse-case analysis, summer operational emissions were used for all criteria pollutants except NO_X, which has higher emissions in winter.

The short-term emissions during 2009 to 2011 will be higher than the construction emissions alone when operation of earlier completed phases is also considered. Emissions of ROG, NO_X, CO and PM-10 will exceed SCAQMD's regional significance thresholds. Therefore, the short-term emissions from project construction are considered significant.

Regional Long-Term Impacts

Long-term emissions are evaluated at buildout for the completed project at the end of construction. Operational emissions refer to on-road motor vehicle emissions from project buildout. Area Source emissions include stationary combustion emissions of natural gas used for space and water heating, yard and landscape maintenance, and consumer use of solvents and personal care products. URBEMIS 2002 computes operational and area source emissions based upon default factors and land use assumptions for each project.

Separate emissions were computed for both summer and winter.

Table III-2-E: Estimated Daily Project Operation Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	PM-10
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**
Phase 1	216.71	152.29	1,522.80	1.18	159.17
Phase 2	89.73	47.14	464.18	0.41	51.76
Total	**306.44**	**199.43**	**1,986.98**	**1.59**	**210.93**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

Table III-2-F: Estimated Daily Project Operation Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)				
	ROG	NO_X	CO	SO_2	PM-10
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**
Phase 1	209.42	222.44	1,451.28	0.90	159.76
Phase 2	83.72	69.69	435.34	0.31	52.07
Total	**293.14**	**292.13**	**1,886.62**	**1.21**	**211.83**
Exceeds Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**

Summer and winter emissions of ROG, NO_X, CO, and PM-10 will exceed SCAQMD operational thresholds. Since both summer and winter operational emissions will exceed the significance threshold for at least one criteria pollutant, project impacts would be considered significant for long-term air quality impacts.

Localized Short-Term Impacts

Recently, as part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short-term and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA).

The emissions analyzed under the LST methodology are NO_2, CO, and PM-10. For attainment pollutants, nitrogen dioxide (NO_2) and CO, the LSTs are derived using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. LSTs for NO_2 and CO are derived by adding the incremental emission impacts from the project activity to the peak background NO_2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. The most stringent standard for NO_2 is the 1-hour state standard of 25 parts per hundred million and for CO it is the 1-hour and 8-hour state standards of 9 parts per million (ppm) and 20 ppm respectively. For PM-10, which the SCAB is in non-attainment, the operation LST is derived using an air quality dispersion model to back-calculate the emissions necessary to make an existing violation in the specific source receptor area worse, using the allowable change in concentration thresholds approved by the SCAQMD. For PM-10, the allowable change in concentration thresholds is 2.5 $\mu g/m^3$. The LST analysis was performed using the ISCST3 computer model.

For short-term construction emissions, it is estimated that the maximum area to be disturbed would be 20 acres a day. Due to the future water availability, it is estimated that the area in the northern middle of the project site would be constructed first. In order to ensure a worse-case analysis, the disturbed area is assumed to be along Merrill Avenue (the northern project boundary). Although there are no sensitive receptors currently present directly north of the project site, the area is zoned for residential development. In order to ensure a worse-case analysis, it is assumed that there are sensitive receptors present directly north of Phase 1 of the project and the impacts to these sensitive receptors is analyzed here. Construction was estimated to occur for only 8 hours per day (between 8 a.m. and 4 p.m.). For emissions of NO_X and CO, the mobile source emissions were modeled as multiple adjacent 50 meter by 50 meter volume sources with a release height of 5 meters. The initial horizontal and vertical plume standard deviations must be computed for each volume source modeled. According to the ISCST3 user's guide, the initial horizontal standard deviation (σ_y) of individual volume sources should be estimated as the distance between adjacent volume sources divided by 2.15. In a similar manner, the ISCST3 user guide specifies that the source initial vertical standard deviation (σ_z) for a surface-based source should be estimated as the height of the source divided by the same factor of 2.15. For truck sources during construction, the typical effective exhaust height is approximately 14 feet. Therefore, the LST volume source used 4.65 m (10m/2.15 = 4.65m) for σ_y and 1.99 m (14 feet = 4.27 m; 4.27m/2.15) for σ_z. For PM-10 emissions, the 20 acre area was treated as an area source.

Figure III-2-1, Short-Term Maximum 1-Hour NO_X Concentration Contours

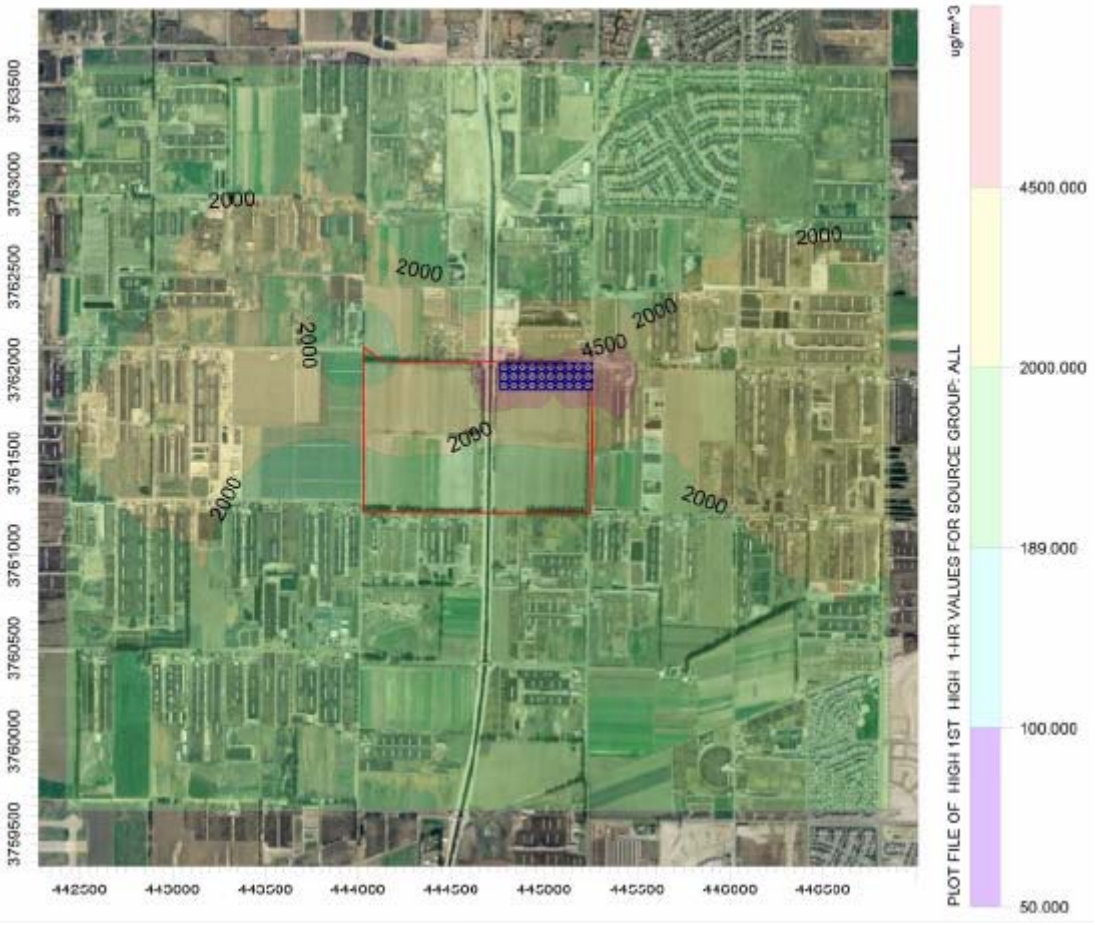


Figure III-2-1 shows the maximum 8-hour concentration from the dispersion of NO_X emitted from the construction vehicles on the project site. The dark blue area represents the multiple adjacent volume sources used to model 20 acres of construction activity. Combustion processes occurring from equipment yield NO_X emissions, which is a combination of nitric oxide (NO) and nitrogen dioxide (NO_2). The majority of primary emissions are in the form of NO; however the conversion of NO to NO_2 occurs through reaction of NO with ozone (O_3) and the reaction of NO with hydrocarbon radical species. Adverse health effects are associated with NO_2 and not NO, which is why the air quality standard is for NO_2 only.

In order to determine the localized impact, the monitored background NO_2 concentration must first be determined. Since NO_2 concentrations were not monitored in SRA 33, where the project site is located, the NO_2 concentrations in SRA 32 and SRA 34 were used. For SRA 32, the maximum 1-hour NO_2 concentration in the last 3 years was 0.15 ppm and the maximum NO_2 concentration at SRA 34 was 0.12 ppm, which is less than at SRA 32, therefore, the maximum concentration of 0.15 ppm for SRA 32 was used. The Ambient Air Quality Standard (AAQS) for NO_2 is a 1-hour maximum concentration of 0.25 ppm. Therefore, the difference in concentrations is 0.10 ppm (189 $\mu g/m^3$) and the project will have significant air quality impacts if NO_2 concentrations at the nearest sensitive receptor exceed this amount. In Figure III-2-1, the areas in red, yellow, and green have NO_X concentrations greater than 189 $\mu g/m^3$. However, NO_X

emissions are simulated in the air quality dispersion model and the NO_2 conversion rate is treated by a NO_2-to-NO_X ratio, which is a function of downwind distance. According to the LST methodology developed by staff at SCAQMD, at 5,000 meters downwind, 100 percent conversion of NO-to NO_2 is assumed. The nearest sensitive receptor is 20 meters directly north of the project site. The NO_X concentration at this location is approximately 4,500 $\mu g/m^3$ and the NO_2-to-NO_X ratio is approximately 0.053. Therefore, the sensitive receptor will be exposed to an NO_2 concentration of 238.5 $\mu g/m^3$, which is greater than the threshold of 189 $\mu g/m^3$. Therefore, the project will cause an exceedance of the LST for NO_2 during construction.

For carbon monoxide (CO), there is an AAQS for both maximum 1-hour and 8-hour concentrations.

Figure III-2-2, Short-Term Maximum 1-Hour CO Concentration Contours

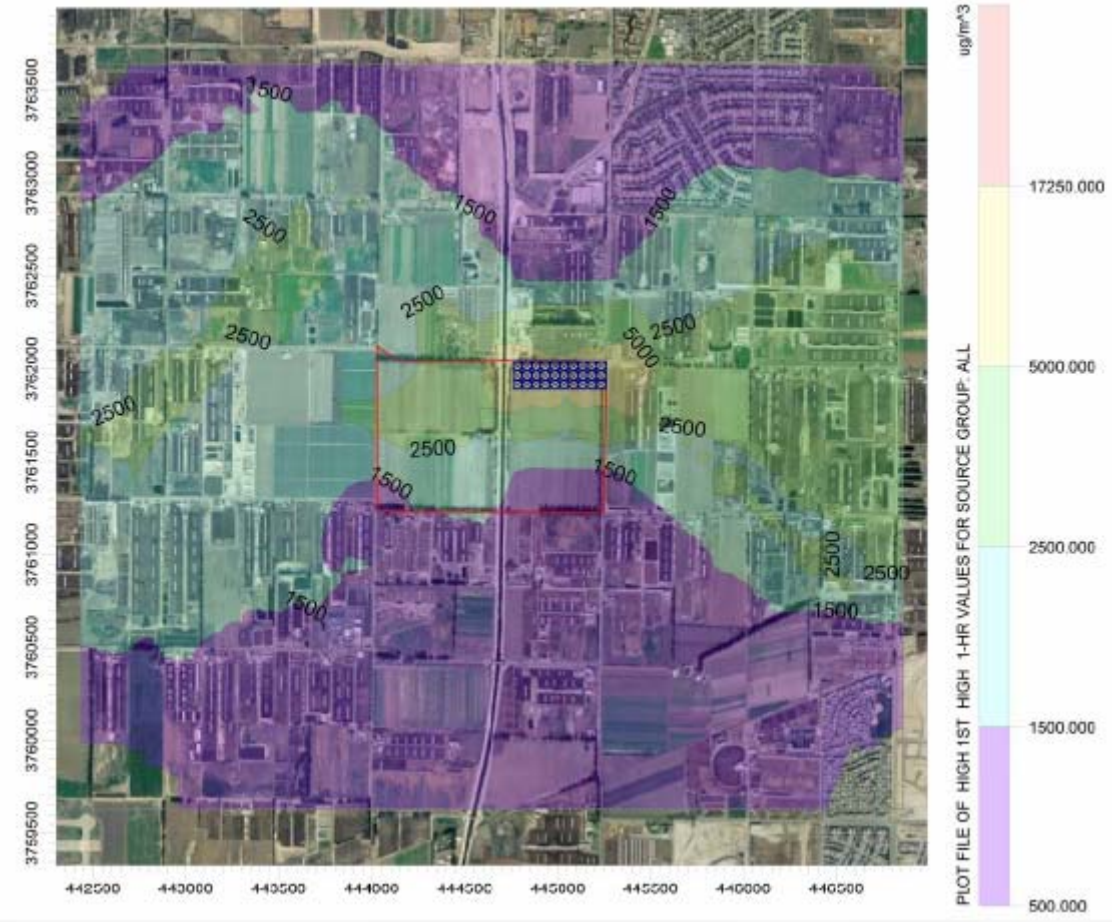


Figure III-2-2 shows the maximum 1-hour concentration from the dispersion of CO emitted from vehicles during project construction. In order to determine the localized impact, the monitored background CO concentration must first be determined. Since CO concentrations were not monitored in SRA 33, where the project site is located, the CO concentrations in SRA 32 and SRA 34 were used. For SRA 34, the maximum 1-hour CO concentration in the last 3 years was 5 ppm the maximum 1-hour CO concentration at SRA 32 was 4 ppm, which is less than at SRA 34, therefore, the maximum concentration of 5 ppm for SRA 34 was used. The 1-hour AAQS for

CO is a maximum concentration of 20 ppm. Therefore, the difference in concentrations is 15 ppm (17,250 μg/m^3) and the project will have significant air quality impacts if 1-hour CO concentrations at the nearest sensitive receptor exceed this amount. As shown in Figure III-2-2, none of the areas will be exposed to 1-hour CO concentrations greater than 17,250 μg/m^3 (indicated by areas in red). Therefore, it is evident that no on-site or off-site areas will experience 1-hour CO concentrations higher than the threshold value. In fact, the maximum 1-hour off-site CO concentrations will not exceed 8,934 μg/m^3, which is much lower than the threshold of 17,250 μg/m^3. Therefore, the project will not cause an exceedance of the LST for 1-hour CO concentrations during construction.

Figure III-2-3, Short-Term Maximum 8-Hour CO Concentration Contours

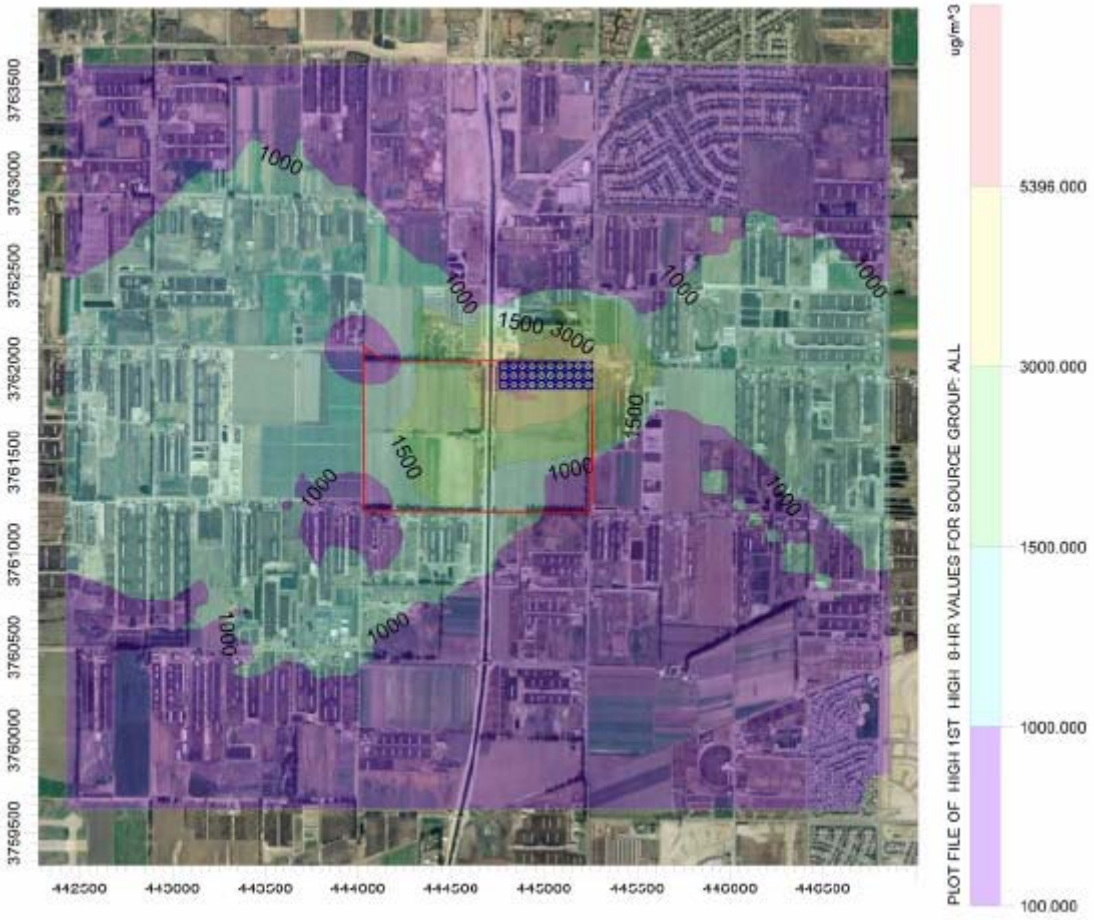


Figure III-2-3 shows the maximum 8-hour concentration from the dispersion of CO emitted from vehicles during construction. In order to determine the localized impact, the monitored background CO concentration must first be determined. Since CO concentrations were not monitored in SRA 33, where the project site is located, the CO concentrations in SRA 32 and SRA 34 were used. For SRA 34, the maximum 8-hour CO concentration in the last 3 years was 4.5 ppm the maximum 8-hour CO concentration at SRA 32 was 2.9 ppm, which is less than at SRA 34, therefore, the maximum concentration of 4.5 ppm for SRA 34 was used. The 8-hour AAQS for CO is a maximum concentration of 9 ppm. Therefore, the difference in concentrations is 4.7 ppm (5,396 μg/m^3) and the project will have significant air quality impacts if 8-hour CO

concentrations at the nearest sensitive receptor exceed this amount. As shown in Figure III-2-3, the only areas exposed to 8-hour CO concentrations greater than 5,396 $\mu g/m^3$ (shown by areas in red) are on the project site during construction. Therefore, it is evident that no off-site areas will experience 8-hour CO concentrations higher than the threshold value. Therefore, the project will not cause an exceedance of the LST for 8-hour CO concentrations for off-site sensitive receptors during construction.

For PM-10, the basin is in non-attainment, therefore the LST for PM-10 during project construction was developed using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 $\mu g/m^3$ averaged over five hours, which results in an equivalent concentration for PM-10 LST of 10.4 $\mu g/m^3$, averaged over 24-hours. Therefore, the project will have significant air quality impacts if 24-hour PM-10 concentrations at the nearest sensitive receptor exceed this amount. For downwind distances from the boundary of the construction area to 100 meters, the following equation describes the change in PM-10 concentrations with distance:

$$C_X = 0.9403\ C_0\ e^{-0.0462\ X}$$

Where: C_X is the predicted PM-10 concentration at X meters from the fence line
C_0 is the PM-10 concentration at the fence line as estimated by ISC-ST3
e is the natural logarithm
X is the distance in meters from the fence line

Concentrations are linearly interpolated between the two approaches for downwind distance from 100 meters to 500 meters.

The highest PM-10 concentration at the boundary is 35.1 $\mu g/m^3$. The nearest sensitive receptor is approximately 20 meters north of the project site. Therefore, based on the equation above, the PM-10 concentration at the sensitive receptor will be 13.1 $\mu g/m^3$, which is higher than the threshold of 10.4 $\mu g/m^3$. Therefore, project construction will cause localized PM-10 impacts to the nearest sensitive receptor.

Emissions during project construction will exceed the localized significance thresholds for NO_X and PM-10.

Localized Long-Term Impacts
This project involves the development of residential units and a small portion of commercial/retail land use. The majority of the operational emissions are in the form of mobile source emissions, without any stationary sources present. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed.

CO Hotspots Analysis

Where LOS is negatively impacted, CO can become a localized problem ("hot spot") requiring additional analysis beyond total project emissions quantification. A CO hot spot is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SCAQMD recommends that a CO Hot Spot Analysis (using Caltrans' *Transportation Project-Level Carbon Monoxide Protocol*) is necessary when an intersection LOS decreases from a LOS C to LOS D or worse.

The traffic study for the Specific Plan (Webb 2005) indicates that the study intersections currently operate at LOS ranging from A to F during peak hours. Taking into account the project development as well as area-wide development, the LOS of study intersections will range from B to F at buildout. In order to meet the LOS D target set by the City of Ontario on all City-maintained roads, mitigation measures are required for project approval. The LOS of study-area intersections ranges from LOS A to D with the implementation of mitigation measures listed in the traffic study (Webb 2005). While the result thereof satisfies the City of Ontario LOS targets, the SCAQMD requires that a CO hotspot analysis be conducted on all intersections that are degraded below a LOS C or any existing LOS D intersection that has an increase above 2% of existing volume/capacity ratio. The CO hotspot analysis requires that existing conditions, existing conditions plus project at buildout, existing conditions plus project at buildout plus cumulative conditions, all be analyzed.

The SCAQMD CEQA Air Quality Handbook recommends using CALINE4 (Caltrans 1999) to estimate 1-hour CO concentration from roadway traffic. Input data for this model includes meteorology, street network information, vehicle counts on each link, fleet-average CO emission factors, and receptor locations. CALINE4 can be with user-input meteorological data or default worst-case meteorological data. For this study, default worst-case meteorological data was used. The link information required for CALINE4 is in the form of Cartesian coordinates (x, y) which define the termini of each link. Up to 20 links can be supplied. For each link, the vehicle counts for the PM peak traffic period were taken from the project-specific traffic study (Webb 2005). The fleet average emission factors for CO are estimated using the EMFAC2002 computer modeling program (CARB 2002).

The following 20 intersections met the SCAQMD criteria for further study to determine the presence of CO hotspots and were modeled using CALINE4:

- Euclid Avenue/ Riverside Drive
- Euclid Avenue/ Chino Avenue
- Euclid Avenue/ Schaefer Avenue
- Euclid Avenue/ Edison Avenue
- Euclid Avenue/ Merrill Avenue
- Grove Avenue/ Riverside Drive
- Grove Avenue/ Chino Avenue
- Grove Avenue/ Edison Avenue

- Grove Avenue/ Merrill Avenue
- Vineyard Avenue/ Riverside Drive
- Archibald Avenue/ Riverside Drive
- Archibald Avenue/ Chino Avenue
- Archibald Avenue/ Schaefer Avenue
- Archibald Avenue/ Edison Avenue
- Archibald Avenue/ Merrill Avenue
- Archibald Avenue/ (Cloverdale) Limonite Avenue
- Haven Avenue/ Riverside Drive
- Haven Avenue/ Edison Avenue
- Hamner Avenue/ Eucalyptus Avenue
- Hamner Avenue/ Bellegrave Avenue

Receptors were located a distance of 3 meters from each roadway at the four corners of each intersection modeled. According to Caltrans protocol, to analyze CO hotspots, the placement of receptors 3 meters from each roadway represents a worse-case scenario; therefore, no other sensitive receptors were modeled.

The predicted peak 1-hour CO concentrations at each receptor were determined by adding the ambient background 1-hour CO concentrations to the modeled 1-hour CO concentration. The background CO concentrations were assumed to be the peak 1-hour values observed in the area in the latest three years (Table 1). The peak 8-hour CO concentration was estimated by multiplying the peak 1-hour model estimate by the persistence factor for the project and adding the ambient background 8-hour CO concentration. The persistence factor is the ratio between the maximum 1-hour and 8-hour measured CO concentration. Since meteorological data is available, the persistence factor was calculated from data from the latest 3 years in Table 1 and found to be 0.73 (the average of the last three years). Each intersection was run three times to determine the CO emissions from the existing traffic only, the existing plus the project, and the cumulative emissions, which includes the existing plus project traffic, plus other traffic anticipated to be generated by other are developments. The results are presented in Table III-2-G by intersection where the receptor with the highest CO concentration is shown.

Table III-2-G: CO Hotspot Analysis Results

Intersection	1-Hour CO Concentration (ppm)			8-Hour CO Concentration (ppm)		
	Existing[1]	Project[2]	Cumulative[3]	Existing[1]	Project[2]	Cumulative[3]
State Threshold	**20**	**20**	**20**	**9**	**9**	**9**
Federal Threshold	**35**	**35**	**35**	**9.5**	**9.5**	**9.5**
Euclid Avenue/ Riverside Drive	7.3	7.3	8.4	5.3	5.3	6.1
Euclid Avenue/ Chino Avenue	7.3	7.3	8.2	5.3	5.3	6.0
Euclid Avenue/ Schaefer Avenue	7.3	7.3	8.3	5.6	5.6	6.1
Euclid Avenue/ Edison Avenue	7.2	7.2	8.7	5.3	5.3	6.4
Euclid Avenue/ Merrill Avenue	7.1	7.1	8.7	5.2	5.2	6.4
Grove Avenue/ Riverside Drive	7.0	7.0	7.8	5.1	5.1	5.7
Grove Avenue/ Chino Avenue	6.8	6.8	7.3	5.0	5.0	5.3
Grove Avenue/ Edison Avenue	6.9	7.0	7.9	5.0	5.1	5.8
Grove Avenue/ Merrill Avenue	6.7	6.8	7.1	4.9	5.0	5.2
Vineyard Avenue/ Riverside Drive	7.0	7.0	8.5	5.1	5.1	6.2
Archibald Avenue/ Riverside Drive	7.3	7.3	8.1	5.3	5.3	5.9
Archibald Avenue/ Chino Avenue	7.1	7.1	8.0	5.2	5.2	5.8
Archibald Avenue/ Schaefer Avenue	6.9	7.0	7.5	5.0	5.1	5.5
Archibald Avenue/ Edison Avenue	7.1	7.1	8.1	5.2	5.2	5.9
Archibald Avenue/ Merrill Avenue	6.9	6.9	7.6	5.0	5.0	5.6
Archibald Avenue/ Limonite Avenue	7.1	7.2	8.2	5.2	5.3	6.0
Haven Avenue/ Riverside Drive	7.2	7.2	7.7	5.3	5.3	5.6
Haven Avenue/ Edison Avenue	6.9	6.9	7.3	5.0	5.0	5.3
Hamner Avenue/ Eucalyptus Avenue	6.8	7.0	7.6	4.9	5.1	5.6
Hamner Avenue/ Bellegrave Avenue	7.1	7.1	7.8	5.2	5.2	5.7

NOTES: [1] Existing levels are the CO emissions from existing traffic added to the AQMD estimated "baseline" for the project area of 6.7 ppm.
[2] Project levels are the CO emissions from project-generated traffic added to existing levels of CO.
[3] Cumulative levels are the CO emissions from cumulative projects within the study area added to project level CO emissions.

For all of the intersections modeled, the CO emissions from project-generated traffic are less than significant for each scenario, including the cumulative scenario, which factors traffic generated by other area development. Therefore, the project will not contribute to an exceedance of either the CAAQS or NAAQS for CO emissions and will not form any CO hotspots in the project area. There are also no cumulative impacts for CO hotspots.

Threshold: The proposed project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

The portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, PM-10, and PM-2.5 under federal standards. The preceding analysis demonstrates that the project's projected emissions are above the applicable SCAQMD thresholds for ROG, NO_X, and CO. Since the project area is non-attainment for ozone and ROG is a pre-cursor of ozone, any exceedance of the SCAQMD threshold for ROG will result in cumulatively significant impacts to air quality. In addition, the project exceeds the threshold for significance for CO and PM-10 for which the area is also a non-attainment zone; thus the project will result in a cumulatively significant impact to air quality.

Threshold: The proposed project would expose sensitive receptors to substantial pollutant concentrations.

The project will expose sensitive receptors to substantial pollutant concentrations. Although there are no existing residences in the immediate vicinity of the project site, the area is zoned for residential development. Therefore, it is possible that sensitive receptors could be present during some stage of construction and operation. In addition, the project's long-term impacts could impact the project's residents. Therefore the project will expose sensitive receptors to substantial ROG, NO_X, CO, and PM-10 concentrations.

Threshold: The proposed project would create objectionable odors affecting a substantial number of people.

Odor sensation is a personal response. Not all people are equally sensitive, and they do not always agree about the severity of an odor once it is detected. The human nose is still the best means of determining the strength of an odor. Precise documentation of the strength and nature of an odor is generally unavailable because of the large number of gases involved and their effects on each other. Additionally, odor measurement is difficult because no instrument has been found to successfully measure odor and all its components.

The project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction in the immediate vicinity of the project site. Impacts of construction-related odors cannot be quantified because it is subjective to each person's sensitivity to smell. Odors generated during construction and grading will be short term and not result in a long-term impact to the surrounding area.

The predominant wind direction is coming from the west-northwest direction. Recognizing the prevailing wind conditions, short-term duration and quantity of emissions in the project area, the project will not expose substantial numbers of people to objectionable odors. Impacts from odors are considered less than significant.

Proposed Mitigation Measures

In order to reduce emissions from project construction equipment, the following mitigation measures shall be implemented:

MM Air 1: During construction, mobile construction equipment will be properly maintained at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.

MM Air 2: During construction of proposed improvements, all contractors will be advised not to idle construction equipment on site for more than ten minutes.

MM Air 3: Configure construction parking to minimize traffic interference.

In order to reduce emissions from project operation, the following mitigation measure shall be implemented:

MM Air 4: Local transit agencies shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

The project design includes features such as bike paths and pedestrian walkways connecting the project to areas within the NMC. This will encourage the use of alternate modes of transportation and reduce project-generated vehicular emissions. In an effort to further reduce estimated emissions, the mitigation measures listed above were considered. Although implementation of the above-listed mitigation measures will reduce project-generated emissions, there is no quantitative reduction associated with them; therefore, there is no change in the estimated emissions of the project.

There is no change in terms of exceeding the SCAQMD thresholds of significance related to short-term and long-term emissions. The project's short-term construction and long-term operation emissions will exceed the SCAQMD significance thresholds and are considered significant. A Statement of Overriding Considerations will be required prior to project approval.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Implementation of the proposed project, the Specific Plan and the future development planned for the New Model Colony would increase air pollution emissions in the SCAB as identified in the GPA for the NMC FEIR. Analysis of the estimated short- and long-term emissions from this project shows that emissions of ROG, NO_X, CO, and PM-10 during construction and operation will exceed SCAQMD daily thresholds. When considering the cumulative effects on air quality in the region, it is the long-term operational emissions that are of the most concern. Vehicular

emissions from project-generated traffic are the main contributor to criteria pollutant emissions. Since the portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards, and the operational emissions from this project will exceed the SCAQMD daily thresholds, the project's cumulative effects on air quality are considered significant and unavoidable and will require a statement of overriding considerations. The GPA for the NMC FEIR was certified with overriding consideration findings related to the cumulative negative impact on regional air quality. No new issues have been raised by this project which were not considered in the GPA for the NMC FEIR. The statement of overriding considerations for this project will be consistent with the GPA for the NMC FEIR's findings.

3. Biological Resources

The focus of the following discussion addresses potential impacts related to habitat conservation plans, migratory corridors, riparian habitat, sensitive natural communities and wetlands, direct or indirect habitat modification effecting endangered or threatened species and sensitive or special status species. This discussion of biological resources on and around the project site is based on the General Biological Resources Assessment performed by Natural Resources Assessment, Inc. (NRA, Inc.), dated February 27, 2004 (Appendix D).

The biological assessment performed by NRA, Inc., utilized field reconnaissance, pertinent literature and database review, and was supplemented by existing documentation of biological resources within the project area. No focused surveys for potentially occurring sensitive biological resources were conducted as a part of the NRA, Inc. biological analysis. However, focused surveys for the Delhi sands flower-loving fly (DSF) were conducted over the entire project area, by Larry Munsey International in 2002 and 2003.

Setting

Agriculture comprises the vast majority of the total land use in the NMC (GPA for the NMC, 1998). Consequently, the project area has been exposed to widespread and extreme levels of human-related disturbances through agricultural uses. The 250-acre site contains existing structures associated with crop production (e.g., sheds), evidence of former residential structures, cultivated areas, ruderal areas, and an irrigation pond. The large pond was historically filled with industrial process waste water generated by Sunkist Growers, Inc. as well as extracted ground water. The irrigation pond no longer receives water from Sunkist Growers, Inc. or wells and has dried up. Cucamonga Creek Channel, a concrete lined flood control facility, traverses the center of the project site, but offers little habitat function or value (see also Section III-Hydrology/Water Quality). Windrows, located on the north, south, and east project boundaries, represent the tallest vegetation on the site and offer perching and nesting opportunities for birds. Agricultural land uses surround the project site; however, urban development exists to the northeast within the City of Ontario, and to the southeast in Riverside County.

Vegetation

Most of the site is devoid of vegetation or is planted in row crops. Cattail (*Typha latifolia*) and stinging nettle (*Urtica dioica*) are found around the pond. Eucalyptus (*Eucalyptus* spp.) and salt cedar (*Tamarix* spp.) windrows are located at several locations on the property. Introduced horticultural species are found around the houses (*Opuntia,* bottlebrush, and others). A complete list of plants found on-site is provided in Table III-3-A.

Wildlife

Observations of wildlife included scat, trails, tracks, burrows, skeletal remains, calls and visual sightings. Other than birds, wildlife species on-site were extremely limited in number. These included side blotched lizard (*Uta stansburiana*), Audobon's cottontail (*Sylvilagus audubonii*), and Beechey ground squirrel (*Spermophilus beecheyi*). The lack of mammal species is indicative of the highly disturbed nature of the site. A complete listing of wildlife observed on the site is provided above in Table III-3-A.

Invertebrates

One insect species was identified during the general biological resources survey by NRA, Inc. in January 2004: a big red skimmer (*Libellula saturata*). During the focused DSF survey effort conducted on the site in 2002 and 2003 (Larry Munsey International), however, as many as 202 species of insects in 80 families were recorded. The site was not occupied by DSF and this species was not deemed to be likely to inhabit the site due to unsuitable habitat, including (a) highly disturbed condition of the entire site; (b) disturbed condition of Delhi sands soils; (c) absence of California buckwheat, California croton, and telegraph weed plants; (d) low plant diversity; (e) high proportion of non-native invasive plants; and (f) type and condition of the habitat surrounding the project site. The focused survey reports for DSF are contained in Appendix D.

Amphibians and Reptiles

The only reptile species observed on the site was the side-blotched lizard (*Uta stansburiana*).

Birds

Direct observations of birds recorded during surveys of the project site included common raven *(Corvus cora*x), American crow *(Corvus brachyrhyncho*s), northern mockingbird *(Mimus polyglotto*s), mourning dove *(Zenaida macroura*), European starling *(Sturnus vulgaris*), house finch *(Carpodacus mexicanus*), mallard (*Anas platyrhynchos*), cinnamon teal (*Anas cyanoptera)*, killdeer (*Charadrius vociferous*), black-necked stilt (*Himantopus mexicanus*), western kingbird (*Tyrranus verticaulis*), red-winged blackbird (*Agelaius phoeniceus*), and house sparrow (*Passer domesticus*) (see Table III-3-A). Raptor (birds of prey) species observed during the field surveys include turkey vulture *(Cathartes aura*), red-tailed hawk *(Buteo jamaicensis*), and American kestrel (*Falco sparverius*). The site supports several narrow windrows of eucalyptus trees that provide suitable nesting habitat for some raptor species. Additionally, the open ruderal habitat provides foraging opportunities for some raptors. Many raptor species are considered sensitive by resource agencies, and are discussed in the Special-Status Biological Resources section of this chapter.

Mammals

The only mammal species directly observed on the site, or of which sign was detected, included California ground squirrel *(Spermophilus beecheyi*), Audobon's cottontail *(Sylvilagus audubonii*), Botta's pocket gopher *(Thomomys botta*e), and coyote (*Canis latrans*) (see Table III-3-A).

Soils

The Soil Survey of San Bernardino County Southwestern Part (1980) shows two types of soils within the project boundaries (Figure III-5-2). They are the Delhi (Db) soil series and the Hilmar (Hr) soil series. According to the survey, Delhi soils occupy approximately 79% of the site, and Hilmar soils represent occupy 21% of the site. The DSF is found primarily on fine, sandy soils, often with wholly or partially consolidated dunes, typically classified as belonging to the Delhi soil series. While Delhi sands are located on the site, the soils are highly disturbed and suitable habitat no longer exists for the DSF (see Appendix D).

Table III-3-A: Floral and Fauna Compendium

Flora

*indicates non-native species

ANGIOSPERMAE: DICOTYLEDONES	DICOT FLOWERING PLANTS
Amaranthaceae	**Amaranthus family**
Amaranthus albus	Tumbleweed
Asteraceae	**Sunflower family**
Ambrosia acanthicarpa	Annual bur-sage
Ambrosia psilostachya	Western ragweed
Baccharis salicifolia	Mulefat
Helianthus annuus	Annual sunflower
Heterotheca grandiflora	Telegraph weed
Brassicaceae	**Mustard family**
**Hirschfeldia incana*	Short-podded mustard
Chenopodiaceae	**Saltbush family**
**Salsola tragus*	Russian thistle
Geraniaceae	**Geranium family**
**Erodium cicutarium*	Red-stemmed filaree
Myrtaceae	**Myrtle family**
**Eucalyptus* sp.	Eucalyptus
Solanaceae	**Nightshade family**
Nicotiana glauca	Indian tree tobacco
Tamaricaceae	**Tamarisk family**
**Tamarix* sp.	Tamarisk
ANGIOSPERMAE: MONOCOTYLEDONAE	**MONOCOT FLOWERING PLANTS**
Poaceae Grass family	
**Bromus diandrus*	Ripgut brome
**Bromus madritensis*	Red brome
**Bromus tectorum*	Cheatgrass
**Hordeum murinum*	Wild barley
**Lolium perenne*	Ryegrass
**Schismus barbatus*	Mediterranean grass

Table III-3-A: Floral and Fauna Compendium

Typhaceae	**Cattail family**
Typha latifolia	Broad-leaved cattail

Taxonomy and nomenclature follow Hickman 1993 and Munz 1974.

Fauna

INSECTAE	**INSECTS**
Libellulidae	**Skimmers (dragonflies)**
Libellula saturata	Big red skimmer
REPTILIA	**REPTILES**
Iguanidae	**Iguanas and their allies**
Uta stansburiana	Side-blotched lizard
AVES	**BIRDS**
Anatidae	**Swans, geese and duck**
Anas platyrhynchos	Mallard
Anas cyanoptera	Cinnamon teal
Charadriidae	**Plovers and relatives**
Charadrius vociferus	Killdeer
Cathartidae	**Vultures**
Cathartes aura	Turkey vulture
Accipitridae	**Kites, hawks and eagles**
Buteo jamaicensis	Red-tailed hawk
Falconidae	**Caracaras and falcons**
Falco sparverius	American kestrel
Recurvirostridae	**Avocets and stilts**
Himantopus mexicanus	Black-necked stilt
Columbidae	**Pigeons and doves**
Zenaida macroura	Mourning dove
Tyrannidae	**Tyrant flycatchers**
Tyrannus verticaulis	Western kingbird

Table III-3-A: Floral and Fauna Compendium

Corvidae	**Crows and ravens**
Corvus brachyrhynchos	American crow
Corvus corax	Common raven
Mimidae	**Mimic thrushes**
Mimus polyglottos	Northern mockingbird
Sturnidae	**Starlings**
Sturnus vulgaris	European starling
Emberizidae	**Warblers, sparrows, blackbirds and relatives**
Agelaius phoeniceus	Red-winged blackbird
Fringillidae	**Finches**
Carpodacus neomexicanus	House finch
Passeridae	**Old World sparrows**
Passer domesticus	House sparrow
MAMMALIA	**MAMMALS**
Leporidae	**Rabbits and hares**
Sylvilagus audubonii	Audubon's cottontail
Sciuridae	**Squirrels, chipmunks and marmots**
Spermophilus beecheyi	California ground squirrel
Geomyidae	**Pocket gophers**
Thomomys bottae	Botta's pocket gopher
Canidae	**Foxes, wolves and relatives**
Canis latrans	Coyote

Nomenclature follows Borror and White 1970, Hall 1981, Laudenslayer et al. 1991, and Stebbins 1966.

Soils (Cont'd)

The Phase I hazardous materials evaluation for the project site revealed the presence of residual concentrations of the legacy pesticide, DDT. This compound was used extensively from about the 1950s until it was banned in the 1970s. Because of its persistence in the environment, it is still found in measurable concentrations in agricultural lands. DDT is a bioaccumulative compound that is not appreciably excreted, but is stored in fatty tissues in the body. It, therefore, magnifies in tissue concentration up the food chain. For example, bottom-feeding fish could contain a much greater concentration of DDT in their tissue than the sediment-dwelling organisms that they feed upon; pelagic fish (those feeding higher up in the water column) that feed on bottom-feeding fish would contain even greater DDT concentrations; and the birds that feed on fish would contain still greater DDT tissue concentrations. DDT has been implicated in causing eggshell thinning and, thus, reproductive failure in sensitive bird species such as the brown pelican and bald eagle. A Total Maximum Daily Load (TMDL; defined as the maximum amount of a substance that a particular water body can receive and still attain water quality standards) for San Diego Creek, a fresh water body in Orange County, California, was set at a concentration of 7 parts per billion in sediments. This concentration is 20 times lower than the concentration that was measured in the sediments at the project site. It is possible that cumulative impacts from build-out of the watershed could result in adverse impacts to sensitive bird populations in the Prado Basin, if erosion during the construction phase of development caused appreciable quantities of sediments to be transported downstream into important wildlife habitat areas. A discussion of appropriate management measures to be implemented to avoid these impacts is provided in Section III-7, Hydrology/Water Quality, of this DEIR.

Sensitive Biological Resources

Special Status Plant Species

Plant species that are classified as Endangered or Threatened, proposed for listing as Endangered or Threatened, are Candidate species for listing by federal or state resource agencies, or are considered federal species of concern are considered special-status. In addition, plants included on Lists 1, 2, 3, or 4 of the California Native Plant Society (CNPS) inventory are also considered special-status. The potential for special-status plant species known from the site vicinity to occur on the project site is summarized below in Table III-3-B. As illustrated in this table, no special-status plants were recorded on the project site, and no such plants are expected to occur due to the high level of recurring surface disturbances and overall absence of suitable habitat on the property due to long-standing agricultural uses. The occurrence potential of special-status plant species on the project site was based on an evaluation of the existing habitat, occurrence records of special-status species in the site vicinity, and results of reconnaissance-level surveys of the site. No focused plant surveys were conducted as part of the analysis. In general, those species that are "not expected" or that have a "low occurrence potential" correspond to "less than significant" impacts under CEQA.

Special Status Wildlife Species

Special-status wildlife species include those that are state or federally listed as Threatened or Endangered, are proposed for listing as Threatened or Endangered, have been designated as state or federal Candidates for listing, state or federal species of concern, California Fully Protected,

or considered a state Special Animal. No special-status wildlife species were observed on the site during field surveys.

Special-status wildlife species potentially occurring on the project site, but that were not detected during biological surveys of the site, are summarized on the following page in Table III-3-B. The occurrence potential of special-status wildlife species was based on an evaluation of existing on-site habitats, occurrence records of sensitive wildlife species in the site vicinity, results of on-site surveys, and pertinent literature review. The majority of these species are not expected to occur on site, or have a low to moderate occurrence potential due to lack of suitable habitat and the extremely disturbed nature of the site from long-standing agricultural uses. No focused surveys were conducted as part of the January 2004 site analysis. In general, those species that are "not expected" or that have a "low occurrence potential" correspond to "less than significant" impacts under CEQA.

The only wildlife species that were deemed to have "high" or "moderate" potential to occur on the site were the white-tailed kite (*Elanus leucurus*) and northern harrier (*Circus cyaneus*). The white-tailed kite is a California Fully-Protected species, and the northern harrier is a California Species of Special Concern. A white-tailed kite was observed in the vicinity of the project area, and foraging habitat for both species is present on-site.

Thresholds for Determining Significance

Impacts on biological resources may be considered potentially significant if the proposed project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species; substantially diminish habitat for fish, wildlife, or plants or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
Plants				
Chaparral sand-verbena *Abronia villosa* var. *aurita*	Annual. Coastal sage scrub, chaparral. From the head of the Coachella Valley to interior Riverside, Orange and San Diego counties. Sandy places below 5000 feet.	March – August	FED: ND STATE: ND CNPS: 1B	None. Sandy places on the property are sparse and heavily disturbed.
Parish's brittlescale Atriplex parishii	Alkali flats large in valley or annual grassland. From cismontane California to the edge of the desert, extending into the Central Valley.	June – Oct	FED: C2* STATE: ND CNPS: 1B	None. No alkali soils present.
Thread-leaved brodiaea *Brodiaea filifolia*	Clay soils; open grasslands at edges of vernal pools or floodplains. Sea level to 2500 ft. elevation. Los Angeles, Orange, Riverside, and San Diego Counties. Known from ca. 20 locations.	April–June	FED: THR STATE: CNPS:	None. No clay soils present; site is heavily disturbed by disking.
Intermediate mariposa lily *Calochortus weedii* var. *intermedius*	Dry, rocky, open slopes, often in chaparral, coastal sage scrub, valley & foothill grassland below 2000 ft. elevation. Los Angeles, Orange, and Riverside Counties.	June–July	FED: C2* STATE: ND CNPS: 1B	None. No dry rocky slopes are present.
Southern tarplant *Centromadia parryi* ssp. *australis*	Often in disturbed sites near the coast. Also found on alkaline soils at the edges of marshes and swamps. Found in valley and foothill grasslands, and sometimes vernal pools margins. Southern California and Baja California.	June–Sept	FED: ND STATE: ND CNPS: 1B	None. No suitable habitat on the property
Smooth tarplant *Centromadia pungens* ssp. *laevis*	Often in disturbed sites near the coast. Also found on alkaline soils at the edges of marshes, swamps, playas and chenopod scrub. Found in riparian areas, valley and foothill grasslands, and sometimes vernal pools margins. Southern California and Baja California.	April–Sept	FED: C2* STATE: ND CNPS: 1B	None. Site is too heavily disturbed to permit persistence of this species.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
Parry's spineflower *Chorizanthe parryi* var. *parryi*	Sandy openings in coastal sage scrub and chaparral, 900 to 3500 ft. Elevation, east Los Angeles Co. to San Gorgonio Pass and west Riverside Co.	April–June flowering period	FED: C2* STATE: ND CNPS: 3	None. No chaparral or coastal sage scrub on site.
Long-spined spineflower *Chorizanthe polygonoides* var. *longispina*	Dry places below 5000 feet; chaparral, coastal sage scrub, meadows, valley and foothill grassland. West Riverside and San Diego counties.	Not documented	FED: ND STATE: ND CNPS: 1B	None. Site is too heavily disturbed to allow this species to persist.
Slender-horned spineflower *Dodecahema leptoceras*	Sandy and gravelly soils on alluvial fans and old floodplains; 500 to 2000 ft. elevation. Los Angeles, Riverside, and San Bernardino Counties.	Apr–Jun	FED: END STATE: END CNPS: 1B	None. Site soils and location is unsuitable for this species.
Many-stemmed dudleya *Dudleya multicaulis*	Annual. In heavy, often clayey soils or grassy slopes in chaparral, coastal sage scrub, valley and foothill grassland. Riverside, San Bernardino, Orange counties. Below 2000 feet.	May–June	FED: C2* STATE: ND CNPS: 1B	None. Clayey soils and other typical site conditions are not present.
Palmer's grapplinghook *Harpagonella palmeri*	Chaparral, coastal scrub, valley & foothill grassland in clay soils on dry slopes & mesas below 1500 ft. elevation. Cismontane s. Calif. from Los Angeles Co. to NW Baja Calif., including Santa Catalina Island. One population at Dana Point Headlands.	March–April	FED: C2* STATE: ND CNPS: 2	None. No clay soils and site is too heavily disturbed.
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	Coastal salt marshes, alkali playas, valley & foothill grasslands, and vernal pools below 3000 ft. elevation. inland so. Calif. and along coast from San Luis Obispo Co. to Baja Calif.	Feb–Jun	FED: C2* STATE: ND CNPS: 1B	None. Suitable soils and habitats are not present.
Robinson's pepper-grass *Lepidium vriginicum*	Annual. Chaparral, coastal sage scrub habitats, primarily on dry soils. From	Jan–April	FED: ND STATE: ND CNPS: 1B	None. Chaparral and coastal sage scrub habitats absent from

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
ssp. *robinsonii*	Los Angeles County south to Baja California.			site.
Parish's desert-thorn *Lycium parishii*	Perennial shrub. Sandy to rocky slopes and canyons below 2000 feet. Possibly coastal sage scrub, def. In creosote bush scrub. San Bernardino Valley and western Colorado Desert.	March–April flowering period	FED: ND STATE: ND CNPS: 2	None. No sandy or rocky slopes present on site. As a perennial species, this plant would have been present during the field surveys.
Prostrate navarretia *Navarretia fossalis*	Vernal pools, ditches, 30 to 1300 meters.	Not documented	FED: THR STATE: ND CNPS: 1B	None. Not observed on site
Rayless ragwort *Senecio aphanactis*	Annual wildflower. On drying alkaline flats. Cismontane woodland, coastal scrub. Elevations of 20 to 575 meters (60 to 2000 feet).	Feb–March	FED: ND STATE: ND CNPS: 2	None. No suitable woodland or scrub habitat present on site. No drying alkaline flats.
Salt spring checkerbloom *Sidalcea neomexicana*	Alkaline, usually wet places. Coastal sage scrub, chaparral, creosote bush scrub. Los Angeles, Orange, San Bernardino, Riverside Counties.	April–June	FED: ND STATE: ND CNPS: 2	None. No alkaline or wet places present on site.
Arroyo chub *Gila orcutti*	Coastal streams of Los Angeles, Orange, and San Diego counties.	Year round	FED: ND STATE: CSC	None. No streams on site.
Santa Ana sucker *Catostomus santaanae*	Santa Ana, Santa Clara, San Gabriel and Los Angeles rivers.	Year round	FED: END STATE: END	None. No streams on site.
Amphibians				
Western spadefoot *Scaphiopus hammondii*	Grasslands and occasionally hardwood woodlands; largely terrestrial but for breeding, requires rain pools or other ponded water for 3+ weeks; burrows in loose soils during dry season; Central Valley and foothills, coast ranges, inland valleys, to Baja Calif.	October–April (following onset of winter rains)	FED: ND STATE: CSC	Low. Potential habitat exists around the ponds on site.
Arroyo southwestern toad	Washes and arroyos with open water; sand or gravel	Mar–Jul	FED: END STATE:	None. No suitable washes or arroyos

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
Bufo microscaphus californicus	beds; for breeding, pools with sparse overstory vegetation. Coastal and a few desert streams from Santa Barbara Co. to Baja Calif.			present on site.
California red-legged frog *Rana aurora draytonii*	Streams with slow-moving water and deep pools; dense, shrubby riparian vegetation at pool edges. Coastal streams from Marin Co. to Ventura Co.; between Ventura Co. and Mexican border, known from only four small populations including Santa Rosa Plateau (Riverside Co.).	Dec–Apr	FED: THR STATE: ND	None. No suitable pond or stream habitats on site.
Reptiles				
San Diego horned lizard *Phrynosoma coronatum blainvillei*	Wide variety of habitats including coastal sage scrub, grassland, riparian woodland; typically on or near loose sandy soils; coastal and inland areas from Ventura Co. to Baja Calif.	April–July (with reduced activity Aug–Oct)	FED: ND STATE: CSC	Low. Site undergoes regular disking, but sandy soils present on portion of site.
Coronado skink *Eumeces skiltonianus interparietalis*	Early successional stages or open areas in grassland, chaparral, pinyon-juniper and juniper sage woodland, pine oak and pine forests in the coastal ranges of southern California. Also found in rocky areas close to streams, and on dry hillsides.	Active year round	FED: ND STATE: CSC	None. Site is too heavily disturbed.
Orange-throated whiptail *Cnemidophorus hyperythrus*	Floodplains and terraces with perennial plants and open areas nearby; sea level to 3000 feet elevation; inland and coastal valleys of Riverside, Orange, and San Diego Counties. to Baja Calif.	March–July (with reduced activity Aug–Feb)	FED: ND STATE: CSC	None. Site is too heavily disturbed.
Coastal western whiptail *Cnemidophorus tigris multiscutatus*	Firm, sandy or rocky soils in deserts and semiarid areas with sparse vegetation and open areas. Also found in	Year round	FED: ND STATE: ND	Low. Site is heavily disturbed

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
	woodland and riparian areas.			
Rosy boa *Lichanura trivirgata*	Mix brushy cover and rocky soils. Desert and chaparral, found from the coast to the Mojave and Colorado deserts. Prefers moderate to dense vegetation.	Year round	FED: ND STATE: ND	None. Insufficient cover on site.
Northern red-diamond rattlesnake *Crotalus exsul*	Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks, or other surface material. Chaparral, woodland, grassland and desert areas. Coastal San Diego County to the eastern slopes of the mountains.	Year round	FED: ND STATE: CSC	None. This species requires rock crevices and similar cover.
Birds				
White-tailed kite *Elanus leucurus*	Open country in South America and southern North America.	Year round	FED: ND STATE: ND (nesting)	High. Observed near site
Bald eagle *Haliaeetus leucocephalus*	Winters locally at deep lakes and reservoirs feeding on fish and waterfowl. Locally rare throughout North America.	Nov–Feb	FED: END STATE: END	Low. Species is known to winter at Lake Mathew during winter, could fly over site or perch in riparian woodland along the Santa Ana River.
Northern harrier *Circus cyaneus*	Grassland and marshy habitats in Southern California. Uncommonly in open desert and brushlands.	Year round	FED: ND STATE: CSC	Moderate. Not observed during the surveys. Forages over a wide range of open habitat and can be expected to occur throughout most of Southern California. Although no nesting habitat was found, foraging habitat exists on site.
Sharp-shinned hawk *Accipiter striatus*	Nests in woodland, coniferous deciduous forest. Winter visitor and migrant to coastal Southern California. Forages over a	Fall & winter; scarce in summers	FED: ND STATE: CSC	Low. Not observed during the surveys, but are expected to forage infrequently over the property

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
	variety of habitats.			during migration and in winter.
Cooper's hawk *Accipiter cooperi*	Woodland and semi-open habitats, riparian groves and mountain canyons. Uncommon permanent resident in coastal, mountains, and deserts of Southern California. Transients fairly common on coast in fall.	Year round; predominant in summer	FED: ND STATE: CSC	Low. Not observed during the surveys, but are expected to forage infrequently over the property during migration and in winter.
Golden eagle *Aquila chrysaetos*	Grasslands, brushlands, deserts, oak savannas, open coniferous forests and montane valleys. Nesting primarily in rugged mountainous country. Uncommon resident in Southern California.	Year round diurnal	FED: ND STATE: CSC (nesting and wintering)	Low. Not observed during the surveys. Foraging habitat for this species exists over the entire property. No suitable nesting habitat occurs on site.
Ferruginous hawk *Buteo regalis*	Fairly common in winter in open grassland and agricultural regions in the interior, as well as some valleys along the coast. Rare and uncommon along the coast and in the desert.	Winter	FED: C2* STATE: CSC	Low. Foraging habitat is present, but disturbed.
Merlin *Falco columbarius*	Frequents several habitats including coastal sage scrub and annual grassland. Forages along the coast, and in montane valleys and open deserts with scattered clumps of trees. Rare fall migrant and winter visitor to Southern California.	Fall & winter	FED: ND STATE: CSC	Low. Not observed during the surveys. Can be expected to forage over the site during migration and in winter. They are expected to use the area very infrequently.
American peregrine falcon *Falco peregrinus anatum*	Wetlands near high cliffs; few known to nest in urban settings on tall buildings. Scattered locations in North America; in California coastal areas and inland mountains.	Fall & Winter (in migration and as winter visitor)	FED: ND STATE: END	Low. Species passes through region during migration and may winter in region; during migration or winter, could fly over site, perch in riparian woodland, and/or forage in surrounding habitats including site.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
Prairie falcon *Falco mexicanus*	Nest in cliffs or rocky outcrops; forage in open arid valleys, agricultural fields. Throughout the desert and arid interior portions of coastal counties. Uncommon resident in Southern California.	Year round diurnal	FED: ND STATE: CSC	Low. Not observed during the surveys Foraging habitat exists for this species over the property, but there is no suitable nesting habitat.
Burrowing owl *Athene cunicularia hypugea*	Grasslands and rangelands, usually occupying ground squirrel burrows. Resident over most of Southern California. Found in agricultural areas.	Year round	FED: ND STATE: CSC	Low. No burrows were observed on site, but this species may forage on site and nest in adjacent areas. Focused survey recommended prior to ground disturbance.
Long-eared owl *Asio otus*	Rare resident in coastal Southern California and uncommon resident in desert areas. Dense willow-riparian woodland and oak woodland. Breeds from valley foothill hardwood up to ponderosa pine habitat.	Nocturnal year round	FED: ND STATE: CSC	Low. Foraging habitat exists on the property, but no nesting habitat.
Short-eared owl *Asio flammenus*	Primarily a rare and local winter visitant to the coast, and a rare fall transient and winter visitant in the desert, including the Salton Sea and the Colorado River. Also recorded at Mystic Lake in the San Jacinto Valley, Riverside County, in summer 1992, and Harper Dry Lake, San Bernardino County, summer 1993.	Fall–Winter	FED: ND STATE: CSC	Low. Available information states that short-eared owls are rare fall transients in the desert and, therefore, may forage on the property during migration.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	Primarily nests in riparian forest, along broad, lower flood-bottoms of large river systems. Prefers close tangles of willow, often mixed with cottonwood and an understory of blackberry, nettles or wild grape Known	Summer	FED: ND STATE: END	None. No suitable riparian habitat on nor near the property.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
	in California from the Mojave and Colorado Rivers.			
Vaux's swift *Chaetura vauxi*	Fairly common spring and fall transient in southern California. Rare and irregular winter visitor primarily along coast. Nesting sites need protection.	Fall–Spring	FED: ND STATE: CSC	Low. May fly over the site during migration. No suitable nesting habitats on site.
Southwestern willow flycatcher *Empidonax traillii extimus*	Breeds and nests in willow riparian forest. Rare and local in So. Calif.	May–Sept	FED: END STATE: END (nesting)	None. No suitable riparian habitat on or near the property.
Bank swallow *Riparia riparia*	Nesting habitat is vertical banks of fine textured soils, most commonly along streams and rivers. In Southern California, fairly common spring and fall transient in interior; very uncommon spring transient and rare fall transient along coast. Casual in winter.	Variable year round	FED: ND STATE: THR	Low. No suitable nesting habitat occurs within the property limits. Surface area of the property does not provide actual foraging habitat. May be transient in migration.
Coastal cactus wren *Campylorhynchus brunneicapillus couesi*	Tall *Opuntia* required for nesting and roosting. Coastal sage scrub. Southern California.	Year round	FED: ND STATE: CSC	None. No *Opuntia* present on site.
California gnatcatcher *Polioptila californica*	Coastal sage scrub. Occurs only in cismontane Southern California and northwestern Baja California in low-lying foothills and valleys.	Year-round	FED: THR STATE: ND	None. No suitable coastal sage scrub habitat present on site.
Loggerhead shrike *Lanius ludovicianus*	Open fields with scattered trees, open woodland, scrub. Fairly common resident throughout Southern California	Year round	FED: ND STATE: CSC	Low. This species may nest near the project site and may forage on site.
Least Bell's vireo *Vireo bellii pusillus*	Riparian forests and willow thickets. Breeds and nests only in southwestern California; winters in Baja Calif.	Apr–Sept	FED: END STATE: END	None. No suitable willow thicket riparian habitat on or near the property.
Yellow-breasted chat *Icteria virens*	Riparian thickets of willow, brushy tangles near watercourses. Nests in	Year round. Nocturnal migrant	FED: ND STATE: CSC	None. No suitable willow thicket riparian habitat on or

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
	riparian woodland throughout much of western North America. Winters in Central America.			near the property.
Yellow warbler *Dendroica petechia brewsteri*	Nesting habitat is protected. Riparian plant associations. Prefers willows, cottonwoods, aspens, sycamores, and alders for nesting and foraging. Also found in montane shrubbery in open conifer forests.	Spring and summer for breeding	FED: ND STATE: CSC	None. No suitable riparian plant communities on or around the property.
Southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	Fairly common resident along the coast of California; breeds very locally on desert mountain ranges. Preferred habitat is slopes with sparse shrubs and open grassy areas intermixed. Coastal sage scrub is the most common plant community used.	Year round	FED: ND STATE: CSC	None. Site does not support grassy areas with sparse shrubs, or any coastal sage scrub.
Tri-colored blackbird *Aeglaius tricolor*	Resident year round in the coast and eastern edge of the desert. Occurs in all coastal counties including interior areas west of the deserts. Breeds in dense colonies in reed beds.	Year round	FED: ND STATE: CSC	Low. No reed beds suitable for nesting on site, but suitable foraging habitat may exist in ponded areas on site.
Mammals				
California leaf-nosed bat *Macrotus californicus*	In California, these bats primarily occupy low-lying desert areas, where they roost in caves, mines, and old buildings. Historic records extend west to near Chatsworth, Los Angeles County, but most populations from the California coastal basins are believed to have disappeared. Occurs from northern Nevada, Southern California, and western Arizona south to southern Baja California and Sonora.	Year round nocturnal	FED: ND STATE: CSC	Low. There are limited suitable roost sites available on the property, and this species may forage over the property from off-site as well.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
Townsend's western big-eared bat *Plecotus townsendii*, two ssp.	Requires caves, mines, tunnels, buildings or other similar structures for roosting. May use separate sites for night, day, hibernation or maternity roosts. Found in all but subalpine and alpine habitats throughout California.	Year round Nocturnal	FED: ND STATE: CSC	Low. There are limited suitable roost sites available on the property, and this species may forage over the property from off-site as well.
Pallid bat *Antrozous pallidus*	Day roost in caves, crevices, mines and occasionally hollow trees and buildings. Night roosts may be more open sites, such as porches and open buildings. Hibernation sites are probably rock crevices. Grasslands, shrublands, woodlands and forest from sea level through to mixed conifer. Throughout Southern California.	Spring, Summer, Fall Nocturnal Hibernates in Winters	FED: ND STATE: CSC	Low. There are limited suitable roost sites available on the property, and this species may forage over the property from off-site as well.
Spotted bat *Euderma maculatum*	Found in the western North America from southern British Columbia to the Mexican border, at a small number of widely scattered localities. Habitats range from arid deserts and grasslands through mixed conifer forest up to 10,600 foot elevation. Prefers rock crevices in cliffs, also uses caves and buildings.	Spring, Summer, Fall Nocturnal Hibernates in Winters	FED: ND STATE: CSC	Low. There are limited suitable roost sites available on the property, and this species may forage over the property from off-site as well.
California mastiff bat *Eumops perotis californicus*	Historically from north-central California south to northern Baja California, eastward across the southwestern United States, and northwestern Mexico to west Texas and Coahuila (Hall, 1981; Williams, 1986). In California, most records are from rocky areas at low elevations where roosting		FED: ND STATE: CSC	None. No suitable roosting habitat occurs on or near the property.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
	occurs primarily in crevices.			
Pocketed free-tailed bat *Nyctinomops femorasacca*	Spotty distribution in California, ranging from Southern California south to the Baja Peninsula, and through southwestern Arizona to at least central Mexico (Williams, 1986). In California, pocketed free-tailed bats are typically found in rocky, desert areas with relatively high cliffs.	Warmer months. Nocturnal	FED: ND STATE: CSC	None. Not located during the survey. No suitable foraging or nesting habitat occurs within the project areas.
Big free-tailed bat *Nyctinomops macrotis*	Found from northern South America and the Caribbean Islands northward to the western United States (Williams, 1986). In the southwestern U.S., populations appear to be scattered. Known breeding localities are in parts of Arizona, New Mexico, and Texas. Prefers rocky, rugged terrain. Roosts in crevices in high cliffs or rocky outcrops. Ranges up to 8000 foot elevation.	Nocturnal spring - fall Hibernates in Winters	FED: ND STATE: CSC	None. No suitable roosting habitat occurs on or near the property.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	Variety of habitats including herbaceous and desert scrub areas, early stages of open forest and chaparral. Most common in relatively open habitats. Restricted to the cismontane areas of Southern California, extending from the coast to the Santa Monica, San Gabriel, San Bernardino, and Santa Rosa mountain ranges.	Year round, diurnal and crepuscular activity	FED: ND STATE: CSC	Low. The site is probably too heavily disturbed for this species to be present.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	Prefers sandy soil for burrowing, but has been found on gravel washes and stony soils. Found in coastal scrub and alluvial fan scrub. Los Angeles, Riverside, and San Bernardino Counties.	Nocturnal; active late spring to early fall.	FED: ND STATE: CSC	None. Suitable habitats absent from the site.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*	Sandy herbaceous areas, usually with rocks or coarse gravel. Arid coastal areas in grassland, coastal scrub and chaparral. San Diego, San Bernardino, Los Angeles, and Riverside Counties.	Nocturnal; active year round.	FED: ND STATE: CSC	Low. Suitable grasslands, coastal sage scrub, and chaparral habitats limited on site.
Stephens' kangaroo rat *Dipodomys stephensi*	Open areas with sparse perennial cover with areas of loose soil where the soil depth is at least 0.5 meters. Also inhabit disturbed areas such as fallow fields by using the burrows of other rodents, including pocket gophers and Beechey ground squirrel.	Nocturnal; active year round	FED: END STATE: THR	None. Suitable habitat exists on site, but no sign of SKR was observed.
San Diego desert woodrat *Neotoma lepida intermedia*	Moderate to dense canopies, particularly in rocky areas. Coastal sage scrub and chaparral. Coastal southern California.	Nocturnal; active year round	FED: ND STATE: CSC	None. No scrub habitats or rock outcrops exist on site.
Invertebrates				
Delhi sands flower-loving fly *Rhaphiomidas terminatus abdominalis*	Limited information suggests this species is found on "fine, sandy soils, often with wholly or partially consolidated dunes. These soil types are generally classified as the "Delhi" series (primarily Delhi fine sand)" (U.S. Fish and Wildlife Service, 1992). Restricted to western Riverside and San Bernardino Counties.	Above ground emergence Aug and Sept. Not visible during the rest of the year.	FED: END STATE: ND	None. Delhi sands are found on site. However, protocol surveys did not identify this species on site.
Vernal pool fairy shrimp *Branchinecta lynchi*	Grasslands and ponded areas such as vernal pools, cattle watering holes, basins, etc. In Southern California, species found primarily in the interior of western Riverside Co., central Santa Barbara Co., and eastern Orange Co. Also, more recently discovered in Los	Spring	FED: THR STATE: ND	None. Not known from this area.

Table III-3-B: Sensitive Biological Resources

Resource	Habitat And Distribution	Activity Period	Status Designation	Occurrence Probability
	Angeles Co.			
Riverside fairy shrimp *Streptocephalus woottoni*	Known only from ephemeral pools in southern Orange and western Riverside and San Diego Counties.	Spring	FED:END STATE: ND	None. Not known from this area.
Quino checkerspot butterfly *Euphydryas editha quino*	Open grassy sites on grasslands and in open areas in coastal sage scrub. Areas must contain food plants (plantain and owl's clover) with low levels of non-native vegetation, open or bare soils with sparse shrub cover. Historic range was western Riverside County and n. San Diego co; range recently extended to include inland and coastal San Bernardino, L.A., Orange, Ventura and San Diego counties.	Spring	FED: END STATE: ND	None. Site is too heavily disturbed for any foraging habitat to persist.
Sensitive Habitats				
Southern sycamore alder riparian woodland	Steep, narrow and shallow, broad canyons and drainages in the foothills of local mountain ranges.	Year round	Declining plant community	Not present on site.
Southern cottonwood willow riparian forest	Steep, narrow and shallow, broad canyons and drainages in the foothills of local mountain ranges.	Year round	Declining plant community	Not present on site.
Southern California arroyo chub/Santa Ana sucker stream	From Mount Rubidoux downstream to northeastern Anaheim, including tributaries, Chino, Aliso and Sunnyslope Creeks. Best habitat found below Riverside Narrows where groundwater is forced to the surface & flows become more perennial and stable, Santa Ana sucker and arroyo chub are the only native fish that still occur.	Year round	Protected by the presence of listed species.	Not present on site.

Project Compliance with Existing Regulations

The United States Fish and Wildlife Service (FWS), pursuant to the Federal Endangered Species Act, prohibits "take" of Endangered or Threatened listed species. This protection prohibits all direct or indirect harm to any listed species. Thus, if a listed species is present on the project site and take of the species cannot be avoided, the project proponent must obtain an incidental take permit, as issued by FWS, through Section 7 or Section 10 Consultation.

California Endangered Species Act (Fish and Game Code 2050 et seq.) (CESA) establishes that it is the policy of the state to conserve, protect, restore, and enhance Threatened or Endangered species and their habitats. CESA mandates that state agencies should not approve projects which would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. CESA requires state lead agencies to consult with the Department of Fish and Game (CDFG) during the CEQA process to avoid jeopardy to threatened or endangered species.

The California Department of Fish and Game (CDFG), under Section 1600 of the Fish and Game Code, regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake, which supports fish or wildlife. CDFG defines a stream, including creeks and rivers, as “a body of water that flows at least periodically or intermittently through a bed or channel having surface or subsurface flow that supports or has supported riparian vegetation.” Lakes under the jurisdiction of CDFG may also include man-made features.

Pursuant to Section 404 of the Clean Water Act, the United States Army Corps of Engineers (ACOE) regulates discharges of dredged and/or fill material into waters of the United States. “Waters of the United States” are defined in ACOE regulations at 33 C.F.R. Part 328.3(a). Navigable waters of the United States are those waters of the United States that are navigable in the traditional sense. Waters of the United States is a broader term than navigable waters of the United States and includes adjacent wetlands and tributaries to navigable waters of the United States and other waters where the degradation or destruction of which could affect interstate or foreign commerce.

The federal Migratory Bird Treaty Act (MBTA) prohibits take of migratory birds. Under the MTBA, it is unlawful to “pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product.” Implementation of the proposed project will be required to comply with the MTBA, which prohibits the take of migratory bird species that are considered to utilize the site and their nests or eggs.

In accordance with the Mitigation Fee Act (California Government Code, Section 66000 et seq.), City of Ontario established a development impact fee for development in the NMC. The primary purpose of the fee is to acquire and restore mitigation lands to offset impacts to species now living in the NMC and impacts to existing open space. Fees collected will be used to advance the goals, objectives and policies set forth in the GPA for the NMC adopted in 1998 and any subsequent general plan amendment. Residential, commercial and industrial development is currently required to pay $4,320 per acre for the acquisition of open space. Therefore, the

proposed project will pay approximately $1,080,000 for open space acquisition based upon the current fee.

The proposed Specific Plan is also subject to the applicable terms and conditions of the Settlement and General Release Agreement, November 28, 2001 (Ontario, 2002). The purpose of the Agreement is to settle and release fully and completely all claims of Endangered Habitats League and Sierra Club (Petitioners) in a law suit against the City of Ontario (the Respondent) commenced in February, 1998 (Ontario, 2002). The Agreement addressed and provided mitigation for certain potential future environmental effects that could result from development, and covered potential environmental impacts to the Burrowing Owl, the Delhi sands flower-loving fly, raptor foraging and wildlife habitat, loss of open space, and actual and potential habitat and agricultural lands. The Agreement also covered other sensitive species, both listed and non-listed, that inhabit or may inhabit similar habitat. The GPA for the NMC EIR is presumed to be legally adequate.

Design Considerations

No specific design measures would be implemented that would avoid or reduce potentially significant impacts to biological resources. There were no additional mitigation measures that were considered but rejected.

Environmental Impacts Before Mitigation

Threshold: The project would have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.

The Burrowing Owl, a Federal Species of Concern, California Species of Special Concern

Burrowing owls range across most of western North America. In coastal southern California, they are found in grasslands, agricultural areas, and coastal dunes. It is believed that burrowing owls may occur wherever there are ground squirrel colonies as the owls use squirrel burrows throughout the year. This species is known to utilize less than optimal and/or disturbed conditions.

As discussed in the Setting section above, no burrowing owls were observed during the biological resources survey and, according to the biological resources report (see Appendix D), the burrowing owl is considered to have a low probability of occurrence on site and therefore a low potential of being directly impacted by development of the proposed project. While not observed during the field survey, this species has been observed at other locations in the Chino Basin and the site could be colonized by this species in the future; therefore, future development could potentially result in significant impacts. Although the burrowing owl has a low probability of occurring on site any loss of owls or active nests during project implementation is considered significant pursuant to the CEQA and the Fish and Game Code. Site grading and construction could result in the loss of individual owls and eggs or young of this species should grading occur during the breeding season (generally March through August). Any loss of owls or active nests during project implementation is considered significant pursuant to the CEQA and Fish and

Game Code. With mitigation measures incorporated into development of the Specific Plan, however, any potential impacts are reduced to a less than significant level.

White-tailed kite (Elanus leucurus); California Fully Protected Species.
The white-tailed kite (*Elanus leucurus*) is an uncommon to fairly common in local areas of the coastal portion of Southern California. It also occurs as a rare visitor and occasional nesting species in the western edge of the desert. It is only rarely found in the eastern parts of the desert. The white-tailed kite inhabits open country. It preferentially forages in grasslands, agricultural fields, marches and even roadside borders where rodent prey is abundant. Since it hunts on the wing, relying on visual observation of its prey, it prefer open, flat country. Nesting habitat is commonly large stands of woodland near open fields. The historical range of this species occurs from South America up to southern North America. After an early 20th increase in population, this species seems to have slowed in juvenile recruitment, and has experienced steep declines in local populations. The white-tailed kite is present in southern California year round.

The white-tailed kite is not listed by the USFWS, however, raptors and all migratory bird species, whether listed or not, receive protection under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA prohibits individuals to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention for the protection of migratory birds or any part, nest, or egg of any such bird." (16 U.S. Code 703). Nesting habitat for the white-tailed kite is also protected by CDFG Section 355, which brings the state of California into agreement with the provisions of the MBTA.

Suitable foraging habitat exists on site for the white-tailed kite. No nesting habitat exists in or near the site. Because there is no nesting habitat on site and the white-tailed kite is not expected to nest on site the proposed project is not expected to result in direct impacts to this species. However, because the site contains suitable foraging habitat, the proposed project would have an adverse indirect impact to the species due to the loss of this habitat. Indirect impacts to this species from the loss of foraging habitat are discussed in more detail below. Impacts to agricultural fields where foraging activities may occur are considered cumulative impacts and are discussed in Section IV, Mandatory CEQA Topics of this DEIR. Following implementation of biological mitigation measures, cumulative impacts related to raptor foraging and nesting habitat are considered less than significant.

Northern harrier (Circus cyaneus); California Species of Special Concern.
This species inhabits grasslands, marshes, wet meadows, scrub areas, and agricultural lands. Like an owl, the harrier uses its round, sound-reflecting facial ruff to locate prey by sound. It can be seen flying low to the ground as it hunts over open grassland, agricultural fields, and coastal and freshwater marshes. Harriers build flimsy nests on the ground or in thick low-growing vegetation. As with many species, urbanization and agricultural development have led to population declines. No suitable nesting habitat is present onsite, therefore, the proposed project will not result in direct adverse impacts to the Northern harrier. The Northern harrier is

considered to have moderate potential to occur onsite due to the presence of potential foraging habitat. The species can occur with relatively high frequency and abundance in the region, and is relatively widely distributed throughout southern California. This species was deemed by resource agencies to be too widespread and common to warrant listing as threatened or endangered, and as such, has no current state or federal listing status. Indirect impacts to this species from the loss of foraging habitat are discussed in more detail below. Impacts to open fields where foraging activities may occur are considered cumulative impacts and are discussed in Section IV, Mandatory CEQA Topics of this DEIR. Following implementation of biological mitigation measures, cumulative impacts related to raptor foraging and nesting habitat are considered less than significant.

California Gnatcatcher (Polioptila californica).

The California gnatcatcher is a small songbird that is a year round resident of sage scrub communities. Sage scrub communities preferred by this species are typically dominated by low-growing, drought deciduous and succulent shrubs, as well as sub-shrub species including California sage (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), brittlebush (*Encelia farinosa*), sage species (*Salvia* spp.), and cacti (*Opuntia* spp.). The original range for this species included all of the coastal age scrub communities of southern California, from Ventura County south to San Diego and on into Mexico. This species also occurred in extensive coastal sage scrub habitat in Riverside County. Fragmentation or removal of sage scrub plant communities has reduced the known populations to scattered localities in Los Angeles, Orange, Riverside, and San Diego counties. Even these populations are generally found only in the larger open space areas in and around development. On March 25, 1993, the California gnatcatcher was listed by the Service as a threatened species pursuant to the Federal Endangered Species Act (ESA). The ESA prohibits anyone from "taking" a listed species. Take includes, but is not limited to, harming, harassing or killing individuals of a listed species as well as destruction of habitat occupied by listed species. No suitable habitat for the California gnatcatcher was observed by NRA, Inc. during their January 2004 survey; therefore project impacts to this species is considered to be less than significant.

Stephens' Kangaroo Rat (Dipodomys stephensi).

The Stephens' kangaroo rat (SKR) prefers open areas with sparse perennial cover. They occur in areas of loose soil where the soil depth is at least 0.5 meter. SKR will also inhabit disturbed areas such as fallow fields by using the burrows of other rodents, including pocket gophers (*Thomomys bottae*) and the Beechey ground squirrel (*Spermophilus beecheyi*). Like all kangaroo rats, the SKR is primarily a seed eater, feeding on the seeds of both annual and shrub species. It also feeds on green vegetation and insects when these are available. Being primarily dry biome species, kangaroo rats obtain nearly all of their water from the food they eat, and can subsist indefinitely on water extracted from dry seeds. They forage in open ground and underneath shrubs. Burrows are dug in loose soil. As outlined in the NRA, Inc. report the project site contains elements of potential SKR habitat was observed on the project property, however, no sign of SKR was observed on site, the species was determined to have an occurrence probability of "none," no focused surveys were recommended, and it was concluded that he species is not currently present on site. Therefore, project impacts to this species are considered to be less than significant.

Delhi sands flower-loving fly (Rhaphiomidas terminatus abdominalis).
The Delhi sands flower-loving fly is found primarily on fine, sandy soils, often with wholly or partially consolidated dunes. These soil types are generally classified as the "Delhi" series (primarily Delhi fine sand). The habitat for this species is restricted to western Riverside and San Bernardino Counties, along the former floodplains of Lytle Creek and the Santa Ana River. This species is present year round, but is only visible above ground when it emerges as an adult for foraging and mating in August and September. The remainder of the year is spent as an egg, pupa, and subsequent molt stages until adulthood. The habitat for this species has historically been limited and agricultural practices and ongoing development of the San Bernardino Valley area has resulted in the extent of Delhi sands being further reduced. The species is listed as Endangered by the Service. The California Department of Fish and Game has not formally designated this species. Delhi sands occupy the majority of the project site, but protocol surveys for this species performed in 2002 and 2003 found no on-site occurrence. Therefore, project impacts to this species are considered to be less than significant.

Foraging and Nesting Habitat
Nearly 100 percent of the project site is used for irrigated crop production; a large irrigation pond is also present. The quality of the vegetation and other aspects of foraging habitat are greatly diminished on the project site due intensive cultivation. The loss of these agricultural lands as a result of development of the proposed project could have indirect adverse effects on raptor species, such as white-tailed kite and northern harrier, as well as other bird species of concern such as the burrowing owl.

The project, as proposed, will also eliminate some or all of the windrows of eucalyptus trees located along the northern, southern, and eastern boundaries of the property. Ornamental species were also recorded on the project site around residential units. According to the most recent biological assessment (NRA, Inc., 2004) suitable nesting habitat exists for some raptors and migratory birds. In the long term, development of the project site in conjunction with other development in the area will result in cumulative losses of potential foraging and nesting habitat. According to the GPA for the NMC, it is likely that most of the GPA area will be converted to urban land uses and that there will be a net loss of raptor habitat. It cannot be predicted how much of the area will remain as agricultural land, as the policies in the General Plan are mainly intended to prevent new urban developments from adversely impacting current agricultural activities. However, these policies are not intended for raptor conservation. The mitigative value of the policies (Policy 18.1-18.3) are considered minimal and do not reduce the potential impacts to raptors or other species to less than significant levels (GPA for the NMC Final Environmental Impact Report (FEIR)). This issue was overridden in the City of Ontario GPA for the NMC FEIR. The statement of override was contested in a lawsuit filed by the Endangered Habitats League, et al., following certification of the GPA for the NMC FEIR. Terms within the Settlement Agreement addressed and mitigated for cumulative losses of raptor nesting and foraging habitat through the establishment of mitigation fees. The proposed project will be subject to pay these fees and therefore, impacts related to raptor foraging and nesting habitat are considered less than significant.

Threshold: The project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Most of the site is devoid of vegetation or planted in row crops. Windrows of non-native tree species, including eucalyptus and salt cedar or tamarisk are also located on site. Non-native horticultural species are found around the former house site. Cattail and stinging nettle were found around the irrigation pond. The site does not contain riparian or other sensitive natural communities and the proposed project would not have a substantial adverse effect on these resources.

Under Section 1600 of the Fish and Game Code, CDFG regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake, which supports fish or wildlife. The site contains an irrigation pond, formerly filled with industrial process waste water generated by Sunkist Growers, Inc., and an agricultural drainage channel leading from the pump station to the irrigation pond. As of December 31, 2005, waste water from Sunkist Growers, Inc. no longer flows into the pond. The pond is no longer in use and has since dried up. The irrigation pond and drainage was provided by agricultural activities, are man-made, are created in and from an upland setting, are not connected to or adjacent to a natural waterway, and therefore would not likely be considered jurisdictional by regulatory agencies. Habitat value on site is low due to the lack of species and structural diversity and habitat for sensitive biological resources is not present.

Therefore substantial adverse impacts to riparian habitat or other sensitive natural communities are not expected from the proposed project. Impacts are less than significant.

Threshold: The project would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

There are no federally protected wetlands on site, as defined by Section 404 of the Clean Water Act. The proposed project would not have a substantial adverse affect on this resource.

The Cucamonga Creek Channel is considered a waters of the United States. Cucamonga Creek is tributary to Prado Basin and the Santa Ana River, which is tributary to the Pacific Ocean. Therefore Cucamonga Creek is under the jurisdiction of the USACE. Discharges of dredged and/or fill material in the channel upon development of the Specific Plan would require a Section 404 permit through the ACOE and a Section 401 Water Quality Certification through the Regional Water Quality Control Board. The California Department of Fish and Game may also require notification pursuant to Fish and Game Code Section 1600 if the project will result in construction related impacts to the Cucamonga Creek Channel. The proposed project is not intended to discharge dredge or fill material into Cucamonga Creek.

Therefore substantial adverse impacts to federally protected wetlands are not expected from the proposed project. Impacts are less than significant.

Threshold: The project would interfere substantially with the movement of any resident or migratory fish or wildlife species; or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery.

Wildlife movement corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation by human disturbance, or by the encroachment of urban development. Movement corridors are important as the combination of topography and other natural factors, in addition to urbanization, has fragmented or separated large open space areas. The fragmentation of natural habitat creates isolated 'islands' of vegetation that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity.

The size of the property, its uses, and its bordering on Archibald Avenue have a negative effect on terrestrial wildlife use of the site. No distinct wildlife corridors could be identified on the property. Habitat fragmentation has already occurred in the areas surrounding the site due to agricultural practices, housing development, and road construction. The loss of habitat on this property does not contribute significantly to additional habitat fragmentation.

Threshold: The project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

According to the GPA for the NMC, there are no specific local policies or ordinances established to protect biological resources that would relate to the project site. Therefore, this issue is considered to be less than significant.

Threshold: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approves local, regional or state habitat conservation plan.

The project site is not part of any existing biological reserve or biological conservation planning area and has not been proposed as part of the potential conservation lands now being analyzed for the region. Accordingly, this threshold does not, therefore, apply to the project and the issue is considered to be less than significant.

The U.S. Fish and Wildlife Service (the Service) designated in 2001 critical habitat for the San Bernardino kangaroo rat *(Dipodomys merriami parvus)* (SBKR) pursuant to the Endangered Species Act of 1973, as amended (Act). A total of approximately 22,423 hectares (55,408 acres) in San Bernardino and Riverside Counties, California, are under critical habitat for SBKR. The project area is not within the Critical Habitat Plan, therefore impacts of the proposed Specific Plan to this species are considered to be less than significant.

Proposed Mitigation Measures

Burrowing owls are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711) and CDFG Code sections 3503, 3503.5, and 3800. These sections prohibit take,

possession, or destruction of birds, their nests or eggs. While the biological resources survey of the project indicated that impacts to burrowing owl were considered to be not significant, because of their protected status and because they have been sited at other locations in the Chino Basin, the following mitigation measures shall be implemented to eliminate or reduce potentially significant impacts to Burrowing owl and loss of foraging habitat.

MM Bio 1: There may be a probability of owl colonization within the project site considering the presence of foraging habitat and previous records of presence. To ensure that no direct loss of individuals occurs, mitigation shall be completed prior to initiation of on-site grading activities for each development phase. A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist. The survey will be conducted 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site should be resurveyed for owls.

If owls are determined to be present within the construction footprint, they will be captured and relocated. If non-breeding owls must be moved away from the disturbance area, passive relocation techniques will be used. The pre-construction survey and any relocation activity will be conducted in accordance with the CDFG Report on Burrowing Owl Mitigation, 1995. According to CDFG guidelines, mitigation actions will be conducted from September 1 to January 31, which is prior to the nesting season. However, burrowing owl nesting activity is variable, and as such the time frame will be adjusted accordingly. Should eggs or fledglings be discovered in any owl burrow, the burrow cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own).

Occupied burrows will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department of Fish and Game verifies through non-invasive methods that either: a) the adult birds have not begun egg-laying and incubation; or b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If a biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of the burrowing owls nest during the breeding season to avoid abandonment of the young.

Passive relocation can be used to exclude owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. Artificial burrows should be provided nearby. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

MM Bio 2: To mitigate for potential impacts to loss of nesting and foraging habitat, the project proponent shall be required to pay City of Ontario open space mitigation fees. Fees collected will be used “to acquire and restore mitigation lands to offset impacts to species now living in the

New Model Colony and impacts to existing open space," according to the City of Ontario Development Impacts Fee Calculation Report and the Settlement and general Release Agreement. Development is currently required to pay $4,320 per acre. Therefore, the proposed project will pay approximately $1,080,000 for open space acquisition based upon the current fee.

MM Bio 3: While project impacts to individual raptor species were considered to be not significant, the following mitigation measure will also be incorporated in order to eliminate or reduce any potential impacts to raptors and/or migratory birds. Construction and/or removal of windrow trees will occur outside of the nesting season (February 1 through August 31). If tree removal activities must occur during the breeding season, the mitigation measure in MM Bio 4 shall be implemented.

MM Bio 4: If project construction activities involving heavy equipment and/or windrow tree removal are to occur during the nesting/breeding season (between February 1st and August 31st) of potentially occurring sensitive bird species, a pre-construction field survey shall be conducted by a qualified biologist to determine if active nests of species protected by MBTA or CDFG are present in the construction zone or within a buffer of 500 feet. Pre-construction nesting/breeding surveys shall be conducted in all CDFG jurisdictional areas and within windrow trees. If no active nests are found during the survey, construction activities may proceed.

If active nests are located during the pre-construction surveys, no grading, heavy equipment or tree removal activities shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

After the mitigation measures identified above are implemented, potential adverse impacts associated with Burrowing owls, raptors and migratory birds will be reduced to less than significant levels.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

The project, as proposed, will eliminate some or all of the windrows of eucalyptus trees located along the property boundaries. Ornamental species were also recorded on the project site around residential units. According to the most recent biological assessment (NRA, Inc., 2004) suitable nesting habitat exists for some raptors and migratory birds. In the long term, development of the project site in conjunction with other development in the area will result in cumulative losses of potential foraging and nesting habitat.

According to the City of Ontario GPA for the NMC, it is likely that most of the NMC area will be converted to urban land uses and that there will be a net loss of raptor habitat. It cannot be predicted how much of the area will remain as agricultural land, as the policies in the General Plan are mainly intended to prevent new urban developments from adversely impacting current agricultural activities. However, these policies are not intended for raptor conservation. The

mitigative value of the policies (Policy 18.1-18.3) are considered minimal and do not reduce the potential impacts to raptors or other species to less than significant levels (GPA for the NMC EIR). This issue was overridden in the City of Ontario GPA for the NMC FEIR. The statement of override was contested in a lawsuit filed by the Endangered Habitats League, et al., following certification of the GPA for the NMC FEIR. Terms within the Settlement Agreement addressed and mitigated for cumulative losses of raptor nesting and foraging habitat through the establishment of mitigation fees. The proposed project will be subject to pay these fees (MM Bio 2) and avoid disturbance of nesting raptors (MM Bio 3 or 4). Therefore, cumulative impacts related to raptor foraging and nesting habitat are considered less than significant.

4. Cultural Resources

The focus of the following discussion is related to the potential impacts to onsite historic and archaeological resources, paleontological resources, as well as archaeological human remains and archaeological religious uses of the project site and the project's potential to alter those resources through construction and operation. The *Phase I Cultural and Paleontological Resources Assessment of the Parkside Specific Plan Project Site* prepared by PCR Services Corporation dated January 2006, is included as Appendix E of this document.

Setting

Natural Setting

The Parkside Specific Plan (the Specific Plan) is located in the City of Ontario, San Bernardino County, California. The site is approximately 2 miles south of State Highway 60 and approximately 3 miles west of Interstate 15. The Specific Plan consists of approximately 250 acres located within the 8,200-acre New Model Colony, and is bounded by Edison Avenue to the north, Archibald Avenue to the east, and Eucalyptus Avenue to the south. The region exhibits various sands soil types that have been heavily impacted by agricultural tilling and the introduction of cattle manure into the topsoil. Bedrock is several hundred feet below the present ground surface. On-site topography is very flat with the elevation of the project area ranging from about 710 feet at the northern edge to about 680 feet in the southwestern corner.

Vegetation other than that associated with agriculture is lacking within the project area. Except for Eucalyptus windbreaks located along Eucalyptus Avenue, Edison Avenue and west of Archibald Avenue, any vegetation on the properties is either ruderal or alien. The project is located in an area exhibiting occasional rain and flooding events. Cucamonga Creek flows in a southerly direction approximately through the center of the project area. The Creek flows in a concrete channel in this location.

Cultural and Historical Setting

For several thousand years before San Bernardino County was created, many Native American peoples inhabited the area. These included (in broad terms) the Serrano in the mountains and high desert, the Cahuilla in the San Gorgonio Pass and San Jacinto and Santa Rosa Mountains (now mostly in Riverside County), Chemehuevi and Mojave along the Colorado River, and to a smaller extent, the Gabrielenos in the southwest area of the county, which now includes the City of Ontario. The Gabrielinos were known to roam widely in their search for food but always gravitated to sites for their villages mainly because of the location of water sources. They relied heavily on the water for their daily activities.

The earliest known records of European contact with Southern California Native Americans date to the mid-1500s, representing the early explorations of the Spanish. When Spain claimed California for its own, the Spaniards began putting a series of missions in what was then called Alta California. While no missions were ever built in what would become San Bernardino County, the San Bernardino County area played a vital role during the mission period. The San Gabriel mission claimed lands in what is now the San Bernardino Valley, the Cajon Pass, and the San Gorgonio Pass. These lands were used for grazing of the large herds of cattle and sheep that belonged to the missions. In 1776, and again in 1778, Juan Bautista de Anza, an army captain

charged with discovering an overland route from the Mexican state of Sonora to San Gabriel and Los Angeles, passed through the southwestern corner of San Bernardino County, near present-day Ontario. Also during the 1770s, Father Garces traversed the Mojave Desert and entered coastal Southern California through the Cajon Pass.

California's Mission Period lasted until the early 1830s, when Mexico, having taken over California from Spain 10 years earlier, secularized the missions, and began doling out the vast mission holdings to influential citizens known to the governors of California. The "grants" were called ranchos, and many of the ranchos in San Bernardino County have lent their names to modern-day locales - Chino, Cucamonga, San Bernardino, and the San Gorgonio Pass. The Parkside Specific Plan is located within the Rancho Santa Ana del Chino and immediately adjacent to the former Rancho Jurupa, located in what is now Riverside County. The rancho period lasted until the Mexican War of 1846–1848. Alta California became a state of the United States of America in 1850. Although the new U.S. government confirmed many of the existing rancho land titles, large land grants for new ranchos were not awarded. The free range cattle ranching activities of the Spanish and Mexican periods eventually came to an end as agriculture replaced the herds.

In 1850, when the first California legislature met to divide the new state of California into its original 27 counties, the area that would become San Bernardino County was then in the huge San Diego County. A year later, it became part of the expanding Los Angeles County. But in April, 1853, a bill was introduced to divide off the eastern portion of Los Angeles County—San Bernardino County was born. Although San Bernardino County had its area cut 2 more times since it's creation (in 1872, a large portion in the north was given to Inyo County, and in 1893 the southernmost sliver was divided off to form part of Riverside County), San Bernardino County remains the largest county in the United States today.

By the 1880s, San Bernardino County was served by two transcontinental railroad lines, the Southern Pacific and an offshoot of the Central Pacific. In the 1870s, navel oranges were planted at Riverside (then in San Bernardino County), found to do extremely well, and opened up the San Bernardino Valley to several ventures which over the next 30 years would be built around farming activities such as vineyards and citrus orchards. The completion of the railroads and the burgeoning citrus industry converged to create a land boom in the valley. About thirty of these farming communities were incorporated in the last twenty years of the nineteenth century, including Ontario, Chino, Upland, and Redlands.

The Model Colony of Ontario was started as a private venture in 1881 by George Chaffey and his brother, William. The Chaffey brothers purchased 6,000 acres that would eventually become the cities of Ontario and Upland. As with Riverside and some other fortunate communities in these inland valleys, the Chaffey’s created a mutual water company in which each landowner became a stockholder. Unique to Ontario was the land set-aside within the community for an agricultural college. By 1883, Chaffey College was constructed as the first college in San Bernardino County. Ontario incorporated in 1891. The City limits did not include the proposed project area, however, which remained in open grazing, dairy and other agricultural uses.

The dairy industry moved into the Chino Valley in three phases or eras, each reflective of a particular historic period in dairy farming. As described in the City of Ontario Historic Context for the New Model Colony Area, September 2004 (Appendix E), the three definable historic periods include: 1) the pre-1930 rural residential or free-grazing dairy properties, 2) the 1930–1949 dry lot dairying with mechanization, and 3) post-1950—scientific, large capacity dairies. The earliest period occurred between 1900 and 1930 and consisted of free grazing cattle located on lots smaller than 9 acres that were likely located near Riverside Drive or Euclid Avenue, or a few streets south or east from these major arterials. The second wave of dairies in the Chino Valley occurred between 1930 and 1949. Early in this period lot sizes remained small, but by the end of this era, larger lots were the norm. Whereas earlier phase dairies were operated by one family with no more than one house on a parcel, by the end of the second era, multiple generations lived on the farms, many more cattle were present and more mechanization was seen. Post 1950 dairies were much larger and often encompassed many parcels totaling 40 acres or more. Thus, follow-up surveys for historic resources have looked at farms as a whole, not on a parcel by parcel basis.

By the 1950s, Ontario was experiencing a massive post-war housing boom along with the rest of Southern California. The rapid decline in agricultural land spurred the San Bernardino Board of Supervisors in 1967 to designate 14,000 acres of agricultural land located south and west of the City of Ontario as an "agricultural preserve." This area was mostly used as dairy farms by Dutch, Basque and Portuguese farmers, and included the proposed project site. By the 1980s, this area had become a world-class dairy area with more cows per acre and higher milk yields than anywhere else in the world. Escalating dairy operation costs and another housing boom caused the long-term agricultural uses of these lands to be forfeited and in 1999, 8,200 acres of the agricultural preserve were annexed into the City of Ontario, 5,000 acres were annexed by the City of Chino, and the City of Chino Hills annexed the remaining acres. Ontario named its portion of the former San Bernardino County Agricultural Preserve the "New Model Colony," after the original "Model Colony of Ontario" established by the Chaffey brothers.

Thresholds for Determining Significance

Impacts related to cultural resources may be considered significant if the proposed project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations § 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource as defined in California Code of Regulations §15064.5;
- Disturb any human remains, including those interred outside of formal cemeteries; and
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The City of Ontario has further defined levels of integrity of historic resources within the NMC to assist with determining the significance of impacts to a particular resource and recommended mitigation approaches when adverse changes will occur as a result of a proposed action. These guidelines are found in Ontario's Historic Context for the New Model Colony Area (Appendix

E) and are used as the basis for the following analyses of impacts to potentially historic resources.

Project Compliance with Existing Regulations

The National Historic Preservation Act Standards and Guidelines for Section 106 Consultation (NHPA). Section 106 of the NHPA requires a Federal Agency head with jurisdiction over a federal, federally assisted, or federally licensed undertaking to take into account the effects of the agency's undertaking on properties included in or eligible for the National Register of Historic Places (NRHP) and, prior to approval of an undertaking, to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking. The proposed project is being privately developed, funded and owned, and does not include/affect any NRHP listed or eligible properties. Therefore, it does not fall under federal jurisdiction or require federal assistance so the Section 106 consultation process does not apply.

California Environmental Quality Act (CEQA). Sections 21083.2 and 21084.1 of CEQA deal with the definition of a historical resource, unique archeological resource and non-unique archaeological resource. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historic Resources, a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1.

Native American Graves Protection and Repatriation Act (NAGPRA). The Notice of Preparation (NOP) for this project was sent to the Native American Heritage Commission and the following tribes:

- *San Manuel Band of Mission Indian*
- *Soboba Band of Luiseno Indians*
- *San Luis Rey Band of Mission Indians*
- *Pauma & Yuima*
- *Rincon Band of Mission Indians*
- *Gabrielino Tongva Tribal Council*
- *Pechanga Band of Mission Indians*
- *San Fernando Band of Mission Indians*
- *Ti'At Society*
- *Morongo Band of Mission Indians*
- *Pala Band of Mission Indians*
- *Tongva Ancestral Territorial Tribal Nation*
- *La Jolla Band of Mission Indians*

NAGPRA is a federal law that provides for the protection of Native American graves and an opportunity for the repatriation of appropriate human remains or cultural items. Cultural items include associated and unassociated funerary objects, sacred objects, and objects of cultural patrimony. The excavation and inadvertent discovery provisions of NAGPRA apply only to federal and tribal lands. Under NAGPRA, tribal lands are lands (including private lands) within the exterior boundaries of an Indian reservation. If Native American remains are discovered during a construction project and the project is not located on federal or tribal land, then the excavation and inadvertent discovery provisions of NAGPRA do not apply. The proposed

project is not located on federal or tribal lands. Therefore, the provisions of NAGPRA would not apply. However, other state and local cultural preservation and cemetery laws do apply.

Health and Safety Code Section 7052 and 7050.5. Section 7052 of the California Health and Safety Code states that disturbance of Indian cemeteries is a felony. There are no known Indian cemetery sites within the Project area. Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are found to be Native American, the coroner must contact the California Native American Heritage Commission.

SB 18, California Tribal Consultation Guidelines. The State of California Governor's Office of Planning and Research developed these guidelines in order to provide guidance to cities and counties on the process for consulting with Native American Indian tribes during the adoption or amendment of local general plans or specific plans (defined in Government Code §65450 et seq.). SB 18 requires local agencies to consult with tribes prior to making certain planning decision and to provide notice to tribes at certain key points in the planning process thereby providing tribes an opportunity to participate in local land use decisions at an early planning stage. Tribal consultation and notice requirements of SB 18 took effect on March 1, 2005 so SB 18 does not apply to this project because the application was accepted as complete prior to March 1, 2005.

Historic Preservation Ordinance of the City of Ontario. The Historic Preservation Ordinance (Title 26 of the City of Ontario Development Code) contains criteria and procedures for the designation of historic resources, such as Historic Landmarks, Historic Districts, Architectural Conservation Areas and Automatic Designations. It identifies a set of criteria for determining if a potentially historic structure that is threatened by major modifications or demolition is a Tier I, Tier II or Tier III structure, with Tier I and II structures being of the highest historic value for preservation. The Ordinance establishes required mitigation measures and mitigation fees if major modifications or demolitions are approved. It also contains guidelines for converting existing space within historic structures to other uses, and for new development of new buildings within historic districts or areas.

Design Considerations

The Specific Plan has not been designed to specifically avoid potential project impacts to historic or archaeological resources within the project site. All structures and surface features are proposed to be demolished.

Environmental Impacts Before Mitigation

Threshold: The proposed project would cause a substantial adverse change in the significance of an historical resource as defined in California Code of Regulations § 15064.5.

Pursuant to Section 15064.5, "historical resource" generally means a resource listed in, or determined eligible for, listing in the California Register of Historical Resources; a resource included in a local register of historical resources or identified as significant in an historical resource survey; or any object, building, structure, site, area, place, record, or manuscript which

the lead agency determines to be historically significant. Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Records searches from both the Archaeological Information Center (AIC) of the San Bernardino County Museum and the California Historical Resources Information System at the Easter Information Center (EIC) University of California Riverside were requested and provided for the Specific Plan. Both searches indicated that 4 area-specific surveys and 5 general-area overview investigations for historical resources have been conducted for the project area. None of the surveys identified found prehistoric archaeological resources, nor did the surveys identify properties listed or eligible for the National Register. The search indicated the possible presence of historic structures as indicated on topographic maps and aerial photographs from various years dating from 1892 through1932. It was determined by the AIC that the likelihood of finding prehistoric archaeological resources was low but that the likelihood of finding historic archaeological and historic resources was high.

The Archaeological Information Center search results list two or more possible historic structures or archaeological site locations, determined from historic maps. To provide for the appropriate disposition of historic resources within the New Model Colony, the City of Ontario hired Galvin & Associates to prepare the Draft City of Ontario Historic Context for the NMC Area, September 2004, and to conduct field research and primary record reconnaissance surveys for all potentially historic resources existing within the NMC. Galvin & Associates developed six historic contexts to be used to identify and evaluate resources within the NMC area. The six contexts include 1) Pre-1930 rural or dairy properties, 2) 1930-1960 Dairy Properties, 3) Post-1960 Dairy Properties, 4) Commercial Properties or other, 5) Art Deco or Modern Milk Parlors (circa 1920 through 1930), and 6) Ranch style houses.

The Historic Context study did not identify any structures on the site older than 45 years. Because both the AIC and the Phase I Hazardous Materials report identified the possibility of a structure on site from the 1940s or older, Albert A. Webb Associates visited the site where buildings exist today within the Specific Plan boundary. The only buildings found to be standing on the site today are located centrally between Edison Avenue and the extension of Eucalyptus Avenue along the west side of Cucamonga Creek. The structures are a couple of farm out buildings or equipment storage sheds that appear to be younger than 50 years. Therefore, implementation of the Specific Plan will not cause substantial adverse change to an historic resource because no historic resources are currently located on the site.

Threshold: Cause a substantial adverse change in the significance of an archaeological resource as defined in California Code of Regulations, Section 15064.5.

Section 15064.5 of the CEQA Guidelines and Section 21083.2 of the CEQA statutes define and provide guidance for the significance and disposition of archaeological resources. A “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a

high probability that it meets any of the following criteria. Impacts to such resources are considered potentially significant.

- Contains information needed to answer important scientific research questions that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best example.
- If directly associated with a scientifically recognized important prehistoric or historic event or person.

A "nonunique archaeological resource" means an archaeological artifact, object or site which does not meet the criteria above. According to CEQA Section 21083.2(h), "a nonunique archaeological resource need be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects."

The San Bernardino County Museum Archaeological Information Center identified a low probability of finding prehistoric archaeological resources. Due to this determination and the lack of known archaeological sites within and near the project area, the likelihood of significant impacts to archaeological resources is low. The California Native American Heritage Commission (NAHC) received the Notice of Preparation for the Specific Plan EIR and a request for Sacred Lands Records search. The records search did not identify the existence of known unique Native American sites, places or artifacts in the area. The tribes identified by the NAHC were contacted for additional information. The San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians responded. The Soboba indicated that the site is outside of their Traditional Use Area, but that they still wanted copies of cultural resources documents and reports. San Manuel also indicated they wanted copies of cultural resources documents and reports. Both tribes were added to the distribution list for the Draft EIR. The City of Ontario has been in contact with the NAHC and local tribes to consult about the NMC area as a whole pursuant to SB18. There is low potential for adverse environmental impacts to archaeological resources, therefore this issue is considered less than significant. However, unknown resources could be discovered during grading so mitigation measures to address unforeseen impacts shall be implemented.

Threshold: Disturb any human remains, including those interred outside of formal cemetery.

The proposed project site development is not expected to disturb any human remains. No formal cemeteries exist on the project site. Although not common in the historic period of this area, small family burial plots could exist on one or more of the farms on-site. Historically, the site has been tilled and disturbed regularly, however, which reduces the likelihood of finding buried remains. The California Native American Heritage Commission (NAHC) received the Notice of Preparation on the Specific Plan and did not identify known Native American human remains within the project. There is low potential for adverse environmental impacts to human remains, including those interred outside of a formal cemetery. Therefore, this issue is considered less than significant. However, unknown burial sites could be discovered during grading so mitigation measures to address unforeseen impacts shall be implemented.

Threshold: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Extinct taxa have been found in the type of alluvium deposit *(Older Pleistocene Alluvium)* which underlay the site. In the vicinity of the project site, Riverside County's Integrated Project (RCIP) General Plan identifies areas with a high potential for finding paleontological resources based upon an inventory of geologic formations known to potentially contain paleontological resources. Some of the areas within Riverside County indicate that fossils are likely to be encountered at or below 4 feet of depth, and may be impacted during excavation by construction activities. The excavation of previously undisturbed Older Pleistocene Alluvium is highly likely to bear fossils. It is likely that over excavation will be required for much of the site to remove manure and other organic materials for soil stability purposes. If project grading reaches depths of 5 feet or more, the effects of the project on paleontological resources may be significant and a mitigation program is recommended, should earthmoving occur at that depth or deeper.

Proposed Mitigation Measures

The following measures shall be implemented to eliminate or reduce potentially significant impacts to unique archaeological resources and/or human remains.

MM Cultural 1: Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.

MM Cultural 2: If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.

The following measures shall be implemented to eliminate or reduce potentially significant impacts to paleontological resources.

MM Cultural 3: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to prepare a Paleontological Resources Survey of the project site, for approval by the the City, to determine the site specific potential of finding paleontological resources within the project site. If the approved Paleontological Resources Survey determines that it is unlikely that paleontological resources will be uncovered by earth-moving activities, grading and construction activities may proceed, subject to compliance with all other mitigation measures. However, if the approved Paleontological Resources Survey determines that it is likely that paleontological resources will be uncovered during earth-moving activities, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the City. Following City approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP.

The PRMTP shall include the following measures:

a. Identification of those locations within the project site where paleontological resources are likely to be uncovered during grading.

b. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified paleontologist or qualified designee.

c. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee allows earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the City, in addition to the report (described below) that is filed at completion of grading.

d. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains.

e. At a qualified paleontologist or qualified designee's discretion and to reduce any construction delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing.

f. A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the project site.

g. If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after fifty percent of earthmoving activities have been completed, monitoring can be reduced or discontinued.

h. Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository.

i. Within 6 months following completion of the above tasks, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

If mitigation measures listed above are implemented, potential significant adverse environmental effects to archaeological and paleontological resources will be reduced to below the level of significance.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Due to long-term disturbance and the lack of known unique archaeological sites/resources or paleontological resources in the area, it is unlikely that this project will impact any such resources individually. This would be the case for other projects in the NMC and surrounding areas. Therefore, no cumulative effect is expected related to archaeological or paleontological resources.

5. Geology/Soils

The focus of the following discussion pertains to the potential impacts related to fault zones, liquefaction zones, groundshaking zones, landslides, ground subsidence, slopes, soils, and wind erosion. The discussion is based on review of the GPA for the NMC FEIR (1997) and more recent geotechnical reports prepared for sites in proximity to the proposed project.

Setting

The Generalized Geologic Map from the GPA for the NMC (1997) (Figure III-5-1) shows that the project site lies predominantly within an area of medium-grained Holocene alluvium (Qhm), with a small area of eolian sand (Qhs) in the northeast corner of the property at the intersection of Archibald and Edison Avenues. Both materials are considered compressible and subject to consolidation under structural loads.

The Soil Survey of San Bernardino County Southwestern Part (1980) shows two types of soils within the project boundaries (Figure III-5-2). They are the Delhi (Db) soil series and the Hilmar (Hr) soil series. According to the survey, Delhi soils (Db) occupy approximately 79% of the site, and Hilmar soils represent occupy 21% of the site. Delhi and Hilmar soils have sandy textures with rapid permeability.

Delhi fine sand (Db)

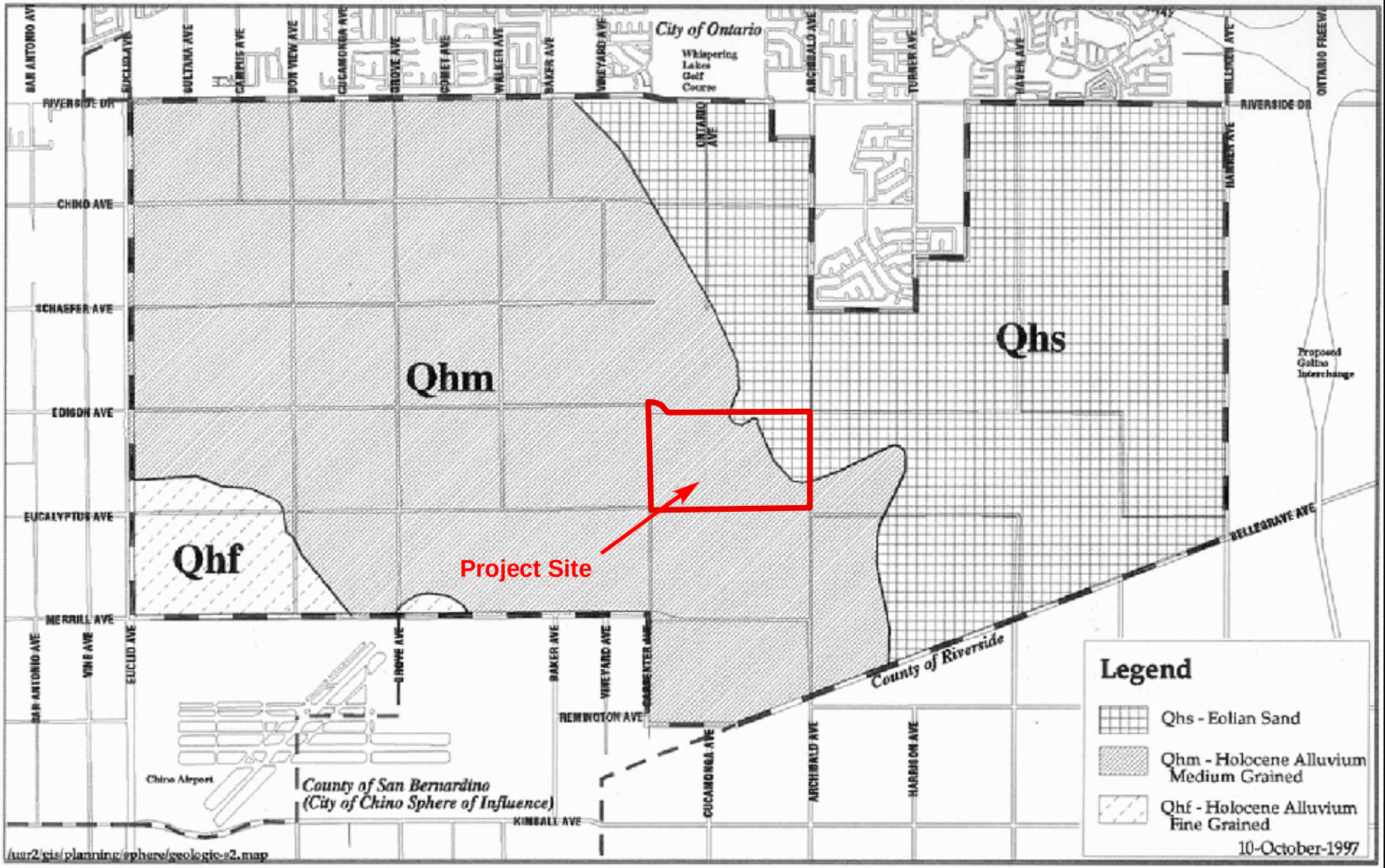
Soils in the Delhi association are formed in wind-reworked granitic alluvium, and are commonly found near Cucamonga Creek. The surface layer of Delhi soils is pale-brown, slightly acid fine sand. Below the surface layer is pale-brown or light yellowish-brown, slightly acid sand. Surface runoff is very slow, therefore, water erosion potential is low. However, in unprotected areas, soil blowing hazard, and, consequently, wind erosion potential, is high. These soils have been used for agriculture, and, in particular, for growing grapes, pasture plants, alfalfa, and some citrus. (See Appendix F.)

Hilmar loamy fine sand (Hr)

These soils are commonly associated with Delhi soils on valley floors and alluvial fans. Surface soils are commonly grayish-brown loamy fine sand, underlain by light-yellowish-brown and grayish-brown loamy sand. These soils are moderately alkaline throughout the profile, slightly calcareous in surface horizons and strongly calcareous in subsurface horizons. Like the Delhi soils, runoff is very slow with low water erosion potential. However, soil blowing hazard is high where the soil surface is unprotected.

The approximate 250 acre project site is about three-quarters of a mile long from east to west, and about one-half mile wide from north to south. The site is relatively flat, and generally slopes and drains in a southerly direction. The site lacks any significant topographic variation, ranging in elevation between 680 and 710 feet mean sea level (msl), and slopes are generally less than two percent (<2%).

Southern California is characterized by its high levels of seismic activity. The San Andreas Fault is located about 20 miles north of the NMC. No known active or potentially active faults cross



Source: Ontario General Plan, 1997

Not to Scale

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Figure III-5-1

General Geology Map

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Parkside Specific Plan

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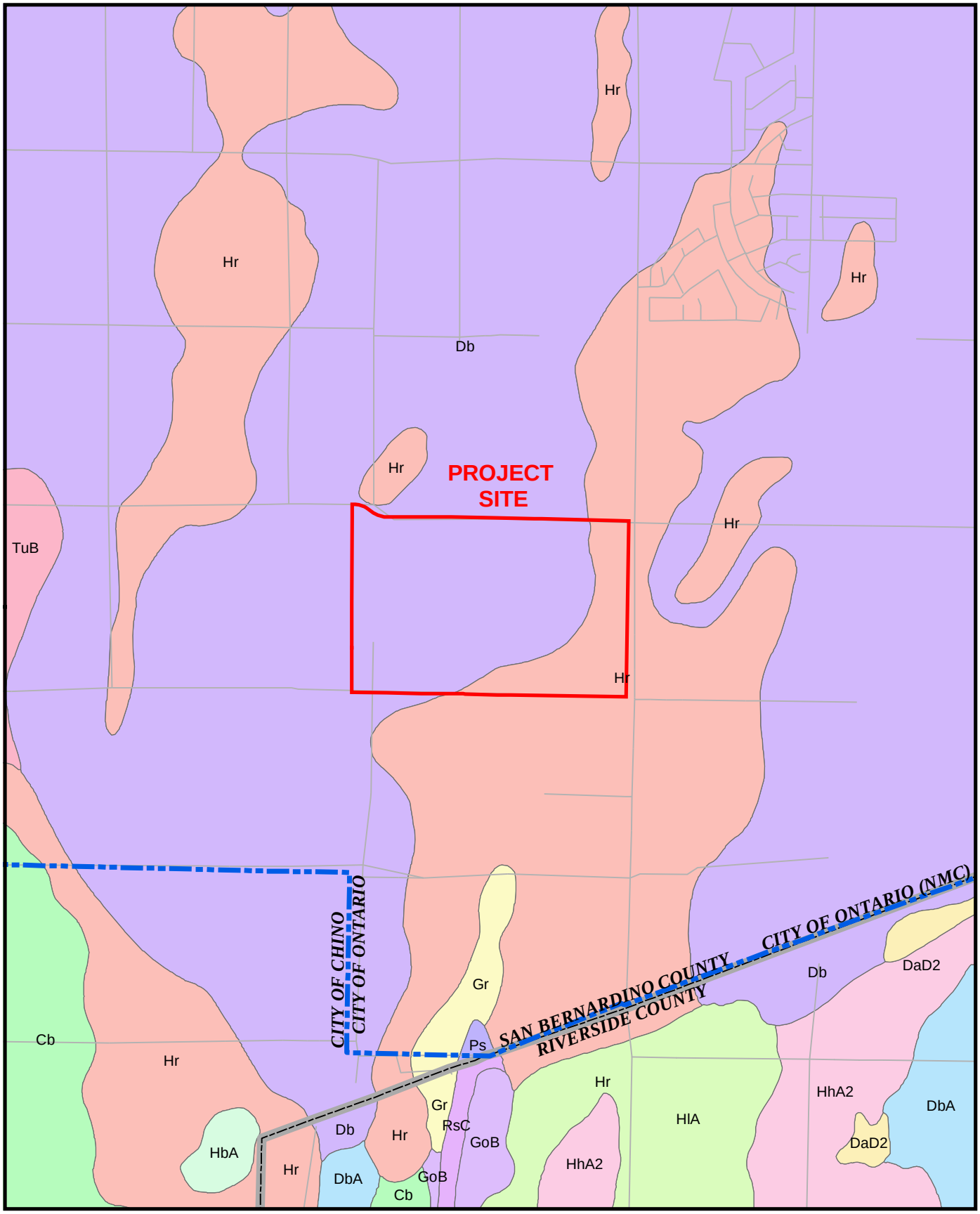

Source: USDA, Natural Resources Conservation Service 1998

Scale: 1" = 2,000'

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Db	DELHI FINE SAND
Hr	HILMAR LOAMY FINE SAND

Figure III-5-2

Soil Locations Map

Draft EIR
Parkside Specific Plan

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the project site and none exist within the NMC area. According to the GPA for the NMC FEIR (1997), the nearest active fault is the Chino fault zone, located approximately 6 miles southwest of the NMC. Two other faults in the region, the Whittier-Elsinore and Cucamonga faults, located approximately 10 miles from the NMC, could potentially result in significant ground shaking events at the project site. The GPA for the NMC FEIR regards ground shaking as a potential geologic constraint on any project, and building designs will reflect applicable building codes.

Thresholds for Determining Significance

Impacts to geology and soils may be considered potentially significant if the proposed project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

  i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the state Geologist for the area or based on other substantial evidence of a known fault (see Division of Mines and Geology Special Publication 42);
  ii) Strong seismic ground shaking;
  iii) Seismic-related ground failure, including liquefaction; or
  iv) Landslides.

- Result in substantial soil erosion or loss of topsoil;

- Be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or

- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Project Compliance with Existing Regulations

The Uniform Building Code (UBC) establishes regulations for the design of structures for things such as excessive damage related to seismic conditions. The project is site is located within the UBC's Seismic Zone 4. Tentative tracts and building construction plans that are developed within the Specific Plan area will be required to comply with all applicable standards of the UBC. General Plan Amendment policies 19.1.1, 19.1.2, 19.2.1, 19.2.2, 19.3.1 and 19.3.2 call for standards for investigations and surveys for projects in the tentative tract and development plan stages, to determine the hazard potential related to seismicity, liquefaction, subsidence, and slope stability.

The Ontario GPA for the NMC FEIR states that soil erosion in the form of blown sand into and out of the area is addressed by the issuance of specific permits and by various methods of dust control. The City of Ontario requires a permit for activities greater than 1 acre in size that will cause the release of wind blown sand. Application for the permit will be made to the Building Official on City forms. The current fee for non-agricultural activities is $250 plus $5 per acre for each acre over 10 acres (§ 2, Ord 2138, as amended by §1, Ord 2548). The Building Official sets the standards to minimize wind erosion. The project will comply with these City policies and permit requirements.

Several other applicable GPA for the NMC policies are applicable and are discussed below.

Policy 21.1.1. Require that structures be sited and designed to prevent adverse funneling of wind onsite and on adjacent properties.

Implementation of this policy requires that the individual tract maps must include building orientation which avoids this effect.

Policy 22.1.3. Require proposed development projects to determine if the project would be located in or near areas with significant erosion potential or soil engineering problems. Require proposed project applications to include a detailed discussion regarding the types of soil and locations, erosion potential or soil engineering problems, and erosion control plans. Mitigation plans must address methods to be used during all phases of project development, implementation, and operation.

This policy will be implemented by individual projects under the Specific Plan by requiring site-specific soils and geotechnical reports. Each future project is required to obtain an NPDES stormwater permit for construction activities that will require implementation of best management practices to control both wind and water erosion. Implementation also requires extensive landscaping within the Neighborhood Edges that should mitigate adverse wind erosion impacts. Additionally, the project will comply with SCAQMD Rule 403, which requires actions to prevent, reduce , or mitigate fugitive dust emissions.

Policy 22.1.5. Require development applicants to certify that all deleterious materials, particularly organic residue from dairy, farming, or agricultural activity, have been removed, properly disposed, and will not impact the development during the project's life.

This policy will be implemented by future projects under the Specific Plan by requiring compliance with pre-existing City and State Regional Water Quality Control Board (NPDES Permit No. CAGO18001) requirements for removal of deleterious materials resulting from agricultural operations and dairy closure requirements.

Design Considerations

As identified in Section V of the Specific Plan, final design of all development areas will include appropriate landscaping for all exposed land surfaces which will eliminate the potential for blow sand to be generated after project development is complete.

Environmental Impacts Before Mitigation

Threshold: The project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the state Geologist for the area or based on other substantial evidence of a known fault (see Division of Mines and Geology Special Publication 42); ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; or iv) Landslides.

The project does not lie within an identified Alquist-Priolo Earthquake Zone. As previously stated, the nearest known faults are approximately 6-10 miles away from the NMC. Nevertheless, in most areas of Southern California, residents can expect to be exposed to groundshaking during earthquake events. Compliance with UBC standards will minimize any potential detrimental impacts on buildings and persons resulting from tectonic activity.

The topography of the project site is virtually flat, and the potential for landslides is considered not significant.

Liquefaction occurs when saturated, cohesionless soils convert from a solid to a near liquid state during severe groundshaking. Liquefaction requires three conditions: severe groundshaking, shallow groundwater and cohesionless soils. According to the Phase I report for the project site, the depth to groundwater in this portion of the Chino Basin is approximately 200-250 feet below the surface; therefore, the potential for liquefaction is considered not significant.

Soil with an organic matter content exceeding 5 percent by volume does not act as suitable fill for a construction site and causes the soil to be unstable. Impacts from high soil organic matter are considered significant unless mitigation is incorporated.

Threshold: The proposed project would result in a net increase of erosion, loss of topsoil and/or windblown sand.

Erosional loss of sediments will be a potential problem during every stage of construction, since soils at the project site have sandy textures and have a high potential for wind erosion unless a protective cover is in place. Grading, trenching, construction vehicles and other construction activities will result in the movement of onsite soils, and may have the potential to cause an increase in erosion and loss of topsoil, via wind and/or water, unless mitigation is incorporated.

Each proposed tentative tract within the Specific Plan will be required to have coverage under the state's General Permit for Construction Activities, and develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies Best Management Practices (BMPs) to be implemented during all phases of development in order to achieve an effective combination of sediment and erosion control that will reduce or eliminate unauthorized storm water and non-storm water discharges (refer to Hydrology/Water Quality, Section III-7 for more information on BMPs). In addition to erosional losses in storm water and non-storm water runoff, wind-erosion must also be minimized using control measures such as phasing grading operations, covering stockpiles, revegetating exposed surfaces in a timely manner, and applying water for dust

control. Compliance with these regulations should reduce the level of erosion resulting from surface runoff to less than significant levels.

Threshold: The project would be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

Soils at the site are generally considered to be compressible due to their textures and/or organic matter content. Development on these soils typically requires excavation and backfilling in order to attain stable building surfaces. Project implementation will include excavation, backfilling, trenching and grading activities. These activities will be required to comply with the most stringent Uniform Building Code (UBC), and applicable City of Ontario ordinances. Through compliance with these policies, implementation of the proposed project will not result in the increased probability of damage to on- or off-site buildings by ground or soil failure. Impacts related to grading and construction activities are considered less than significant.

Threshold: The project would put people and structures at risk from expansive soils.

Expansive soils have high clay contents and expand when wet. Repeated cycles of wetting and drying in these soils causes structures in contact with them to be compromised. Hilmar and Delhi series soils at the project site are characterized by their sandy texture and inability to hold moisture. Therefore, the potential for expansive soils is not considered significant.

Threshold: The project would place septic tanks in soils that cannot maintain the functions of the septic tank and leach line system.

The project includes installation of a complete sewer system that does not require the use of septic tanks. In fact, the septic tanks and leach lines that are currently onsite will be removed prior to construction. Therefore, impacts from soils that are unsuitable for handling septic tanks are not considered significant.

Proposed Mitigation Measures

MM Geo 1: To reduce impacts associated with erosion due to high winds, prior to construction, all tentative tracts and other construction activities will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 – 6-12.07. The permit lasts for one (1) year, therefore all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay appropriate annual fees. At a minimum, the permit prohibits the disturbance of the surface or subsurface of more than one (1) acre of land without meeting permit requirements which can include such things as the application of soil stabilizers and limitations on grading activities during wind events.

MM Geo 2: To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content

of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.

MM Geo 3: Site materials should be continuously tested and excavated to a minimum of 4 feet where soils generally become denser. Actual removal depths will be determined during grading when subsurface conditions are exposed. Input of crop residues and application of organic fertilizers at this site could have resulted in high soil organic matter contents. The mitigation proposed in Section III-6, Hazards/Hazardous Materials, will also mitigate for the management of organic matter in the soil.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

All potential significant adverse environmental effects related to geology and soils are reduced to below the level of significance identified for the project, following implementation of the proposed mitigation measures outlined above, and in the Hazards/Hazardous Materials Section, III-6.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The impacts from all of the proposed New Model Colony projects will be similar to the impacts created by the Specific Plan. It is not known which other construction sites in proximity to the project site will be active at the time of construction of this project. Due to the fact that all construction in the City will be subject to the UBC, City inspections, and other standards that will reduce possible impacts from each development to less than significant levels; cumulative impacts resulting from seismic activity, constructing on unstable soils, and blown sand are expected to be less than significant. No cumulative impacts are anticipated.

6. Hazards/Hazardous Materials

Hazards associated with the current and former use of the project site for irrigated agriculture were identified in the Notice of Preparation as having the potential to create significant environmental impacts. This section of the DEIR focuses on hazards associated with the proposed residential use of the former agricultural site.

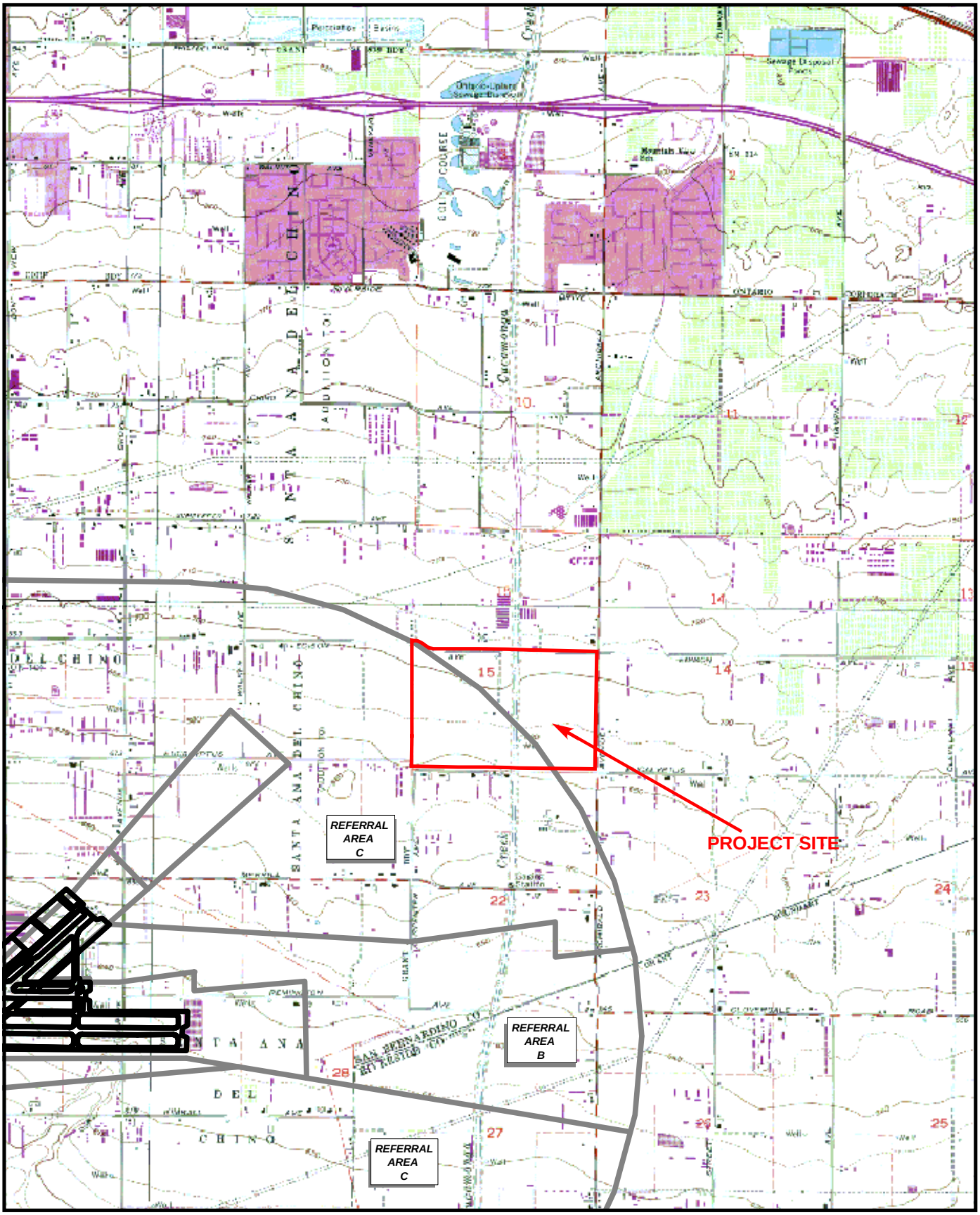
Setting

The site consists of approximately 250 acres of land that has been used for crop production since the late 1940s. A house, metal shed, and irrigation pond are located toward the center of the site to the west of Cucamonga Creek Channel. The property lies on a broad alluvial plain in the central portion of the Upper Santa Ana River Basin. The area is predominantly flat-lying and gradually slopes southward. The area is traversed by numerous small creeks flowing from the San Gabriel Mountains. Cucamonga Creek Channel is the major drainage that traverses the center of the site in a north-south direction.

The irrigation pond located on the site receives as much as 1.8 million gallons per day (mgd) of industrial process waste water discharges from Sunkist Growers, Inc. These discharges are regulated under Waste Discharge Requirements issued by the Santa Ana Regional Water Quality Control Board (SARWQCB), such that discharges will not result in non-attainment of applicable water quality standards.

The Chino Airport is located in San Bernardino County approximately 1.2 miles to the southwest of the project site. The Chino Airport is a small airport flying local and small aircraft. The western portion of the project site is located within "Referral Area C," or Safety Zone III, according to the 1991 Chino Airport Comprehensive Land Use Plan (see Figure III-6-1). Safety Zone III is an outer boundary consisting of approximately 10,000 feet from the Chino Airport. According to the Chino Airport Comprehensive Land Use Plan, "the threat of aircraft accidents in this area is below that of the other referral areas, however some do occur, and it is necessary to ensure that some continuing restrictions on land use are imposed when planning within this area. No restrictions are generally placed on residential zoning within this area."

The following is a brief summary of the Environmental Site Assessment (Phase I) performed by Blasland, Bouck & Lee, Inc. (BBL) in November 1998 (Appendix H) that covered the entire Parkside Specific Plan (the Specific Plan). Site assessment procedures included a site history survey with a review of aerial photographs; a site inspection to identify potential on-site environmental concerns, a shallow subsurface investigation to determine the presence of residual pesticides from past agricultural usage, and review of a regulatory agency listings report to determine if past or present activities on or adjacent to the subject property present any environmental concerns.



Source: USGS 7.5' Quad
Corona North
Scale: 1" = 3,000'

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CHINO AIRPORT SAFETY ZONES

PARKSIDE S. P.

Figure III-6-1

Chino Airport Safety Zones

Draft EIR
Parkside Specific Plan

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According to the regulatory database search that is included in the Phase I, there were a total of five (5) mapped sites within 1.5 miles of the project site, but all were determined not to have a significant environmental effect on the subject site. Four (4) of the five sites were located within ¾ of a mile of the project site and were reported on the Underground Storage Tank Listing (UST list). Inclusion on the UST list does not imply the presence of an environmental concern. The fifth site, located just under one mile from the project site was included on the Leaking Underground Storage Tank list (LUST list). Information reviewed indicated that remediation was complete and the file "closed" in 1998. Therefore, this site does not pose an environmental concern to the project. (For more detailed information see Appendix H).

Two above ground storage tanks (ASTs) were identified on the site and are used for storing diesel fuel for agricultural field equipment. One AST has a capacity of 500-gallons and is located adjacent to the irrigation pond. No leaks or stains were identified on the soil surface below or in proximity to this AST. The second AST has a capacity of 100 gallons and is located on a portable trailer in a maintenance yard. This AST was observed to be leaking onto the trailer, but not onto the underlying soil.

A metal storage shed located in the central portion of the site is used to store agricultural machinery. Two under ground storage tanks (USTs) were previously located west of this storage shed, but were removed in October 1998. Soil samples were collected from underneath the tanks when they were removed to determine if leaks were present. Laboratory results indicated a maximum concentration of diesel at 100 parts per million (ppm) at a depth of 1 foot below the ground surface (bgs). Additional samples were collected at a maximum depth of 10 feet, and indicated non-detectable concentrations of gasoline and diesel.

Because of its historic agricultural land use, 23 shallow soil samples were collected to determine residual pesticide concentrations across the project site. Residual 4.4'-dichlorodiphenyldichloroethylene (DDE) was commonly detected in soil samples, and the maximum concentration that was measured was 0.140 mg/kg. DDE is a breakdown product of dichlorodiphenyltrichloroethane (DDT), a commonly used pesticide that was banned from use in the early 1970s due to its toxicity in the environment. For example, DDT was implicated as a causative agent in reproductive failure in birds, such as the bald eagle (see Section III-3 Biological Resources). DDT is slow to break down in the environment; and DDT residues, along with its toxic metabolites, DDD and DDE, are commonly observed in lands historically used for agriculture. The maximum concentration of DDE observed at the project site is well below the published PRG for residential settings (1.7 mg/kg), and therefore, the site is deemed suitable for residential development.

In June 2000, several residential tract developers experienced methane accumulation and surface cracking on sites of former dairies in the Eastvale/Corona Valley area of Western Riverside County, less than 3 miles from the proposed project site. Methane accumulation in the subsurface has been identified by the City of Ontario as a potential problem when dairies are removed and replaced with residential, commercial and/or industrial structures. Aerial photographs of the subject site did not definitively identify any dairy operation on the property at least since the 1940s, it is assumed that organic matter content of the soil is not high enough to result in methane generation.

The agricultural structures currently located on the property were impossibly built prior to 1978; therefore, asbestos and lead-based paints may be present within the building materials onsite.

Thresholds for Determining Significance

Impacts from hazards and hazardous materials may be considered potentially significant if the proposed project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazards or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school site.
- Be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment.
- Be located within an airport land use plan or where such a plan has not been adopted, within two (2) miles of a public airport, and result in a safety hazard for people working or residing in the project area.
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- Create a significant hazard to the public or the environment through ground cracking or the presence or release of unsafe levels of methane gas on the project site.

Project Compliance with Existing Regulations

Pursuant to the City of Ontario Municipal Code Section 9-2.0435 (L), "a methane gas assessment shall be prepared by a licensed professional with expertise in soil gas assessments for subdivisions proposed on former dairies, poultry ranches, hog ranches, livestock feed operations and similar facilities to determine the presence of methane gas within the project boundary. The methane gas assessment shall identify monitoring and mitigation strategies and approaches. All mitigation measures/plans and specifications shall be reviewed and approved by the City of Ontario." The proposed Specific Plan area has not been used for these uses, at least since the late 1940s, and will, therefore, not be subject to this City requirement.

The California Department of Toxic Substances Control (DTSC) is responsible for the monitoring and control of hazardous materials throughout the state. Identification, removal and/or remediation of all potentially hazardous materials found on site shall be handled pursuant to applicable provisions of California law as required by DTSC. Locally, the San Bernardino County Fire Department Hazardous Materials Division, and the City of Ontario Fire Department Hazardous Materials Division are responsible for working with the state to identify, permit, and monitor the clean up of all hazardous materials within their jurisdictions.

The City of Ontario maintains a Household Hazardous Waste and Oil Recycling Program that allows residents to take their household hazardous waste to a collection center free of charge. The household hazardous waste center accepts the following household hazardous wastes from residents: motor oil and oil filters, chemical drain cleaners, auto and household batteries, auto and furniture polish, household cleaners, pool and hobby supplies, weed killers, pesticides and fertilizers, paints and paint thinner. The Household Hazardous Waste Collection Center is located at Fire Station #3, 1408 East Francis Street. Future residents of the Specific Plan will be notified, as all residents of the City are notified, of the availability of this service.

The California Aeronautics Act (Public Resources Code, Section 21001 et. seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Act gives the State Department of Transportation Division of Aeronautics (Caltrans) and local governments the authority to protect the airspace defined by Federal Aviation Regulations Part 77 criteria (Part 77). The act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained from Caltrans. No permit is required if it is determined that the structure or growth is not a hazard to aviation.

The San Bernardino County Airport Land Use Commission is required to have a Comprehensive Land Use Plan for each airport in the county. The Chino Airport currently uses the November 1991 Chino Airport Comprehensive Land Use Plan (CLUP). The western portion of the project site is located within "Referral Area C," or Safety Zone III, according to the 1991 Chino Airport Comprehensive Land Use Plan (see Figure III-6-2 of the Draft EIR, Chino Airport Safety Zone). Safety Zone III is an outer boundary consisting of approximately 10,000 feet from the Chino Airport. The project site is located within the designated Safety Zone III for the Chino Airport, and, therefore, development of the Specific Plan would require review by the City of Ontario. According to the Chino Airport Plan, no restrictions are generally placed on residential uses within Safety Zone III, however, the City will ensure that any applicable measures to minimize the threat to future residents will be applied to the project.

The County of San Bernardino adopted an Airport Master Plan for the Chino Airport in 2003. The Master Plan identifies on-airport and airport-related development proposals which include runway expansion and taxiway modifications, among others.

In addition to the above laws, plans and regulations, Section 21096 of the California Environmental Quality Act (Public Resources Code Sections 21000 et. seq.) requires a "lead agency" to utilize the California Airport Land Use Planning Handbook (Handbook) published by the Division of Aeronautics of the Department of Transportation as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems. The Handbook takes into account the size, use, and configuration of airports and recommends land use types and intensities that would be appropriate for certain locations around an airport. These guidelines are based on safety, noise, and airspace protection issues. Since the CLUP for Chino Airport was developed prior to the adoption of the Handbook, the attached Figure on the following page was prepared to show the Airport Safety Zones per the Handbook. As indicated on the figure, the western part of the site, generally all areas west of the

Cucamonga Creek Channel, is located within Zone 6: Traffic Pattern Zone. The Handbook defines in Table 9B the "Basic Compatibility Qualities" of Zone 6 as: allowing residential uses; allowing most nonresidential uses except outdoor stadiums and similar uses with very high intensities, children's schools, large day care centers, hospitals, and nursing homes. The Specific Plan for Parkside identifies single- and multi-family residential uses and parks within the portion of the project site impacted by Zone 6.

Assembly Bill 2776 (AB 2776) took effect January 1, 2004. As the proposed Parkside Specific Plan is located within two (2) miles of Chino Airport and within Safety Compatibility Zone 6, these notification requirements will apply to the project. In addition, Business and Professions Code Section 11010 and Civil Code sections 1102.6, 1103.4, and 1353 also address buyer notification requirements for lands around airports. Sale of property within this project is subject to these regulations.

Design Considerations

Development within the Specific Plan will be designed to conform to the building height constraints identified in the GPA for the NMC (1998). The proposed project is not otherwise designed to specifically avoid or reduce potential impacts related to hazards or hazardous materials.

Environmental Impacts Before Mitigation

Threshold: The proposed project will create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The proposed project is a residential community with 11.5 acres of commercial opportunities and a 52-acre park system that will not generate hazardous materials other than those typically associated with household products. There will be no transport of non-construction related hazardous materials to or from the project site.

Threshold: The proposed project will create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The proposed project is a residential community with a 52-acre park system and 11.5 acres of commercial that will not generate hazardous materials other than those typically associated with household products. There will be no transport of non-construction related hazardous materials to or from the project site.

The site contains diesel powered farm equipment and diesel ASTs; however the absence of staining to soils on the site indicates that there is virtually no hazard impacts related to petroleum products having been released to the environment at this location. Following removal of the two USTs in 1998, San Bernardino County Fire Department (SBCFD) granted site closure. Due to the "case closed" status of the site granted by SBCFD and the non-detect concentrations of soils underlying the tanks, the previous presence of USTs does not pose a significant environmental concern for the site. The agricultural structures on the site were built prior to 1978 and could potentially contain lead-based paints and/or asbestos. If these materials or other unknown

materials are present and are not mitigated, current and future residents could be exposed to hazards or hazardous materials that would result in potentially significant impacts.

While total DDT (total DDT=sum of concentrations of all forms of DDT, DDE, and DDD) at concentrations that were measured in soils at this site are not deemed a threat to humans, this concentration may be harmful to local wildlife, especially if erosion and sediment transport cause on-site sediments to be transported to the Prado Basin, an important habitat area for birds. For example, San Diego Creek, in Orange County, was placed on the 303(d) list due to water quality impairment from toxic substances, including DDT; and a TMDL for total DDT to address this impairment was recently promulgated by USEPA. The sediment target value that was set to be protective of water quality for this fresh water body was 7 μg/kg, a concentration about 20 times less than that observed in soils at the project site. While individual impacts are likely to be less than significant, it is possible that, collectively, conversion of agricultural lands in the Chino Basin to urban land uses may result in significant impacts to wildlife. Mitigation measures to address these potential impacts are provided in Section III-7, Hydrology/Water Quality of this DEIR.

Threshold: The proposed project will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school.

The closest existing schools are Phoenix High School (part of the Corona-Norco Unified School District, previously known as Horizon Continuation High School) located approximately 2.8 miles south of the project site, and Colony High School (part of the Chaffey Joint Union High School District) located approximately 1 mile to the north of the project site. There is also a proposed elementary school site in the Subarea 29 (Hettinga) Specific Plan as well as a middle school site close by.

The proposed Specific Plan involves residential and mixed land uses, as well as a 52-acre park system, which will not emit hazardous emissions or handle hazardously or acutely hazardous materials, substances, or waste during normal operation. However, petroleum products, insecticides, and pesticides have previously been used on the project site. If known and unknown hazardous materials/situations on site are not mitigated, future residents could be exposed to hazards or hazardous materials that would result in potentially significant impacts. Such potentially significant impacts could include such things as asbestos and lead from building materials and paints in older structures, pesticides from past agricultural uses, or petroleum products used or leaked on the site.

Threshold: The proposed project is located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.

Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually a listing of potential and confirmed hazardous waste sites throughout the State of California. This database (CORTESE) is based on input from 14 different sources. The project site is not included on a list of sites at which hazardous materials have been released.

BBL performed a Regulatory Agency Record Search of the state ASTM (American Standard of Testing Material) and the state or local ASTM Supplemental database (Appendix H). The database search extended to 1-½ miles of the studied properties, which means that all properties within the Specific Plan were covered by this search radius. Five sites were found within a one and one-half mile radius of the project area that contained potentially hazardous materials. Four of the properties contained USTs or ASTs. One site was found to have a leaking diesel underground storage tank (LUST). The records search reported the LUST containing diesel fuel on 9/17/1990. The report indicates that the spill affected the soil only (not groundwater) and that the case was closed on 1/11/1991. Therefore, the BBL report concluded that none of the identified sites would pose a significant environmental concern to the proposed project.

Threshold: The proposed project would be located within an airport land use plan, or where such a plan has not been adopted, within two miles of an airport, and will therefore create a hazard to persons working or living in the project area.

The Chino Airport is located in San Bernardino County approximately 1.2 miles southwest of the project site. This airport is currently classified as a General Utility airport located in the City of Chino and operated by the County of San Bernardino. The Chino Airport is the largest airport operated by the San Bernardino County Airports Department and is the designated aviation reliever airport for John Wayne Airport. Currently, the airport is undergoing several improvement and expansion projects.

The Chino Airport currently uses the November 1991 Chino Airport Comprehensive Land Use Plan. Pursuant to this Plan, the western portion of the project falls within the Safety Zone III. Safety Zone III is an outer boundary consisting of approximately 10,000 feet from the Chino Airport. According to the Chino Airport Comprehensive Land Use Plan, "the threat of aircraft accidents in this area is below that of the other referral areas, however some do occur, and it is necessary to ensure that some continuing restrictions on land use are imposed when planning within this area. No restrictions are generally placed on residential zoning within this area." Development within the Specific Plan will be required to meet the building height restrictions identified in the GPA for the NMC (1998) and to obtain approvals by the City of Ontario to ensure that project designs will not create a significant hazard to persons working or living in the project area. Because of this review and approval process, and with appropriate mitigation, the project will not result in significant hazard impacts related to proximity to the Chino Airport.

Threshold: The proposed project would impair implementation of, or physically interfere with an adopted emergency response plan or evacuation plan.

The project site will be served by the City of Ontario Police Department, the City of Ontario Fire Department and Emergency Medical Services provided by the Fire Department. The proposed specific plan, and all tracts within it, will be designed to meet Fire Department emergency access requirements and will not interfere in any way with emergency evacuation or response plans.

Threshold: The proposed project would create a significant hazard to the public or the environment through ground cracking or the presence or release of methane gas.

Methane accumulation is a concern after grading activities; therefore the exact impacts on the project site cannot be fully characterized at this time. High methane concentrations in the soil are typically associated with areas on dairies such as feed lots, waste ponds and manure storage areas. The site has been used for irrigated agriculture since the late 1940s. Crop production activities are not considered to contribute sufficient organic material to the soil to result in a methane production hazard. Anecdotal information was obtained during the Phase I assessment for the property indicating that a dairy may have existed on the site about 45 years ago. Aerial photographs from 1949, 1959, 1965 and 1970 did not definitively identify the presence of dairies on the site; but it is possible that a dairy existed for a short time during a time period that was not captured by an aerial photograph. If so, it existed for such a short time and cultivation has occurred continuously since. Therefore, it is not likely that soil conditions exist on the site that would contribute toward methane generation. All potential hazards related to methane generation or associated ground cracking are considered to be less than significant.

Proposed Mitigation Measures

MM Haz 1: During development of the Specific Plan, if soils are found to be contaminated with petroleum products or other hazardous materials, they will be excavated and properly disposed of. After removal of contaminated soils, confirmation samples will be collected from the excavation to confirm adequate removal of petroleum-impacted soils.

MM Haz 2: All septic tanks encountered on the project site will be properly removed and disposed of, per City and State procedures, prior to site development. All water wells on the project site which are proposed to be abandoned will be properly destroyed prior to site development in accordance with City requirements. These activities will be subject to the City of Ontario Building Safety requirements.

MM Haz 3: If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department and the County of San Bernardino Fire Department Hazardous Materials Division. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.

MM Haz 4: Prior to demolition of all onsite buildings and remaining foundations that were built before 1976 shall be evaluated for the presence of asbestos, mercury and lead-based paint and those materials shall be removed according to the applicable regulations and guidelines established by the South Coast Management District, Department of Toxic Substances Control, and the United States Environmental Protection Agency. As per HM-2 in the GPA for the NMC Final EIR, page 5.10-6, the developer shall submit documentation to the City Building

Department that asbestos, mercury and lead-based paint are not present on their site, or that the above removal process has occurred.

MM Haz 5: To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. Fill material imported from other areas shall be tested prior to placement on-site to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials. This evaluation, on both on- and off-site soils, will include an analysis of the organic matter content of the soils ~~on the site~~. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.

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MM Haz 6: To reduce the risk of ground cracking, manure shall be removed from the site, such that the organic matter content of on-site soils shall not exceed 2 percent (a 2 percent total organic content is allowed, of which no more than 1 percent can be manure) in the building foundation areas when mixed with underlying clean soils and imported fill.

MM Haz 7: To mitigate for any potential impacts related to proximity to the Chino Airport, all development within the Specific Plan will comply with the building height constraints identified in the GPA for the NMC (1998).

MM Haz 8: To disclose to the buyer or lessee of subdivided lands within the Parkside Specific Plan project of the proximity of this site to the Chino Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

All potential significant adverse environmental effects will be reduced to below the level of significance identified for the project following implementation of the proposed mitigation measures outlined above.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Issues addressed in the Hazards/Hazardous Materials section are not generally cumulative in nature such that past, present or reasonably foreseeable projects would produce two or more individual effects which, when considered together, are considerable or which compound or increase other related, or cumulative, impacts. Since only two older structures exist on site, if demolition were to occur simultaneously, the cumulative effect of the disturbance of asbestos or other hazardous building materials would be considered less than a "considerable" effect. No potential significant cumulatively adverse environmental effects will result from the proposed project.

7. Hydrology/Water Quality

The following discussion will focus on potential impacts to surface and groundwater quality, groundwater supply and hydrology resulting from implementation of the proposed Parkside Specific Plan (Specific Plan). This evaluation includes proximity of the project to nearby surface water bodies, water quality standards and regulations related to surface and groundwater in the project area, and drainage patterns, in order to thoroughly assess the project's impacts to these parameters. Through analysis and research for the DEIR, other potential effects related to hydrology and water quality were found to be less than significant as discussed in Section II of this DEIR.

Setting

The 250-acre site has historically been used for irrigated agriculture, and it is currently being used for crop production. An irrigation pond is located on the northeast corner of that portion of the site to the west of Cucamonga Creek Channel, and received up to 1.8 million gallons per day (mgd) of industrial process waste water and storm water discharges from Sunkist Growers, Inc., via a pipeline that connects to the Sunkist facility located off of Euclid Avenue north of SR60. As of December 31, 2005, waste water from Sunkist no longer flows into the pond. The pond is no longer in use and has since dried up. These discharges are regulated under Waste Discharge Requirements issued by the Santa Ana Regional Water Quality Control Board (SARWQCB), such that discharges will not result in non-attainment of applicable water quality standards. There is one well onsite that is apparently used for extraction of groundwater for crop irrigation. Cucamonga Creek, the primary flood control facility in the area, flows in a southerly direction approximately through the center of the project site. Storm flows, wastewater treatment facility discharges, and urban and agricultural runoff flows are transported in Cucamonga Creek and ultimately are discharged to the Prado Basin to the south. There is currently no secondary storm drain infrastructure on the project site or in the immediate vicinity, and minor flooding is not uncommon in the agricultural area following storms of high intensity or long duration.

While total DDT (total DDT=sum of concentrations of all forms of DDT, DDE, and DDD) at concentrations that were measured in soils at this site are not deemed a threat to humans, this concentration may be harmful to local wildlife, especially if erosion and sediment transport cause on-site sediments to be transported to the Prado Basin, an important habitat area for birds. For example, San Diego Creek, in Orange County, was placed on the 303(d) list due to water quality impairment from toxic substances, including DDT; and a TMDL for total DDT to address this impairment was recently promulgated by USEPA. The sediment target value that was set to be protective of water quality for this fresh water body was 7 µg/kg, a concentration about 20 times less than that observed in soils at the project site. While individual impacts are likely to be less than significant, it is possible that, collectively, conversion of agricultural lands in the Chino Basin to urban land uses may result in significant impacts to wildlife. Mitigation measures to address these potential impacts are provided in Section III-7, Hydrology/Water Quality of this DEIR.

Cucamonga Creek, the primary flood control facility in the area, flows in a southerly direction through the center of the Specific Plan. Storm flows, wastewater treatment facility discharges, and urban and agricultural runoff flows are transported in Cucamonga Creek and ultimately are

discharged to the Santa Ana River/Prado Basin to the south. The major flood control facility in the project vicinity which feeds into Cucamonga Creek is the County Line Channel located south of the project. There is currently no secondary storm drain infrastructure on the project site or in the immediate vicinity, and minor flooding is not uncommon in the agricultural area following storms of high intensity or long duration.

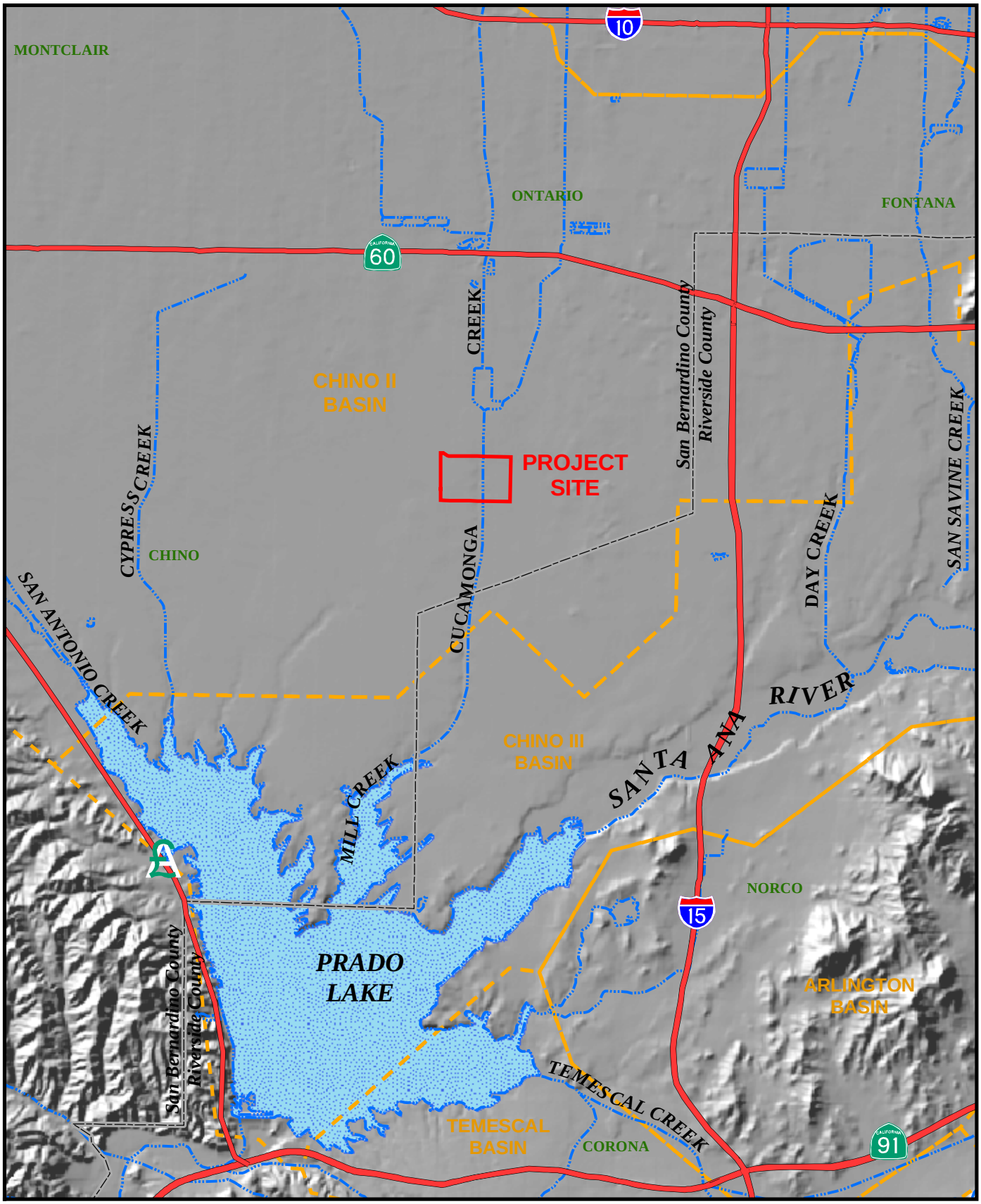
The project site is located within the Santa Ana River Watershed. Figure III-7-1 shows the site location and its proximity to various surface water bodies. The Santa Ana River (SAR) is the major surface water body within the Santa Ana Watershed that conveys water approximately 69 miles from the San Bernardino Mountains to the Pacific Ocean through San Bernardino, Riverside, and Orange Counties. The Santa Ana Regional Water Quality Control Board (SARWQCB) has divided the Santa Ana River geographically into six reaches, all of which vary in width, disturbance, and reliability of water source (Santa Ana River Basin Water Quality Control Plan, 1995). Reach 3 is the portion of the SAR nearest to the project site, extending from the Mission Boulevard Bridge, in Riverside, to the Prado Dam. A number of tributaries feed into the SAR within Reach 3; several of these tributaries (Sunnyslope Channel, Tequesquite Arroyo, and Anza Park Drain) are supported by rising groundwater at Riverside Narrows. From the Riverside Narrows to Prado Basin, the SAR is generally in a natural and unmodified state. Water levels are generally shallow, temperatures are warm, and the channel bottom is dominated by shifting sands, creating only limited habitat for aquatic organisms. The project site is located approximately 3 miles north of Reach 3 of the SAR.

Thus, the proposed project will contribute storm and nuisance runoff water to Cucamonga Creek which flow into Mill Creek and the Santa Ana River/Prado Basin. In addition, the project overlies the Chino II sub-basin of the larger Chino Groundwater Basin. As stated in the Water Quality Management Plan of the Santa Ana River Basin (Basin Plan), each of these Reaches and the Chino II sub-basin have numeric and/or narrative water quality objectives that are required to be met by the SARWQCB. In addition, each Reach identified in the Basin Plan and the Chino II sub-basin have beneficial uses assigned to them (Table III-7-A). Beneficial uses are threatened or lost when the water quality objectives are violated.

Table III-7-A: Beneficial Uses for Surface Waters and Groundwater in Proximity to the Proposed Project

Water Body		Beneficial Uses
SAR Reach 3		AGR, GWR, REC1, REC2, WARM, WILD, RARE
Cucamonga Creek Reach 1		GWR, REC1, REC2, LWRM, WILD
Mill Creek		REC1, REC2, WARM, WILD, RARE
Prado Basin Wetlands		REC1, REC2, WARM, WILD, RARE
Chino II Groundwater Sub-basin		MUN, AGR, IND, PROC
Definitions		
AGR	Waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.	
GWR	Groundwater recharge waters, used for natural or artificial recharge of groundwater for purposes that may include future extraction, maintaining water quality, or halting saltwater intrusion in freshwater aquifers.	
MUN	Waters used for community, military, municipal or individual water supply systems. Uses may also include drinking water supply.	
	Waters for industrial service supply. These uses do not depend primarily upon water quality, and may include mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, and oil well	

IND	repressurization.
PROC	Waters for industrial process supply. Uses are for industrial activities that are dependent upon water quality. Uses may include process water supply and all uses of water related to product manufacture or food preparation.
REC1	Water contact recreation waters, used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Uses may include swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.
REC2	Non-contact water recreation waters, used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include picnicking, sunbathing, hiking, beachcombing, camping, boating, sightseeing and aesthetic enjoyment in conjunction of the above activities.
WARM	Warm freshwater habitat waters support warm water ecosystems that may include preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.
LWRM	Limited warm freshwater habitat waters support warm water ecosystems which are severely limited in diversity and abundance as the result of concrete-lined watercourses and low, shallow dry weather flows which result in extreme temperature, pH and/or dissolved oxygen conditions.
WILD	Wildlife habitat waters support wildlife habitats that may include the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE	Rare, threatened or endangered species waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under the state or federal law as rare, threatened or endangered.



Source: Hydrology Features:
Santa Ana Water Protection Agency
Scale: 1" = 1.5 mi.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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LEGEND

- STREAMS
- FREEWAYS
- COUNTY LINE
- PARKSIDE SPECIFIC PLAN
- GROUNDWATER SUBBASINS
- FLOOD CONTROL BASIN

Figure III-7-1

Hydrologic Map

Draft EIR
Parkside Specific Plan

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Surface Water Quality

The project site is located approximately 4 miles northeast of the Prado Basin, a large area of undisturbed, dense riparian wetland, and the largest wetland in Southern California. The Prado Basin was formed as the result of construction of Prado Dam, which was built to provide flood control, water storage and conservation for Orange County. Within Prado Basin, Orange County Water District (OCWD) manages approximately 465 acres of constructed wetlands. Water that contains nitrate in concentrations that may exceed water quality standards is diverted from the SAR, treated within the wetlands such that nitrogen levels are effectively reduced, and then is discharged back into the SAR. The Prado Basin wetland area is rich in both plant and animal life and serves as habitat for rare, threatened, and endangered species.

Cucamonga Creek, an improved flood control facility and tributary to the SAR, flows in a southerly direction along the northern one-half of the western Specific Plan boundary. The SARWQCB has divided Cucamonga Creek into two reaches: Reach 1 (Valley Reach) extends from the confluence with Mill Creek to 23rd Street in the City of Upland; Reach 2 (Mountain Reach) extends from 23rd Street in the City of Upland to its headwaters in the San Gabriel Mountains (Santa Ana River Basin Water Quality Control Plan, 1995). Reach 1 is an improved rectangular or trapezoidal flood control facility along its entire length. Downstream of the project site, below Hellman Avenue where the stream is renamed Mill Creek, the channel is natural and unimproved, and ultimately discharges to Prado Basin. Cucamonga Creek Channel Reach 1 flows along a portion of the western boundary of the project site. Rainy season (Oct-May) flows in Cucamonga Creek are dominated by storm water, while dry season flows consist of wastewater treatment facility discharges and urban runoff. Water quality in the channel at the project site is influenced by wastewater discharge, and runoff from urban and agricultural land use, including dairies.

Cucamonga Creek Channel Reach 1 is listed on the Clean Water Act Section 303(d) list as impaired for high coliform count. To address this impairment, a total maximum daily load (TMDL), defined as the maximum pollutant load that a waterbody can receive and still attain water quality standards, was presented at a public workshop held June 24, 2005 and is anticipated to be developed by the Santa Ana Regional Water Quality Control Board by the end of 2005. Until the TMDL is established, narrative water quality standards that are outlined in the Basin Plan and Table III-7-B apply.

The most southerly portion of Cucamonga Creek Channel that has been renamed Mill Creek is also listed on the Clean Water Act Section 303(d) list as impaired for nutrients, pathogens, and suspended solids. The potential sources of these pollutants are agricultural operations and dairies in the upstream former agricultural preserve area (now planned as the New Model Colony). Mill Creek also has established numerical water quality standards, as listed in the Basin Plan and Table III-7-C. Cucamonga Creek Channel/ Mill Creek discharges into Reach 3 of the Santa Ana River, which is also listed on the Clean Water Act Section 303(d) list as impaired for pathogens, which is expected to be a result of the upstream dairies.

Table III-7-B: Applicable Narrative Water Quality Objectives

Bacteria, Coliform	
REC-1	Fecal coliform: log mean less than 200 organisms/100 mL based on five or more samples/30 day period, and not more than 10% of the samples exceed 400 organisms/100 mL for any 30-day period
REC-2	Fecal coliform: average less than 2000 organisms/100 mL and not more than 10% of the samples exceed 4000 organisms/100 mL for any 30-day period
Oil and Grease	
Waste discharges shall not result in deposition of oil, grease, wax or other materials in concentrations which result in a visible film or in coating objects in the water, or which cause a nuisance or adversely affect beneficial uses.	
Solids, Suspended and Settleable	
Inland surface waters shall not contain suspended or settleable solids in amounts which cause a nuisance or adversely affect beneficial uses as a result of controllable water quality factors.	

Table III-7-C: Numeric Water Quality Objectives

Water Body	Water Quality Objectives (mg/L)						
SAR Reach 3	**TDS**	**Hardness**	**Na**	**Cl**	**TIN**	**SO_4**	**COD**
	700	350	110	140	10	150	30
Cucamonga Creek Reach 1	Numeric Water Quality Objectives have not been established, narrative objectives apply.						
Mill Creek	Numeric Water Quality Objectives have not been established, narrative objectives apply.						
Prado Flood Control Basin	Numeric Water Quality Objectives have not been established, narrative objectives apply.						
Chino II Groundwater sub-basin	**TDS**	**Hardness**	**Na**	**Cl**	**TIN**	**SO_4**	
	330	185	18	18	6	20	

Once construction of the Specific Plan is complete, it would contain residential dwelling units and retail space. Although construction would be complete, pollutants from these land uses that have the potential to impair receiving waters will continue to migrate into the storm drain system. The pollutants associated with these types of land uses are listed in Table III-7-D and categorized below:

Table III-7-D: Pollutants of Concern Summary Table

Pollutant Type	Expected	Potential	Listed for Receiving Water
Bacteria/Virus	R	R [1]	Mill Creek (Prado Dam), SAR Reach 3
Heavy Metals		I-C [2]	
Nutrients	R	I-C	Mill Creek (Prado Dam)
Pesticides	R/I-C	I-C	
Organic Compounds	N	I-C	Cucamonga Creek Reach 1
Sediments	R	I-C	Mill Creek (Prado Dam)
Trash & Debris	R/I-C		
Oxygen Demanding Substances	R		
Oil & Grease	R/I-C	R	
Other			

[1] "R" indicates pollutant generated by residential developments.
[2] "I-C" indicates pollutant generated by industrial/commercial developments that are assumed to equate to the proposed retail, and academic space developments.

Surface water quality may be impacted by both point source and non-point source (NPS) discharges of pollutants. Point source discharges are regulated through National Pollutant Discharge Elimination System (NPDES) permitting. One of the largest point sources of pollutants in the Chino Basin is dairy operations, and the SARWQCB regulates discharges of dairy waste through NPDES Permit No. CAG018001. Other point sources in the project vicinity that discharge into the same receiving waters as the proposed project include: Inland Empire Utility Agency (IEUA) Regional Plant No. 1 (RP-1), City of Riverside Regional Water Quality Control Plant, and Western Riverside County Regional Wastewater Authority Treatment Plant.

Non-point source pollution is now considered to be the leading cause of water quality impairments in the state, as well as the entire nation (State Water Resources Control Board, Non-point Source Program Strategy and Implementation Plan, 1998-2013, January 2000). Non-point source pollution is not as quantifiable as pollution that is derived from point sources, since it occurs through numerous diffuse sources. Rain water, snowmelt, or irrigation water can pick up and transport pollutants as it moves across land or paved surfaces, and these pollutants may ultimately be discharged into streams, lakes, oceans and groundwater. Urban areas and agriculture are both considered to substantially contribute to NPS pollution in surface waters. As rainfall or irrigation waters intercept pollutants in the landscape, these pollutants may be transported in contaminated runoff and enter streams, lakes, and oceans. Pollutants associated with urban areas include fertilizers and pesticides used on urban landscapes; oil and grease from vehicles; brake pad residues and other pollutants associated with highway and parking lot runoff.

To address water quality issues associated with both point and non-point source pollution on a city-wide basis, the City of Ontario is in discussions with the SARWQCB to establish a Regional Treatment Facility. The purpose of the Regional Treatment Facility would be to receive runoff from the City of Ontario, including the New Model Colony (NMC), and provide extended detention and treatment in constructed wetlands, prior to release into receiving waters. The regional wetlands treatment facility will be designed to provide treatment of sediment, nutrients, bacteria/pathogens, Oil & Grease, metals, pesticides, organic compounds and oxygen demanding substances. In combination with regional facilities, on-site BMPs may be used to treat gross pollutants such as Trash & Debris, Oil & Grease and Sediment.

Ground Water Quality

Ground water is the water that is present below ground in saturated soil or rock materials. Ground water "recharge" occurs when water (e.g., from rain) infiltrates through the soil and enters the ground water reservoir. When ground water is pumped and extracted from the ground, it may be used for domestic, irrigation, and industrial purposes; consequently the quantity and quality of local ground water is an important water resource issue. The project site is located over the Chino Ground Water Basin. This ground water basin occupies approximately 235 square miles in the Upper Santa Ana River watershed. The SARWQCB recently adopted a Basin Plan Amendment that redefined the Chino ground water subbasin boundaries and identified four management zones, including the Prado Basin Management Zone for regulatory purposes (attachment to Resolution No. R8-2004-001). This Basin Plan Amendment also revised water quality objectives for nitrogen and total dissolved solids (TDS) for each management zone. For current regulatory purposes, the project site is located within the Chino II Ground Water Subbasin. Ground water in this zone predominantly flows in a southerly direction. Ground water

recharge occurs through direct percolation of precipitation, irrigation returns, and subsurface inflows (OBMP PEIR, 2000). Extraction primarily occurs through ground water extraction and subsurface discharge into the Santa Ana River.

Over time, ground water quality in the lower Chino Basin has deteriorated. Ground water in portions of the Chino Basin exceeds Environmental Protection Agency (EPA) drinking water standards for nitrates and total dissolved solids (TDS), and exceeds water quality objectives listed in the SARWQCB Basin Plan for these constituents. In particular, the Chino Ground Water Basin south of SR60 has elevated concentrations of TDS and nitrates. High nitrate concentrations in waters used for drinking can be toxic to human life, and infants are particularly at risk and can develop "blue baby syndrome" (SARWQCB Basin Plan, 1995). The drinking water standard for nitrate (as NO_3) has been set at 45 mg/L. High TDS (salts) in drinking water has poor taste, and in irrigation water can negatively impact plant growth. Irrigation waters should not have a TDS concentration above 700 mg/L.

Currently, approximately 9,200 acre-feet per year of Chino Basin ground water containing elevated concentrations of nitrate and TDS are treated by reverse osmosis to remove salts by the Chino I Desalter, operated by the Chino Desalter Authority (CDA). A second desalter (Chino II Desalter) is currently under construction and is expected to be completed in January 2006 (www.ieua.org/desalter.html). Ground water treatment yields potable water that is a viable water supply source for use in developing communities; consequently ground water treatment has been identified in the Optimum Basin Management Program (OBMP) as an important management strategy for the Chino Basin.

Hydrology

The region has relatively flat topography, gently sloping south to southwest, and storm water runoff occurs predominantly as sheet flows over the landscape. The Federal Emergency Agency (FEMA) Flood insurance Rate Map (FIRM) of the project area developed in 1996 (Figure III-7-2) shows that the 100-year storm flows (Zone A) are completely contained within the Cucamonga Creek Channel that flows through the middle of the project site. The entire site is within the 500-year flood hazard area (Zone X500). No structures within the Specific Plan will be placed within a 100-year flood plain or will impede or redirect flood flows.

Flooding and Drainage

The project site is currently used for agriculture and relatively flat. Since the project does not contain extensive impervious surfaces, storm water generated on the site is able to percolate on-site and does not result in high volumes of surface run-off. During periods of heavy rainfall, surface runoff is collected in the existing drainage ditches and ponds on-site.

Water Quality Programs

The City of Ontario receives recycled water from IEUA. The plans for IEUA's Regional Recycled Water Distribution System includes over 50 projects which include separate pipelines, pump stations, and storage reservoirs for recycled water. These projects have been grouped into five implementation phases, which are scheduled in two-year increments. By 2010, when all five phases are operational, anticipated annual recycled water sales will be approximately 70,000 acre-feet per year. 40,000 acre-feet per year will replace potable demands for use in green belt

irrigation and industrial use applications, while 30,000 acre-feet per year will be used for groundwater replenishment consistent with the Regional Recharge Master Plant and Optimum Basin Management Program approved by the Chino Basin Watermaster and Superior Court.

An Optimum Basin Management Program (OBMP) for the Chino Basin was developed by the Chino Basin Watermaster pursuant to a Judgement entered in the Superior Court of the State of California for the County of San Bernardino and a February 19, 1998 ruling. The OBMP includes nine Program Elements which will enhance basin water supplies, protect and enhance water quality, and enhance management of the basin.

Thresholds for Determining Significance

Impacts to water quality and local hydrology may be considered potentially significant if the proposed project would:

- During project construction, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the Regional NPDES Stormwater Runoff Permit.

- After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the Regional NPDES Stormwater Runoff Permit.

- Provide substantial additional sources of polluted runoff from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources.

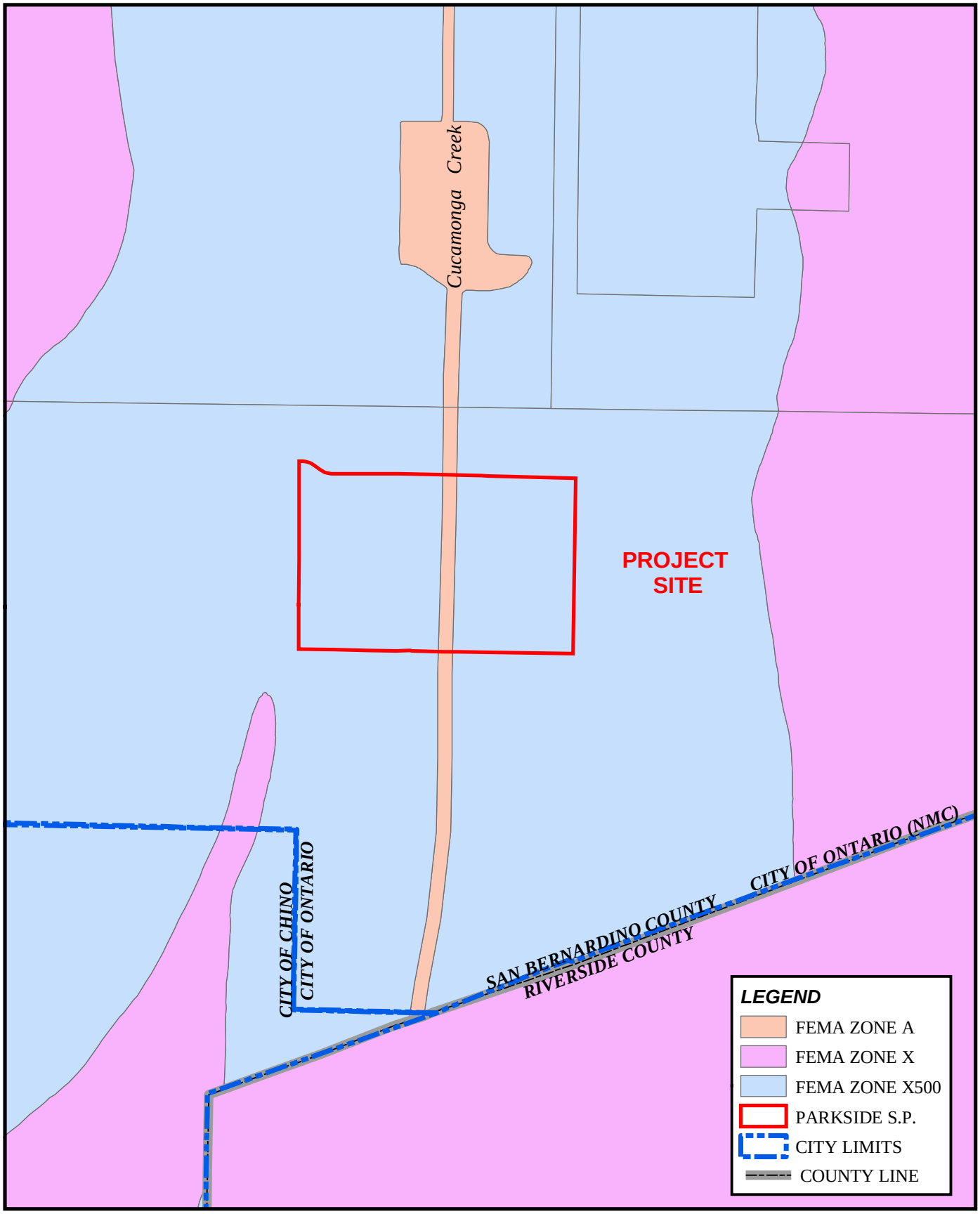
- Discharge storm water so that one or more beneficial uses of receiving waters are adversely affected.

- Violate any other water quality standards or waste discharge requirements.

- 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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

- Significantly increase erosion, either on- or off-site.

- Significantly alter the flow velocity or volume of storm water run off in a manner that results in environmental harm.



Source: FEMA, National Flood Insurance Program
Q3 Flood Data, 2004
Scale: 1" = 2,000'

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ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure III-7-2

Flood Zone Map

Draft EIR
Parkside Specific Plan

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Project Compliance with Existing Water Quality Regulations

The Porter–Cologne Water Quality Control Act §13000 directs each Regional Water Quality Control Board (RWQCB) to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs. The proposed project site is located within the purview of the SARWQCB (Region 8), and must comply with applicable elements of the region's Basin Plan, as well as the Porter-Cologne Water Quality Control Act, and the federal Clean Water Act.

In 1972, the Federal Water Pollution Control Act (Clean Water Act) was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Clean Water Act focused on tracking point sources, primarily from waste water treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The Clean Water Act was amended again in 1987, adding Section 402(p), to provide a framework for regulating municipal and industrial storm water discharges. In November 1990, the U.S. Environmental Protection Agency (USEPA) published final regulations that establish application requirements for specific categories of industries, including construction projects that encompass greater than or equal to 5 acres of land. The Phase II Rule became final in December 1999, expanding regulated construction sites to those greater than or equal to 1 acre. The regulations require that storm water and non-storm water runoff associated with construction activity, which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s), must be regulated by an NPDES permit.

The SARWQCB administers the NPDES permit program regulating storm water from construction activities for projects greater than one acre in size. The main compliance requirement of the NPDES General Construction Permit is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of a SWPPP is to identify potential on-site pollutants and appropriate Best Management Practices to reduce or eliminate discharge of pollutants to surface water from storm water and non-storm water discharges during construction. Storm water Best Management Practices (BMPs) to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPP prepared for the proposed project. Post construction BMPs will be documented and described in the approved Water Quality Management Plan for the project. The project proponent will be required to obtain coverage under the General NPDES Permit for construction activities prior to site disturbance, and will need to meet San Bernardino County's requirements for new development that are specified in its Water Quality Management Plan (WQMP). Impacts other than water quality impacts that pertain to construction and grading are discussed in Section III-2, Air Quality and Section III-5, Geology/Soils. Examples of construction BMPs include: detention basins for capture and containment of sediments, use of silt fencing, sandbags, gravel bags, or straw bales to control runoff and identification of emergency procedures in case of hazardous materials spills. Examples of on-site post-construction BMPs include: vegetated swales, water quality basins, gravity separator units, pervious pavement, wheel strip driveways, efficient irrigation systems, contained and covered trash enclosures, sand filters. An example of an off-site post-construction BMP would be the proposed regional wetlands facility.

The San Bernardino County Flood Control District, as principal permittee under the County's MS4 permit (Order No. R8-2002-0012), has recently revised its Water Quality Management Plan (WQMP), which was approved by the SARWQCB and made available to the public starting June 1, 2004. The Model WQMP Guidance document supersedes the "Guidelines for New Development and Redevelopment," dated June 2000. The purpose of the new WQMP is to guide the Permittees that have land-use planning and development authority in the development and implementation of a program to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutant loads and changes in hydrology. The City of Ontario enacted Chapter 6 of Title 6 of the City's Municipal Code ("Storm Water Drainage System") pursuant to the authority conferred by Order No. 2002-0012 in order to prescribe regulations to effectively prohibit non-storm water discharges into the City's storm water drainage system.

Pursuant to the San Bernardino County Areawide Urban Storm Water Runoff Permit (NPDES Permit No. CAS618036, Order No. 2002-0012) of which the City of Ontario is a co-permittee, the project's Water Quality Management Plan would be required to:

- Incorporate and implement Site Design BMPs. Justification is required for any Site Design BMPs not incorporated into the Project.

- Incorporate and implement all Source Control BMPs, unless not applicable to the project due to project characteristics. Justification is required for any Source Control BMP not incorporated into the project.

- Either incorporate and implement Treatment Control BMPs, by including a selection of such BMPs into the project design; or participate in or contribute to an approved regional-based treatment program. Site Design and Source Control BMPs are required for projects participating in regional-based treatment programs.

- The combination of Site Design, Source Control, and/or Treatment Control BMPs or Regional-based treatment program must address all identified pollutants and hydrologic conditions of concern.

The City of Ontario General Plan (1992) contains many Goals and Policies that apply to the proposed project. The following is considered the most applicable to the project:

Infrastructure Element Goals and Policies
Policy 1.5: Preserve existing aquifer recharge areas.

Design Considerations

The Storm Drain Plan included in the Specific Plan proposes a drainage system of underground pipes and surface streets carrying water to catch basins that all flow into Cucamonga Creek Channel. All major storm drain facilities required by the City's adopted Master Storm Drain Plan are included within the project. Precise facility alignments may change to reflect street alignments established during project development.

Environmental Impacts Before Mitigation

Threshold: During project construction, the project will create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate storm water sewer system permit.

During grading and construction operations, large land areas will be disturbed which may then become susceptible to wind or water-induced erosion and sediment loss. Excess sedimentation in receiving waters can contribute to water quality impairment. According to the SARWQRB, active construction sites can contribute almost a 200-fold increase in the amount of sediment discharged to receiving waters as compared to grassland. Therefore, construction sites greater than 1 acre in size are regulated under the State's General Permit for Construction Activities. This permit requires the discharger to eliminate or minimize sediments and other pollutants from discharging into storm water runoff from their construction sites through appropriate best management practices (BMPs) implemented during and after construction. A sampling and analysis program must be established for construction activities which discharge storm water directly into a water body listed pursuant to Section 303(d) of the Clean Water Act, as impaired for sedimentation/siltation or turbidity. The proposed project will not discharge into a waterbody that is listed for these specific constituents. Therefore, during construction, a sampling and monitoring plan for sedimentation is not required. However, a sampling and analysis program is still required during construction when one of the following instances occurs:

- Visual inspections indicate that there has been a break, malfunction, leakage, or spill from a BMP that could result in the discharge of pollutants in storm water; and/or
- Storm water comes into contact with soil amendments, exposed stockpiles of construction materials, or contaminated soils, and this storm water is allowed to discharge offsite.

During the Phase I hazardous materials analysis of the project site, it was noted that the site currently contains structures built prior to 1950 that could potentially contain asbestos and lead-based paint in building materials. A site visit (August 3, 2005) verified that no structures built prior to 1950 currently exist on-site. Demolition of the existing agricultural structures built prior to 1978 and removal of possible septic facilities could potentially introduce pollutants into the environment which could subsequently be transported to receiving waters, if appropriate BMPs during construction are not implemented. These issues and suitable mitigation measures are discussed in Section III-6, Hazards/Hazardous Materials, of this DEIR. On the other hand, if developments within the Project area implement appropriate BMPs and, thus, are in compliance with the General Permit for Construction Activities, construction-related impacts should be reduced to a level below significance.

While total DDT (total DDT=sum of concentrations of all forms of DDT, DDE, and DDD) at concentrations that were measured in soils at this site are not deemed a threat to humans, this concentration may be harmful to local wildlife, especially if erosion and sediment transport cause on-site sediments to be transported to the Prado Basin, an important habitat area for birds. For example, San Diego Creek, in Orange County, was placed on the 303(d) list due to water quality impairment from toxic substances, including DDT; and a TMDL for total DDT to address this

impairment was recently promulgated by USEPA. The sediment target value that was set to be protective of water quality for this fresh water body was 7 µg/kg, a concentration about 20 times less than that observed in soils at the project site. While individual impacts are likely to be less than significant, it is possible that, collectively, conversion of agricultural lands in the Chino Basin to urban land uses may result in significant impacts to wildlife. Mitigation measures to address these potential impacts are provided in Section III-7, Hydrology/Water Quality of this DEIR.

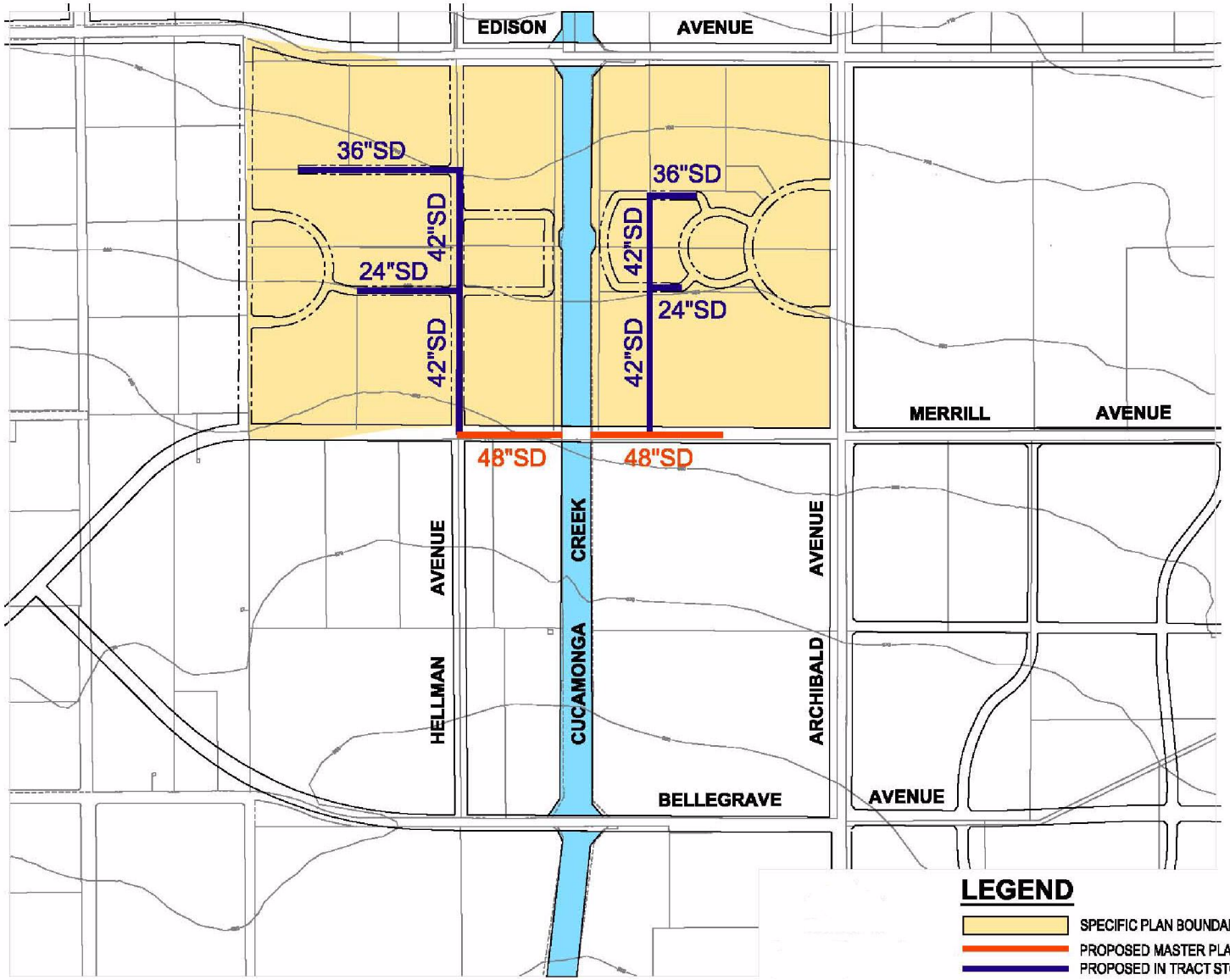
During construction, storm water runoff from the project site will migrate to waterbodies that are currently in violation of their water quality standards. The Regional NPDES permit (Order No. 2002-0012) states that, "…discharges from permittee's activities into waters of the U.S. are prohibited unless the discharges are permitted by a NPDES permit…" Since the project will obtain coverage under the Statewide General NPDES Permit for construction activities and shall comply with the requirements of the permit, the project is in compliance with the Regional NPDES Permit related to construction activities. If a construction-phase SWPPP is not developed for each portion of the project under construction and/or the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, and they do not incorporate controls required by the WQMP into the project design, potential significant individual and cumulative impacts to water quality could result.

Threshold: After the project is completed, it will create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate storm water sewer system permit.

After the project is completed, all storm and nuisance run-off water will be conveyed in streets and drains to an underground storm drain system. As shown on Figure III-7-3, the backbone storm drain system within Parkside includes two connections to the Cucamonga Creek Channel via 48-inch pipes in Merrill Avenue. This backbone system includes 42-inch north/south pipes that connect to the 48-inch Merrill Avenue drains. Both 36-inch and 24-inch east/west lateral storm drain pipes complete the backbone system for the Specific Plan.

The SARWQCB sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act to include the beneficial uses of specific water bodies, the levels of water quality that must be met and maintained to protect those uses (water quality objectives), and the State's anti-degradation policy. Water quality standards for all ground and surface waters overseen by the SARWQCB are documented in the Basin Plan (1995). Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife. Eleven beneficial uses have been designated for surface water bodies and groundwater in the vicinity of the project site (Table III-7-A). All listed water quality objectives governing water quality in inland surface waters were evaluated for potential impacts from development of the proposed project; however, only those numeric and narrative water quality objectives that are most likely to be relevant to the proposed project are listed in Table III-7-B and III-7-C, respectively. Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met.

Non-point source pollution that is associated with urban land use may be expected to increase following development of the project site and surrounding areas. Pollutants such as oil and grease, heavy metals, sediment, fertilizers and pesticides can be expected to be present in surface water runoff once project development occurs. Without appropriate post-construction BMPs and/or mitigation measures incorporated into the development projects within the Specific Plan,



Source: City of Ontario, LD King

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ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure III-7-3

Conceptual Storm Drain

Draft EIR
Parkside Specific Plan

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significant adverse impacts to water quality standards and a general degradation of water quality may be expected to occur.

Implementation of the project may contribute to an improvement in ground water quality. Ground water sampled via the well located in the project vicinity revealed high concentrations of both nitrate and TDS. Agricultural operations have been identified as a primary source of these two pollutants in ground water, and every re-use of water further results in an increase in TDS concentration (SARWQCB Basin Plan, 1995). Converting the existing agricultural land use to urban land use will, over time, result in an improvement to ground water quality with respect to nitrogen and TDS.

Based on the above analysis and information, Table III-7-E, below, identifies the beneficial use, the potentially affected bodies of water and a discussion of the potential significant impacts of the project on each beneficial use.

Table III-7-E: Potential Significant Impacts to Beneficial Uses of Water

Beneficial Use	Receiving Waters	Potential Impacts
AGR	SAR Reach 3, Chino II Groundwater Sub-basin	The agricultural use of water will be eliminated on the project site once development is complete. Negative impacts associated with agricultural uses of water will be eliminated. No negative significant impact to SAR Reach 3 or Chino II Groundwater Sub-basin related to AGR will result.
GWR	SAR Reach 3, Cucamonga Creek Reach 1	The unregulated recharge of water on site through the agricultural land will be eliminated once development is complete. Negative impacts associated with agricultural uses of water will be eliminated. No negative significant impact to SAR Reach 3 or Cucamonga Creek Reach 1 related to GWR will result.
REC1	SAR Reach 3, Cucamonga Creek Reach 1, Mill Creek, Prado Basin Wetlands	The project is not expected to have any measurable impact to REC1 beneficial uses of receiving waters in Cucamonga Creek Channel Reach 1 because it is concrete lined and fenced to restrict access; therefore, no significant impact is expected. The portions of SAR Reach 3, Mill Creek and Prado Basin Wetlands that the project could impact are not used as primary areas for REC 1 beneficial uses with the possible exception of fishing. If the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, AND they do not incorporate controls required by the WQMP into the project design, potential significant cumulative impacts to water quality in SAR Reach 3, Mill Creek and Prado Basin could result.
REC2	SAR Reach 3, Cucamonga Creek Reach 1, Mill Creek, Prado Basin Wetlands	The project is not expected to have any measurable impact to REC2 beneficial uses of receiving waters in Cucamonga Creek Channel Reach 1 because it is concrete lined and fenced to restrict access; therefore, no significant impact is expected. The portions of SAR Reach 3, Mill Creek and Prado Basin Wetlands that the project could impact are used as primary areas for REC 2 beneficial uses. If the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario

Beneficial Use	Receiving Waters	Potential Impacts
		for review and approval, AND they do not incorporate controls required by the WQMP into the project design, potential significant cumulative impacts to water quality in SAR Reach 3, Mill Creek and Prado Basin could result.
WARM	SAR Reach 3, Mill Creek, Prado Basin Wetlands	The portions of SAR Reach 3, Mill Creek and Prado Basin Wetlands that the project could impact serve many beneficial uses associates with warm freshwater habitat. If the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, and they do not incorporate controls required by the WQMP into the project design, potential significant cumulative impacts to water quality in SAR Reach 3, Mill Creek and Prado Basin could result.
WILD	SAR Reach 3, Cucamonga Creek Reach 1, Mill Creek, Prado Basin Wetlands	Impacts to WILD beneficial uses for Cucamonga Creek Channel will be negligible because it is concrete lined and fenced to restrict access. The portions of SAR Reach 3, Mill Creek and Prado Basin Wetlands that the project could impact serve many beneficial uses associates with wildlife habitat including water fowl. If the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, and they do not incorporate controls required by the WQMP into the project design, potential significant cumulative impacts to water quality in SAR Reach 3, Mill Creek and Prado Basin could result.
RARE	SAR Reach 3, Mill Creek, Prado Basin Wetlands	The portions of SAR Reach 3, Mill Creek and Prado Basin Wetlands that the project could impact serve many beneficial uses associated habitats for rare, threatened or endangered species such as the least Bell's vireo. If the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, and they do not incorporate controls required by the WQMP into the project design, potential significant cumulative impacts to water quality in SAR Reach 3, Mill Creek and Prado Basin could result.
LWRM	Cucamonga Creek Reach 1	Impacts to LWRM beneficial uses for Cucamonga Creek Channel will be negligible because it is concrete lined and fenced to restrict access. To the extent that LWRM habitats are formed in concrete-lined channels, the project will not change the benefits currently derived within the Cucamonga Creek Channel.
MUN	Chino II Groundwater Sub-basin	The proposed project will improve the groundwater quality within the Chino II Groundwater Sub-basin because the agricultural uses that presently cause high levels of nitrates in the drinking water supply will be eliminated. No negative impacts to the quality of the drinking water supply will result from this project.
IND	Chino II Groundwater Sub-basin	The proposed project will not affect industrial uses of the groundwater in the Chino Basin. No impacts are expected.
PROC	Chino II Groundwater Sub-basin	The proposed project will improve the groundwater quality within the Chino II Groundwater Sub-basin because the agricultural uses that presently cause high levels of nitrates in the drinking water supply will be eliminated. No

Beneficial Use	Receiving Waters	Potential Impacts
		negative impacts to the quality of the water supply for industrial processing purposes will result from this project.

Threshold: Provide substantial additional sources of polluted runoff from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources.

The proposed project will allow for the development of new retail space. This type of land use generally requires loading, delivery and storage areas that may create runoff that negatively affects water quality. As required by the County's MS4 permit issued by the SARWQCB, the project's WQMP would identify all potential pollutants and their sources and appropriate construction-phase and operational-phase BMPs implemented. If a construction-phase SWPPP is not developed for each portion of the project under construction and/or the project proponent does not prepare a Master WQMP for the entire project area for submittal to the City of Ontario for review and approval, AND they do not incorporate controls required by the WQMP into the project design, potentially significant individual and cumulative impacts to water quality could also result.

Threshold: Discharge storm water so that one or more beneficial uses of receiving waters are adversely affected.

The proposed project will have both a beneficial and potential negative effect on water quality. Agricultural land use has been implicated as a primary source of the high nitrogen and TDS concentrations in Chino Basin groundwater. Total land application of chemical fertilizers that contribute to groundwater pollution will be reduced with conversion of the site from irrigated agriculture to urban land uses. Therefore, development of the Specific Plan may contribute to a net improvement in ground water quality.

The project is not expected to have any measurable impact to REC1 and REC2 beneficial uses of receiving waters (see Table III-7-A for definitions). Cucamonga Creek Channel Reach 1 is concrete lined and is fenced to restrict access; therefore, REC1 and REC2 uses are extremely limited. Likewise, impacts to LWRM and WILD beneficial uses for Cucamonga Creek Channel will be negligible, as habitat function and value of Cucamonga Creek Channel is very limited and will not be altered as the result of development of the proposed project. See also Table III-7-E for a detailed analysis of each beneficial use.

Threshold: Violate any other water quality standards or waste discharge requirements.

No additional water quality standards or waste discharge requirements will be violated beyond those discussed in the previous thresholds.

Threshold: 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 (e.g., the production rate of pre-existing nearby wells would

drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The Chino Basin, in which the proposed project is located, is one of the largest groundwater basins in southern California, with over 5,000,000 acre feet of ground water present (Program Environmental Impact Report for the Optimum Basin Management Program, (OBMP), May 2000). This groundwater source is important for supplying water for municipal, industrial, and agricultural uses. The Chino Basin Watermaster and Inland Empire Utilities Agency (IEUA) have developed a long-range water management plan for the Chino Basin (OBMP). This plan includes a comprehensive program that implements specific projects and regulatory requirements in order to effectively manage ground water quantity and quality in the Chino Basin. One basic premise of the OBMP is that there is an optimum level for the ground water table that translates into a "safe yield." Safe yield is defined as the amount of ground water than can be extracted (e.g., from the Chino Basin) without resulting in undesirable effects. Conversely, raising this optimum ground water level could cause negative effects as well.

Currently, ground water extraction in the vicinity of the proposed project occurs by agricultural operations as well as through operations of the Chino Desalter Authority (CDA). CDA oversees operations of the Chino I Desalter, which extracts water that contains high concentrations of TDS and nitrates; treats this water to remove excess salts; and delivers the resulting potable water to purveyors, such as the City of Ontario, Chino, Norco, Chino Hills, and Jurupa Community Services District (Chino I Desalter Expansion and Chino II Desalter SEIR, November 2001). As agricultural ground water extraction, including ground water extraction at the project site, diminishes with conversion to urban land use, desalter pumping operations will need to increase in order to ensure ground water levels do not rise, thereby affecting the safe yield of the basin. Consequently, a shift to urban land use at the project site and throughout the southern portions of the NMC will further the OBMP objective of maintaining a low ground water table in the southern part of the Chino Basin, by increasing the amount of impervious land surfaces and thereby reducing the amount of water subject to on-site infiltration. Thus, conversion from agricultural to urban uses is considered in the OBMP, and should result in a positive impact to the ground water basin.

The project site is composed of soils in the Delhi and Hilmar soil series. In its current, undeveloped state, land surfaces are pervious and water can infiltrate to some degree. These soils have rapid water infiltration rates and potentially have good ground water recharge characteristics (Soil Survey, Western Riverside Area, California, 1971). Over time, however, dairy applications of manure to the ground surface within the NMC have created a textural boundary through which water does not easily infiltrate; thus, infiltration rates on these lands are effectively lowered. On the other hand, the project site has not been used for dairy operations so some recharge would also be expected to occur.

The GPA for the NMC FEIR (1997) indicated that the area to the south of State Highway 60, where this site is located, generally is unsuitable for recharge projects that are in the planning stage, due to low infiltration potential in the soils and poor water quality of the underlying ground water; therefore, most planned recharge projects under consideration are best placed to the north of the freeway. The NMC Master Plan of Drainage (2000) documented the concern of

the Chino Basin Water Conservation District that, although the NMC is not appropriate for large scale recharge projects, development projects within this area may miss opportunities to conserve water and enhance percolation. After development of the 250-acre Specific Plan area, pavement and structures will be introduced into the environment, such a large percentage of the surfaces on the site will become impervious. Runoff rates and volumes will increase and infiltration will decrease. However, within the Specific Plan, the proposed 52-acre Central Park could be vegetated and designed to conserve water and enhance ground water recharge compared to the present agricultural use of the site.

Since the Project actually furthers the ground water management objectives of the OBMP by limiting recharge into the southern portion of the Basin; and since the development of the OBMP anticipated the cumulative impacts of urbanization of the Chino Basin and consequent conversion of agricultural land use (e.g., diminished agricultural ground water extraction and projected need to increase ground water pumping by desalters), no significant individual or cumulative negative impacts to aquifer volume or the ground water table are expected to occur with implementation of the proposed project. Nevertheless, mitigation measures are included that would both conserve water and provide for enhanced ground water recharge, as recommended in the NMC Water Master Plan for Drainage (2000).

Threshold: Significantly increase erosion, either on- or off-site.

On-site erosion could occur as a result of soil disturbance, wind or water. Implementation of the required NPDES permit SWPPP should reduce to less than significant levels erosion due to grading and storm waters. Graded sites, if not treated properly, can result in wind erosion and dust pollution. See Section III-2, Air Quality, for impacts and proposed mitigation related to wind erosion.

The project site is not currently equipped with an underground storm drain system. In its undeveloped state, storm water runoff predominantly occurs as sheet flows directed toward the southwest. The estimated amount of water leaving the site in its undeveloped condition is 146 cfs east of the Cucamonga Creek Channel (the Channel), and a total of 166 cfs west of the Channel (see Figure II-1-1). Project implementation will alter the existing condition to allow surface runoff within the project site boundary to drain into an underground storm drain system that is designed to accommodate projected surface flows within the project site. Flows during a 100-year storm event from the site after development are estimated to be approximately 192 cfs east of the Channel and 227 cfs west of the Channel (see Figure II-1-2). The proposed storm drain system will convey surface runoff into the County Line Channel to the south and/or to Cucamonga Creek Channel to the west; ultimately all runoff will reach Cucamonga Creek Channel and the Prado Basin. The Q_{100} peak storm discharge from the County Line Channel into Cucamonga Creek is projected to be approximately 3,400 cfs. Cucamonga Creek Channel Reach 1 is a concrete-lined flood control facility in its entirety, and was designed to accommodate the 100-year storm event at full buildout (urban development) of the watershed. Therefore, the projected flows from the project site (maximum approximately 107 cfs change from existing) which will ultimately be discharged into the Channel, would not be sufficient to result in substantial unanticipated erosion or siltation to Cucamonga Creek.

Below the confluence of Cucamonga and Mill Creeks, however, the channel is natural and unimproved so increased flows could cause off-site erosion. At the Cucamonga Creek and Mill Creek confluence below Hellman Avenue, flows for the 100-year storm event are approximately 32,000 cfs. Cumulative increases in flows within Cucamonga Creek channel due to upstream urban development may cause erosion of the bed and bank of the unimproved Mill Creek. It is anticipated that the Mill Creek reach will be within the inundation zone (566 ft elevation) created by raising the level of Prado Dam (ACOE Water Control Manual: Prado Dam & Reservoir, Santa Ana River, California, Sept. 1994). Storm flows discharging from Cucamonga Creek at full inundation would have negligible erosion and siltation impacts to Mill Creek or the Prado Basin. Cumulative increases in storm flows discharging from Cucamonga Creek Channel when the water level within the Basin is nearer to operational levels (490 ft. elevation) may cause adverse impacts to Mill Creek due to erosion of the stream bed and bank. Implementation of the proposed project, however, would have negligible individual impacts, since the Q_{100} would increase by only 107 cfs and this is only about 0.3% of the total flows at the Mill Creek/Cucamonga Creek confluence. Given the projected changes in water levels of the Prado Basin, however, any potential cumulative impacts are deemed to be less than significant.

Threshold: Significantly alter the flow velocity or volume of storm water run off in a manner that results in environmental harm.

Conversion from agricultural to urban land use will alter the existing drainage patterns of the project area. In its undeveloped state, moderate amounts of rainfall infiltrate into the soil and surface runoff is negligible. During intensive rainfall events or storms of long duration, runoff occurs via sheet flows toward the south. Because storm drain infrastructure is absent, these sheet flows are not directed into the major flood control channels, such as Cucamonga Creek, and localized flooding results. The 1997 GPA for the NMC FEIR showed that the project area is within a flood hazard area due to lack of storm drain infrastructure.

After construction, impervious surfaces will substantially increase; therefore, surface absorption (infiltration) will decrease and rates and amounts of surface runoff will increase. Without adequate on-site and downstream infrastructure in place to direct the storm flows from the project site into Cucamonga Creek or the completed County Line Channel, an increase in on- and off-site flooding could be expected to occur. Once the drainage system is developed within the project area, however, storm flows will be adequately managed and will discharge ultimately to Cucamonga Creek and the Prado Basin. At that point, there would be negligible risk of on-or off-site flooding due to increased rates or amounts of surface runoff.

Areas north of the site (up-gradient) may remain in their existing state for some amount of time after the proposed project is built. Sheet flows during storm events could impact the proposed project site if not properly mitigated. This may be a potentially significant temporary impact.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines §15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to hydrology and water quality.

In order to reduce impacts to hydrology/water quality, the following mitigation measures shall be implemented, unless the Regional Treatment Facility is complete and operational prior to project construction:

MM Hydro 1: In order to ensure that construction activities associated with the Parkside Specific Plan will not cause a violation of any water quality standard or waste discharge requirements and to assure no substantial degradation of water quality occurs, and to implement the intent of mitigation measures included in the Final EIR for the GPA for the NMC, developments within the project area shall comply with all applicable provisions of the state's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction. A copy of evidence of the receipt of a Waste Discharge Identification Number from the State Regional Water Quality Control Board shall be filed with the City Engineer along with a copy of the Storm Water Pollution Prevention Plan (SWPPP) maps and BMPs. The City Engineer shall review and approve the provisions of the SWPPP prior to implementation of any SWPPP provision or starting any construction activity.

MM Hydro 2: In order to ensure that development within the Specific Plan will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs and potentially Treatment Control BMPs. The following tables (Table III-7-F and G) provide guidelines and BMPs that shall be incorporated as appropriate into project design (on construction drawings) and/or project specifications and implemented in the field to reduce the expected pollutants from various types of development. Table III-7-G correlates each BMP to the pollutants of concern which it removes/reduces and/or meets the design objectives for the BMP.

Table III-7-F: Available Site Design, Source Control and Treatment Control BMPs

1. Where landscaping is proposed, drain rooftops into adjacent landscaping prior to discharging to the storm drain.
2. Where landscaping is proposed drain impervious sidewalks, walkways, trails and patios into adjacent landscaping.
3. Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
4. Use one or more of the following: - Rural swale system: street sheet flows to vegetated swale or gravel shoulder, curbs at street corners, culverts under driveways and street crossings; - Urban curb/swale system; street slopes to curb; periodic swale inlets drain to vegetated swale/biofilter; - Dual drainage system: First flush captured in street catch basins and discharged to adjacent vegetated swale or gravel shoulder, high flows connect directly to municipal storm drain systems; - Other comparable design concepts that are equally effective.
5. Use one or more of the following features for design of driveways and private residential parking areas: - Design driveways with shared access, flared (single lane at street) or wheel strips (paving only under tires); or, drain into landscaping prior to discharging to the municipal storm drain system; - Uncovered temporary or guest parking on private residential lots may be paved with a permeable surface; or designed to drain into landscaping prior to discharging to the municipal storm drain system; - Other comparable design concepts that are equally effective.
6. Use one or more of the following design concepts for the design of parking areas: - Where landscaping is proposed in parking areas, incorporate swaled (depressed) landscape areas into the drainage design or utilize vegetated infiltration trenches between opposing parking stalls; - Overflow parking (parking stalls provided in excess of the Agency's minimum parking requirements) may be constructed with permeable paving; - Other comparable design concepts that are equally effective.

Table III-7-G: Treatment Control BMPs Correlated to Pollutants of Concern

TREATMENT CONTROL BMPs	TARGETED CONSTITUENTS	REMOVAL EFFECTIVENESS
Volume Based		
Extended Detention Basin (TC-22)	Sediments	M
	Nutrients	L
	Trash	H
	Metals	M
	Bacteria	M
	Oil and Grease	M
	Organics	M
Infiltration Trench (TC-10)	Sediments	H
	Nutrients	H
	Trash	H
	Metals	H
	Bacteria	H
	Oil and Grease	H
	Organics	H
Infiltration Basin (TC-11)	Sediments	H
	Nutrients	H
	Trash	H
	Metals	H
	Bacteria	H
	Oil and Grease	H
	Organics	H
Retention/Irrigation (TC-12)	Sediments	H
	Nutrients	H
	Trash	H
	Metals	H
	Bacteria	H
	Oil and Grease	H
	Organics	H
Wet Pond (TC-20)	Sediments	H
	Nutrients	M
	Trash	H
	Metals	H
	Bacteria	H
	Oil and Grease	H
	Organics	H
Constructed Wetland (TC-21)	Sediments	H
	Nutrients	M
	Trash	H
	Metals	H
	Bacteria	H
	Oil and Grease	H
	Organics	H

Table III-7-G: Treatment Control BMPs Correlated to Pollutants of Concern

TREATMENT CONTROL BMPs	TARGETED CONSTITUENTS	REMOVAL EFFECTIVENESS
Volume Based		
Media Filter	Sediments	Variable
	Nutrients	Variable
	Trash	Variable
	Metals	Variable
	Bacteria	Variable
	Oil and Grease	Variable
	Organics	Variable
Manufactured Proprietary Devices (MP Series)	Sediments	Variable
	Nutrients	Variable
	Trash	Variable
	Metals	Variable
	Bacteria	Variable
	Oil and Grease	Variable
	Organics	Variable
Flow Based		
Vegetated Swale (TC-30)	Sediments	M
	Nutrients	L
	Trash	L
	Metals	M
	Bacteria	L
	Oil and Grease	M
	Organics	M
Vegetated Buffer Strips (TC-31)	Sediments	H
	Nutrients	L
	Trash	M
	Metals	H
	Bacteria	L
	Oil and Grease	H
	Organics	M
Bioretention (TC-32)	Sediments	H
	Nutrients	M
	Trash	H
	Metals	H
	Bacteria	H
	Oil and Grease	H
	Organics	H
Multiple Systems (TC-60)	Sediments	H
	Nutrients	L
	Trash	H
	Metals	H
	Bacteria	M

Table III-7-G: Treatment Control BMPs Correlated to Pollutants of Concern

TREATMENT CONTROL BMPs	TARGETED CONSTITUENTS	REMOVAL EFFECTIVENESS
Volume Based		
	Oil and Grease	H
	Organics	H
Manufactured Proprietary Devices (MP Series)	Sediments	Variable
	Nutrients	Variable
	Trash	Variable
	Metals	Variable
	Bacteria	Variable
	Oil and Grease	Variable
	Organics	Variable
SOURCE CONTROL BMPs	**DESIGN OBJECTIVES**	
Routine Structural BMPs		
Site Design & Landscape Planning (SD-10)	Maximize Infiltration	
	Provide Retention	
	Slow Runoff	
	Minimize Impervious Land Coverage	
Roof Runoff Controls (SD-11)	Maximize Infiltration	
	Provide Retention	
	Slow Runoff	
	Contain Pollutants	
Efficient Irrigation (SD-12)	Maximize Infiltration	
	Provide Retention	
	Slow Runoff	
Storm Drain Signage (SD-13)	Prohibit Dumping of Improper Materials	
Trash Storage Area (SD-32)	Contain Pollutants	
Pervious Pavements (SD-20)	Maximize Infiltration	
	Provide Retention	
	Slow Runoff	
	Minimize Impervious Land Coverage	
Alternative Building Materials (SD-21)	Maximize Infiltration	
	Provide Retention	
	Source Control	
Hillside Landscaping		
Protect Slopes and Channels		
Trash Inlet Racks		
Energy Dissipaters		

Table III-7-G: Treatment Control BMPs Correlated to Pollutants of Concern

TREATMENT CONTROL BMPs	TARGETED CONSTITUENTS	REMOVAL EFFECTIVENESS
Volume Based		
Routine Non-Structural BMPs		
Activity Restrictions		
Spill Contingency Plan		
Employee Training/ Education Program		
Street Sweeping Private Street and Parking Lots		
Common Area Catch Basin Inspection		
Education of Property Owners		

*Any BMP including a reference such as "(SD-30)" is included in the California Storm Water Quality Association, Storm Water Best Management Practices Handbook for New Development and Redevelopment (CASQA, 2004, www.cabmphandbooks.com)

MM Hydro 3: To assure that development within the Parkside Specific Plan will not cause a violation of any water quality standard or waste discharge requirements, including San Bernardino County's MS4 permit issued by the SARWQCB, and to assure that no substantial degradation to water quality occurs after construction, any loading docks present within the retail area designated in the Specific Plan will be designed with devices to trap oil and grease, such that these pollutants are not discharged from the site in storm water or non-storm water discharges.

MM Hyd 4: In order to reduce the risk of flooding and to implement mitigation measures included in the GPA for the NMC Final EIR prior to issuance of grading permits, the City of Ontario shall coordinate with the San Bernardino County Flood Control District to ensure that the project meets County flood control requirements.

MM Hyd 5: In order to conserve water and to mitigate for any potential unforeseen adverse impacts to a reduction in ground water recharge, the following measure has been recommended by the Chino Basin Water Conservation District. Landscaping within individual development projects and the 52-acre Great Park will retain and percolate both applied irrigation water and storm water in vegetated areas of parking lots and other areas, where appropriate; "depressed" planted areas bordered by shrubbery screens will be implemented rather than "mounded" grass and shrubbery planted screens. Neighborhood Edges and parks will be irrigated via reclaimed water.

MM Hyd 6: In order to reduce pollutants in post construction run-off and to implement mitigation measures included in the Final EIR prepared for the GPA for the NMC, the individual project owners and operators (e.g., homeowner associations, retail center owners, school district, parks department, etc.) shall ensure that all pest control, herbicide, insecticide and other similar substances used as part of maintenance of project features are handled, stored, applied and

disposed of by those conducting facility maintenance in a manner consistent with all applicable federal, state and local regulations. The City Engineer shall monitor and enforce this provision.

MM Hyd: 7: To mitigate possible temporary run-off from undeveloped properties located north (up-gradient) of the project site, drainage from properties north of the project site shall be conveyed to appropriate drainage facilities, as approved by the City Engineer.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

After implementation of the above mitigation measures, all potential project-specific impacts are reduced to a level below significance.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the DEIR together with other projects causing related impacts.

Future land development projects within the NMC would cumulatively impact water quality in the region due to increased urban runoff. The nature of the pollutants found in runoff is expected to change from pollutants associated with agricultural land uses, such as bacteria, ammonia, nitrates, phosphorous and salts, to urban uses which produce contaminants such as oil and grease, trash and debris, and pesticides. Currently, dairies within the NMC operate under the authority of NPDES Permit No. CAGO18001 (Waste Discharge Requirement Order No. 99-11). However, because this permit is concerned with dairy operations, existing non-dairy properties would not be covered along with portions of dairy properties not developed with dairies. Future development of Subareas would be required to obtain prepare and implement SWPPPs and WQMPs for all proposed development affording a more extensive amount of storm water and nuisance water quality protection. Therefore, development of the project area with the implementation of water quality BMPs as required by the SWPPPs and WQMPs and above mitigation measures has the potential to produce a net beneficial cumulative impact on the quality of downstream surface waters and groundwater within the Chino Basin in the long-term.

However, Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River are currently in violation of their respective water quality standards. Cumulatively considerable impacts to these water bodies would occur even if during construction a SWPPP was developed and a WQMP enforced after construction since the permits that govern these documents allow some discharge of non-storm water pollutants into receiving waters, and these waters are currently in violation. Once the NMC and other portions of the Chino Basin that support dairy/agricultural operations convert to urban uses, these impaired water bodies may revert to non-violation status, but until such time as the downstream receiving waters are not in violation, potentially significant cumulative effects could result from the project and a Statement of Overriding Consideration would be required prior to project approval.

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8. Noise

The following discussion summarizes the Acoustical Impact Analysis prepared for the proposed project by Albert A. Webb Associates in March 2005. This report is contained in its entirety as Appendix G of this document.

Setting

Noise is defined as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease.

The term CNEL is the abbreviation for Community Noise Equivalent Level. CNEL is a 24-hour average noise level with adjustments. For noise that impacts a site and occurs between 7:00 PM and 10:00 PM, the actual average level is adjusted upward by 5 dBA. For noise that occurs between 10:00 PM and 7:00 AM, the actual average level is adjusted upward by 10 dBA. These adjustments could make the CNEL (a 24-hour average) as much as seven dBA higher than the true 24-hour average. The above standards assume that typical wood frame homes provide a 10 dBA outdoor-to-indoor noise reduction with windows open and a 20 dBA reduction with windows closed.

Sensitive receptors are areas where humans are participating in activities that may be subject to the stress of significant interference from noise. Land uses associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Other receptors include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by the City of Ontario land use compatibility standards. Please see the project-specific Acoustical Impact Analysis in (Appendix G) for a thorough discussion of City of Ontario land use compatibility standards.

The Parkside Specific Plan (the Specific Plan) is located in the City of Ontario, San Bernardino County, California. The site is approximately 2 miles south of State Highway 60 and approximately 3 miles west of Interstate 15. The Specific Plan consists of approximately 250 acres located within the 8,200-acre New Model Colony, and is bounded by Edison Avenue to the north, Archibald Avenue to the east, and Eucalyptus Avenue to the south. Cucamonga Creek flows in a southerly direction approximately through the center of the project area.

Existing noise levels near the proposed project site derive mainly from vehicular sources along Archibald Avenue, Edison Avenue, and occasionally from aircraft using the Chino Airport.

Groundborne vibrations are also closely associated with noise impacts. Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or manmade causes (explosions, machinery, traffic, trains, construction equipment, etc.).

Thresholds for Determining Significance

Noise impacts would be considered significant if they cause noise standards to be exceeded where they are currently met, or if they create a measurable increase in noise levels in an already noisy environment. The following thresholds, if exceeded, could create noise impacts that are potentially significant if:

- The project will expose persons to noise levels in excess of standards established in the local General Plan or ordinances. (65 dB CNEL exterior, 45 dB CNEL interior.)
- The project will expose persons to or will generate excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in the noise environment will occur.

  (an increase of greater than 3 dB CNEL)
- A substantial temporary or periodic increase in the noise environment will occur.
- The project will expose people residing or working in the project area to excessive noise level (for projects located within an airport land use plan or, where such plan is not adopted, within 2 miles of a public airport).

Project Compliance with Existing Regulations

Construction Noise. The project construction is subject to the City of Ontario Land Use Code Section 9-1.3305, which prescribes limits on noise produced on one land use as it occurs on another land use. Also, construction activities of the proposed project are subject to the City of Ontario ordinance that prohibits construction activities on Sundays, federal holidays, and other days between 7PM and 7AM.

Traffic Noise. The City of Ontario requires that residential projects be subject to no more than 65 dBA CNEL outside a building, and 45 dBA CNEL in the interior of buildings.

Airport Noise

Assembly Bill 2776 (AB 2776) took effect January 1, 2004. As the proposed Parkside Specific Plan is located within two (2) miles of Chino Airport and within Safety Compatibility Zone 6, these notification requirements will apply to the project. In addition, Business and Professions Code Section 11010 and Civil Code sections 1102.6, 1103.4, and 1353 also address buyer notification requirements for lands around airports. Sale of property within this project is subject to these regulations.

Environmental Impacts before Mitigation

Threshold: The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.

Table III-8-A shows the noise standards for the City of Ontario.

Table III-8-A: Noise Standards for the City of Ontario

Location	Level
Exterior (not to exceed)	65 dBA CNEL
Interior (not to exceed)	45 dBA CNEL

Source: Acoustical Impact Analysis, Albert A. Webb Associates, 2005

The model used in the Acoustical Impact Analysis (Appendix G) included several roadway and site parameters, including traffic volumes, distances, speeds, and vehicle mix. Noise impacts resulting from vehicular traffic on roadways were modeled using the California specific vehicle noise curves (CALVENO) and FHWA Highway Traffic Noise Prediction Model (FHWA – RD – 77-108). The average speed for all streets was assumed to be 40 mph, which compensates for any start/stop effects at lower speeds. Each site can be treated either as a "hard" site, where the surface is paved, or as a "soft" site, where the ground is landscaped or left as open space. The project site is treated as a "hard" site, allowing a 3 dBA reduction for each doubling of the distance.

Table III-8-B from the Acoustical Impact Analysis (Appendix G) shows expected noise levels at 50 feet from the centerline of road segments in the project vicinity.

Table III-8-B: Modeled Noise Levels (CNEL) at 50 Feet From Centerline

Road Segment	Existing Noise Level (dB CNEL)	Existing Plus Project (dB CNEL)	Increase due to Project (dB CNEL)	Cumulative Noise Level (dB CNEL)	Increase from Existing Noise Level (dB CNEL)
Euclid Avenue					
South of Walnut Street	69.2	69.2	0.0	74.3	5.1
South of Riverside Drive	68.6	68.6	0.0	74.5	5.9
South of Chino Avenue	68.8	68.8	0.0	74.7	5.9
South of Schaefer Avenue	68.5	68.5	0.0	75.2	6.7
South of Edison Avenue	67.3	67.3	0.0	75.6	8.3
South of Eucalyptus Avenue	67.3	67.3	0.0	75.5	8.2
South of Merrill Avenue	67.0	67.0	0.0	76.0	9.0
Grove Avenue					
South of Walnut Street	65.1	65.2	0.1	71.5	6.4
South of Riverside Drive	63.2	63.2	0.0	71.3	8.1
South of Chino Avenue	62.5	62.5	0.0	71.9	9.4
South of Schaefer Avenue	61.5	61.5	0.0	71.8	10.3
South of Edison Avenue	58.9	59.0	0.1	72.7	13.8
South of Eucalyptus Avenue	58.0	58.2	0.2	67.1	9.1
Vineyard Avenue					

Road Segment	Existing Noise Level (dB CNEL)	Existing Plus Project (dB CNEL)	Increase due to Project (dB CNEL)	Cumulative Noise Level (dB CNEL)	Increase from Existing Noise Level (dB CNEL)
South of Walnut Street	64.0	64.0	0.0	72.8	8.8
South of Riverside Drive	-	-	-	73.1	-
Archibald Avenue					
North of SR-60	68.4	68.6	0.2	73.1	4.7
South of SR-60	69.5	69.8	0.3	72.7	3.2
South of Riverside Drive	68.4	68.8	0.4	72.1	3.7
South of Chino Avenue	67.3	68.0	0.7	72.9	5.6
South of Schaefer Avenue	67.3	68.3	1.0	73.1	5.8
South of Edison Avenue	67.6	68.7	1.1	74.7	7.1
South of Eucalyptus Avenue	66.3	67.7	1.4	73.8	7.5
South of Merrill Avenue	67.9	68.7	0.8	74.7	6.8
South of Limonite Avenue	67.1	67.7	0.6	74.5	7.4
Haven Avenue					
South of SR-60	68.6	68.7	0.1	69.8	1.2
South of Riverside Drive	60.7	61.1	0.4	71.2	10.5
South of Chino Avenue	58.0	58.7	0.7	72.0	14.0
South of Edison Avenue	58.0	60.5	2.5	69.2	11.2
Hamner Avenue					
South of Edison Avenue	66.9	67.1	0.2	73.7	6.8
South of Eucalyptus Avenue	68.1	68.2	0.1	71.7	3.6
South of Bellegrave Avenue	65.1	65.1	0.0	72.1	7.0
Riverside Drive					
West of Euclid Avenue	67.4	67.4	0.0	72.8	5.4
West of Campus Avenue	67.8	67.9	0.1	70.8	3.0
West of Grove Avenue	65.4	65.5	0.1	71.5	6.1
West of Walker Avenue	65.5	65.6	0.1	71.6	6.1
West of Vineyard Avenue	65.3	65.4	0.1	71.8	6.5
West of Ontario Avenue	66.6	66.6	0.0	71.5	4.9
West of Archibald Avenue	67.3	67.3	0.0	71.5	4.2
West of Turner Avenue	67.8	67.9	0.1	71.6	3.8
West of Haven Avenue	67.7	67.8	0.1	71.5	3.8
West of Hamner Avenue	66.2	66.2	0.0	73.0	6.8
Chino Avenue					
West of Euclid Avenue	63.8	63.9	0.1	70.9	7.1
West of Campus Avenue	63.5	63.6	0.1	70.0	6.5
West of Grove Avenue	62.5	62.8	0.3	69.9	7.4
West of Walker Avenue	62.5	62.8	0.3	70.2	7.7
West of Archibald Avenue	62.7	62.9	0.2	71.2	8.5
West of Turner Avenue	61.3	61.3	0.0	72.0	10.7

Road Segment	Existing Noise Level (dB CNEL)	Existing Plus Project (dB CNEL)	Increase due to Project (dB CNEL)	Cumulative Noise Level (dB CNEL)	Increase from Existing Noise Level (dB CNEL)
Schaefer Avenue					
West of Euclid Avenue	63.9	64.0	0.1	69.6	5.7
West of Campus Avenue	60.2	60.4	0.2	68.7	8.5
West of Archibald Avenue	-	57.5	-	70.6	-
West of Turner Avenue	46.6	46.6	0.0	64.5	17.9
West of Haven Avenue	68.5	68.5	0.0	68.5	0.0
Edison Avenue					
West of Euclid Avenue	67.2	67.3	0.1	71.1	3.9
West of Campus Avenue	64.9	65.1	0.2	71.1	6.2
West of Grove Avenue	64.7	65.0	0.3	71.6	6.9
West of Walker Avenue	64.9	65.3	0.4	72.4	7.5
West of Archibald Avenue	65.0	66.7	1.7	73.6	8.6
East of Archibald Avenue	64.0	64.8	0.8	71.4	7.4
West of Haven Avenue	63.9	64.7	0.8	71.4	7.5
East of Haven Avenue	62.6	62.6	0.0	65.1	2.5
Eucalyptus Avenue					
West of Hamner Avenue	62.1	63.0	0.9	73.4	11.3
Merrill Avenue					
West of Campus Avenue	62.1	62.2	0.1	72.3	10.2
West of Grove Avenue	61.8	62.2	0.4	70.3	8.5
East of Grove Avenue	61.8	62.1	0.3	70.6	8.8
West of Archibald Avenue	61.3	61.3	0.0	71.7	10.4
Bellegrave Avenue					
West of I-15	64.0	64.3	0.3	73.0	9.0
West of Hamner Avenue	55.0	56.4	1.4	70.5	15.5
West of Haven Avenue	-	56.8	-	72.3	-
Limonite Avenue					
East of Archibald Avenue	65.8	66.2	0.4	68.8	3.0

Analysis of this table shows that the noise level along Euclid Avenue, Archibald Avenue, Hamner Avenue, Riverside Drive, and Limonite Avenue; and portions of Grove Avenue, Haven Avenue, Schaefer Avenue, and Edison Avenue exceed the City of Ontario's exterior noise standard of 65 dBA CNEL from traffic sources, in the existing conditions and in the existing conditions plus the proposed project traffic.

The noise level along the portion of Edison Avenue between Campus Avenue and Archibald Avenue does not exceed the noise standard in the existing conditions, but with the addition of project traffic, the 65 dBA CNEL noise standard will be exceeded. Potential significant impacts result from the project because the proposed project contributes noise to areas that already

exceed the thresholds and because Edison Avenue west of Archibald Avenue, Walker Avenue and Campus Avenue exceeds the threshold due to the project.

Noise levels along segments of Vineyard Avenue, Chino Avenue, Eucalyptus Avenue, Merrill Avenue, and Bellegrave Avenue do not exceed the noise standard in the existing conditions and are not expected to exceed the noise standard with the project. However, the cumulative noise impacts from traffic generated by the Parkside Specific Plan and the other proposed projects in the New Model colony will result in exceedances of the 65 dBA noise standard for all but one of the roadway segments analyzed which is considered significant.

Threshold: The project will expose persons to or will generate excessive groundborne vibration or groundborne noise levels.

The proposed project will not generate excessive groundborne vibrations or groundborne noise levels during normal operations. During construction, groundborne vibrations may be generated infrequently by use of heavy construction equipment. However, this type of vibration would be temporary and infrequent. Therefore, this impact is considered less than significant and no mitigation measures are necessary.

Threshold: The project will result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

A 3 dBA change in the average noise level is only perceptible by a small percentage of people and is considered barely audible. However, for the purposes of this analysis, a change of greater than 3 dBA will be used as the significance criteria.

Roadway segments surrounding the project site were modeled for increased noise levels due to the Parkside project and for the cumulative noise levels for proposed projects (5 other specific plans) within the New Model Colony. The noise level increases and the cumulative noise level increases for the road segments are shown above in Table III-8-B. The increase in noise levels due to the project will be less than a 3 dBA increase for all road segments modeled. Therefore, based on the modeled noise levels for the proposed project, the ambient noise environment will not be substantially increased as a result of the noise generated by the Parkside project. This impact is considered less than significant.

The cumulative increase in noise levels will be greater than a 3 dBA increase for all road sections modeled, except for Haven Avenue south of SR-60, Riverside Drive west of Campus Avenue, Schaefer Avenue west of Haven Avenue, Edison Avenue east of Haven Avenue, Bellegrave Avenue west of Haven Avenue, and Limonite Avenue east of Archibald Avenue. Therefore, this project will result in a significant cumulative impact.

Threshold: The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Construction activities, especially from heavy equipment, may create substantial short-term noise increases near the project site. Such impacts might be important for nearby noise-sensitive

receptor such as the existing surrounding residential uses and the elementary schools located north and east of the project site.

The most noise-intensive period will be during the grading of the site. Dozers and other heavy equipment will be used. Equipment noise will reach 90 dBA at 50 feet from such equipment when it operates under a full load. Under normal atmospheric spreading losses, peak levels up to 65 dBA may be heard as far as 1,000 feet from the operating equipment. A level of 65 dBA is considered intrusive in normal conversation. Construction activity impacts during the noisiest activities could thus extend as far as approximately 1,000 feet from the activity. Irregular terrain would, however, often block direct line-of-sight noise propagation. Therefore, temporary construction noise impacts will typically be less than their theoretical maximum. Impacts from construction are considered short-term impacts since noise will cease upon completion of construction activity.

If grading were to occur during periods of heightened residential noise sensitivity (between 7 PM and 7 AM), a temporary potentially significant impact could occur. However, the City of Ontario does not permit construction or repair work on Sunday or between the hours of 7:00 PM and 7:00 AM on any other day. Construction is expected to occur only during daytime hours allowed by the City's Noise Ordinance.

Compliance with the City's Noise Ordinance is predicted to create a less than significant temporary noise impact during project construction.

Threshold: The project will expose people residing or working in the project area to excessive noise level (for projects located within an airport land use plan or, where such plan is not adopted, within 2 miles of a public airport).

The Ontario International Airport is located approximately 3.5 miles north of the project site and the Chino Airport is located approximately 1.3 miles southwest of the project site. However, the project area is located outside the 65 dB CNEL contour line of both airports. Therefore, the project site will not experience excessive noise levels due to airport proximity.

Proposed Mitigation Measures

To reduce impacts associated with construction noise, the following mitigation measures shall be implemented:

MM Noi 1: The construction activities of the proposed project shall comply with the City of Ontario noise ordinance that prohibits construction activities on Sundays, federal holidays, and other days between the hours of 7:00 PM and 7:00 AM.

MM Noi 2: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.

To reduce or eliminate impacts related to exterior and interior noise levels within the project exceeding City of Ontario standards, the following mitigation measures shall be implemented.

However, the wall heights recommended in MM Noi 3 through 6 only apply to lots which have backyards directly adjacent to the roadways. For lots with front yards adjacent to the roadways, the windows and/or doors would need to have upgraded sound rated glazing products in order to comply with the City of Ontario's interior noise standards.

MM Noi 3: A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Archibald Avenue. If any residential structures are two-stories high, then windows facing Archibald Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.

MM Noi 4: A sound wall at least 6 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Edison Avenue. If any residential structures are two-stories high, then windows facing Edison Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.

MM Noi 5: A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Eucalyptus Avenue. If any residential structures are two-stories high, then windows facing Eucalyptus Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.

MM Noi 6: Architectural plans shall be submitted to the City of Ontario for an acoustical plan check prior to the issuance of building permits to assure the proper window and/or doors are upgraded for sound reduction and proper ventilation systems are incorporated in order to meet the interior noise level requirement.

Summary of Project-Specific Environmental Effects After Mitigation Measures Are Implemented

With the incorporation of mitigation measures MM Noi 3-7, listed above, exterior and interior noise impacts to residences along Archibald Avenue, Edison Avenue, and Eucalyptus Avenue will be reduced to less than significant levels.

Temporary noise impacts from project construction will be reduced to a less than significant level by compliance with the noise ordinance in the City of Ontario and implementation of MM Noi 1 and 2, above.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

The ADT used for the cumulative analysis includes existing noise levels resulting from traffic generated both within and outside the NMC, plus the project-generated traffic noise, plus the 5 additional specific plan projects currently proposed in the NMC which will develop in the reasonably foreseeable future. The NMC is currently characterized as a relatively quiet rural area. The traffic study establishes that due to existing traffic levels and routes, many trucks and other traffic traverse the NMC today. The existing traffic causes higher existing noise conditions near major roads. The noise analysis shows that many roadway segments already exceed 65 dBA CNEL at 50 feet from the centerline and that cumulatively the ambient noise levels throughout the project vicinity will increase by more that 3 dBA CNEL. In some areas within the vicinity no sensitive receptors exist, but in some locations residents, school children and outdoor agricultural workers are currently, and will continue to be, exposed to noise levels that exceed thresholds.

Within the NMC, virtually all rural uses will be replaced by new development over time. On a project-by-project basis, increases in noise will be addressed through on-site mitigation; thereby cumulative ambient noise levels within the NMC will be mitigated over time for sensitive receptors that are developed in the future. In the interim, some existing sensitive receptors such as homes associated with dairies will remain while development occurs nearby. It would not be necessary or appropriate to upgrade windows or build walls in front of these existing homes to mitigate for noise increases because in the future they are expected to be demolished or incorporated into development project, which in turn will mitigate for traffic-related noise impacts.

As discussed above, some of the cumulative increases in noise within the NMC are currently occurring along roadways due to traffic generated in other jurisdictions located to the south, west and east, and the developed portion of Ontario located to the north. Currently there are no joint fee programs or mitigation strategies for addressing these cross-jurisdictional cumulative noise increases. Legally, the City of Ontario has no ability to require the County of Riverside or City of Chino to mitigate noise impacts resulting from traffic that originates in one of those jurisdictions when such impacts affect sensitive receptors in the NMC. The reverse is also true in that Ontario cannot mandate developers to mitigate outside the City's jurisdiction. Additionally, since noise is created from many sources in addition to traffic (air conditioners, playgrounds, commercial establishments, etc.) it is very difficult to assign relative responsibility for cumulative noise increases. Improved technologies in the production of automobiles, trucks and airplanes in the future may reduce noise in some areas. Therefore, it is speculative at best to determine relative responsibility and is legally infeasible to mitigate in jurisdictions outside the City of Ontario.

Based on the above discussions, no feasible mitigation is available that will reduce cumulative noise impacts to less than significant levels. A statement of overriding consideration will be required if the proposed project is approved related to cumulative noise impacts.

9. Housing/Population

The focus of the following discussion is related to the potential impacts associated with the housing issue. These potential impacts could relate to inducement of substantial population growth in the area, displacement of substantial numbers of existing housing, or displacement of substantial numbers of people. Regional housing and population projections, and jobs/housing balance information is also presented herein.

Setting

The project site is part of an 8,200 acre area annexed into the City of Ontario on November 30, 1999. The approximately 250-acre Specific Plan area has historically been used for agricultural purposes. Currently, the majority of the project site is in active agricultural use, with row crops and agricultural use structures.

The FEIR prepared for the Ontario GPA for the NMC projects that single-family detached units will dominate the New Model Colony's unit mix (65% vs. 35% multiple-family units), this being slightly more balanced than the remainder of the City of Ontario where 59 percent of all units are single-family detached.

The same FEIR evaluated housing conditions through visual observations conducted in February, 1996. In general, the housing units in the New Model Colony are in good to very good condition with little or no structural, cosmetic, or landscaping repair/maintenance needing to be performed. The *Historic Context for the New Model Colony Area*, prepared by Galvin & Associates, September 2004, also evaluated residential structures more than 45 years old. Few residences existed older than 1930. The remainder of the agricultural housing stock was built between 1930 and 1970; most in good to excellent condition. Three hundred forty eight properties served more than one residential type.

Thresholds for Determining Significance

Impacts on housing and population may be considered significant if the proposed project would:

- Not meet the City's Regional Housing Needs Allocation and/or improve the City's jobs/housing balance either directly (by proposing new homes and businesses), or indirectly (through extension of roads or other infrastructure);
- Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; and
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Project Compliance with Existing Regulations

State law mandates local communities to provide for their portion of the regional demand for housing units. The number of units to be accommodated, or a local jurisdiction's portion of the regional demand, is determined by Southern California Association of Governments (SCAG). If the number of units or number of units affordable to distinct income groups are not met or

justified and the existing conditions are exacerbated by the proposed project, typically, the project would be considered regionally significant.

The GPA for the NMC Housing Element provides for adequate housing to support the present and future community within ownership and rental markets. Project development will meet and comply with all applicable Housing policies of the GPA for the NMC. These policies address: household and job growth, accommodation of various incomes and lifestyles, livable neighborhoods, housing needs for all economic segments and for groups with special needs (GPA for the NMC Policies 3.1.1 – 3.8.2). For a descriptive response to each of these Housing Policies, see the discussion in Section 1 of the Specific Plan and Appendix E of this Specific Plan.

Design Considerations

As discussed in Section I, the proposed project includes approximately 430 single-family residential dwelling units, 1,517 multi-family residential units, 11.5 acres of commercial use, a 52-acre Central Park, and 6 acres of recreational trails are master planned. All the project structures are designed to meet or exceed City of Ontario standards for construction and design safety. The project will meet the GPA for the NMC policies for housing through implementation of the Specific Plan.

Environmental Impacts before Mitigation

Threshold: The project will not meet the City's Regional Housing Needs Allocation and/or improve the City's jobs/housing balance, either directly (by proposing new homes and businesses), or indirectly (through extension of roads or other infrastructure).

Direct Impacts

The Southern California Association of Governments (SCAG) *2004 Regional Transportation Plan (RTP) Growth Forecast* projects a Year 2030 population of 2,700,000 persons within the SANBAG Subregion of San Bernardino County. The Subregion area comprises the cities of Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twenty-nine Palms, Upland, Yucaipa, Yucca Valley, as well as unincorporated County of San Bernardino.

Table III-9-A reflects SCAG's population forecasts for the entire SANBAG Subregion.

Table III-9-A: SCAG SANBAG Subregion Forecasts

	2010	2015	2020	2025	2030
Population	2,059,420	2,229,700	2,397,709	2,558,729	2,713,149
Households	618,782	686,584	756,640	826,669	897,739
Employment	770,877	870,491	972,243	1,074,861	1,178,890

Source: 2004 Regional Transportation Plan (RTP) Growth Forecast Report

Table III-9-B depicts SCAG population forecasts for the City of Ontario, which includes the proposed project site.

Table III-9-B: SCAG City of Ontario Forecasts

	2010	2015	2020	2025	2030
Population	180,059	212,734	244,977	275,873	305,509
Households	48,749	58,981	69,473	79,909	90,417
Employment	97,366	109,637	122,204	134,897	147,785

Source: 2004 Regional Transportation Plan (RTP) Growth Forecast Report

The proposed project site lies within the City of Ontario New Model Colony area, as described by the GPA for the NMC. The NMC encompasses approximately 8,200 acres in the southern part of the City of Ontario and is bounded by Riverside Drive to the north, Hamner/Milliken Avenue to the east, and Riverside County line and Eucalyptus/Merrill Avenue to the south, and Euclid Avenue (State Route 83) to the west.

Project/Regional Growth Forecast Comparative Analysis

The proposed project proposes approximately 1,947 single-family residential dwelling units (d.u.) on the project site. The project site will generate a total of approximately 6,621 persons based upon SCAG estimates for the City of Ontario. The calculation used to determine the project's population is as follows:

(1,947 total d.u.) x (3.53 persons per d.u.) x [100% - 3.67% (vacancy rate)] = 6,621 persons

The vacancy rate for the City of Ontario is indicated by the 2000 Census. The Regional Housing Needs Assessment (RHNA) prepared by SCAG in 2000 identifies a target vacancy rate of 3.1% for the City of Ontario. A vacancy rate of between 3% and 5% is considered normal (enough to ensure the continued upkeep of rental properties and keep housing costs down) (2000–2005 Housing Element, City of Ontario, December, 2001).

The ratio of 3.53 persons per dwelling unit represents SCAG 2004 projections and has been computed for the City of Ontario estimates of households and population. The ratio has been averaged from five different forecasts, as follows:

Table III-9-C: SCAG City of Ontario Forecasts

City of Ontario	2010	2015	2020	2025	2030
Population	180,059	212,734	244,977	275,873	305,509
Households	48,749	58,981	69,473	79,909	90,417
Persons per d.u.	**3.69**	**3.60**	**3.51**	**3.45**	**3.38**

The project population of 6,621 persons comprises 0.32% of the forecasted population for the SANBAG Subregion and 3.7% of the forecasted population for the City of Ontario in 2010. In 2030, the project population of 6,621 persons will comprise 0.24% of the forecasted population for the SANBAG Subregion and 2.2% of the forecasted population for the City of Ontario.

Employment/Housing Balance Policies

SCAG's April 2001 report titled *The New Economy and Jobs/Housing Balance in Southern California* (www.scag.ca.gov/housing/jobhousing/balance.html) states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of

housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." The SCAG region as a whole is, by definition, balanced. The SCAG region as a whole is projected to have 1.34 jobs per housing unit in 2025 under SCAG's *2004 RTP Growth Forecast*.

The jobs/housing ratio for the City of Ontario is projected to be 2.00 in 2010, 1.86 in 2015, 1.75 in 2020, 1.69 in 2025, and 1.63 in 2030. Therefore, City of Ontario is projected to be a very jobs-rich area. The proposed project is a residential subdivision which will bring an additional 1,947 housing units to the area. SCAG's *The New Economy and Jobs/Housing Balance in Southern California* defines jobs/housing balance for the City of Ontario as a "job center," along with San Bernardino, and Riverside-Corona. The proposed project falls within an area projected to be very jobs-rich. The project will provide housing opportunities for employment centers within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections creating direct impacts that are less than significant.

Indirect Impacts

Urbanization of the project site could potentially influence the timing of development within adjacent properties by providing or extending roadways, water and sewer service, and other utility services to the immediate area. This could eliminate potential constraints for future development in this area.

New and realigned streets within the project site are proposed that will connect to existing roadways. Since Archibald Avenue and Edison Avenue currently provide access to the project site, they would support development within vicinity of the project site, with or without the proposed project. These additional improvements are expected to be incremental and will beneficially impact the overall conditions and operations of the City of Ontario's transportation system, but will primarily serve the project site.

As discussed in Section III-11, Transportation/Traffic and considering the current growth in the surrounding project area, following implementation of area-wide offsite improvements listed as mitigation measures (MM Traffic 5-27) the indirect impacts to population growth by extending existing roadways are considered less than significant with mitigation incorporated.

Because the City of Ontario does not have water distribution mains in any of the roadways in and around the project, potable water will be provided to the proposed project development by the City of Ontario as presented in the Water Master Plan prepared for the New Model Colony. Generally, there will be 12 inch distribution mains throughout the New Model Colony, and supplied with water from new wells and storage tanks located within the City of Ontario. The project developer will be responsible for new distribution mains in the roadways adjacent to the property, and may be required to plan and build portions of the backbone water system off-site that is required to serve the site. All water mains internal to the project will be provided by the project developer. These improvements are expected to be incremental and will beneficially impact the overall conditional and operations of the City of Ontario utility and infrastructure system. Installation of the backbone water system, including a reservoir, would open up other

areas of the New Model Colony and could assist the City in meeting its Regional Housing Needs Allocation and improving the City's jobs/housing balance.

The City of Ontario does not have sewer facilities in the vicinity of the project. On a permanent basis, the New Model Colony Sewer Master Plan shows service to this project by portions of the proposed Eastern Trunk Sewer (Archibald Avenue). The Eastern Trunk Sewer is under construction and is scheduled to be completed in 2006. The wastewater generated by the project will be collected by 8 inch to 10 inch mains and routed to Bellegrave Avenue where it will be discharged into Archibald Trunk Sewer, and ultimately treated by Regional Treatment Plant 5 (RP-5). The Eastern Trunk Sewer will be a larger sewer facility that is tailored to accommodate sewer flows that are generated by the proposed development and the eastern portion of the NMC. These improvements are expected to be incremental and will beneficially impact the overall conditional and operations of the City of Ontario utility and infrastructure system. The proposed project may also be required to plan and build portions of the Master Planned sewer system. Installation of the backbone sewer facilities could open up other areas of the NMC and could assist the City in meeting its Regional Housing Needs Allocation and improving the City's jobs/housing balance.

Threshold: Displace substantial numbers of existing housing, necessitating the construction or replacement housing elsewhere.

No residential homes exist on the project site.

Threshold: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

No residences exist on the site therefore, no people will be displaced or replacement housing needed.

Proposed Mitigation Measures

No mitigation measures required.

Summary of Project-Specific Significant Effects after Mitigation Measures are Implemented

No significant project-related impacts result from the proposed project that exceed planned growth projects for the area.

Summary of Cumulative Environmental Effects

As discussed above, the project represents 3.7% of the forecasted population for the City of Ontario in 2010 and 2.2% in 2030. As a percent of SCAG's Subregional forecast, the proposed project represents 0.32% in 2010 and 0.24% by 2030. Therefore, because the proposed project comprises less than one-percent of SANBAG's projections, and no more than five-percent of the City's projections through 2030, and because the proposed project assists the City in meeting its Regional Housing Needs Allocation and improving the City's jobs/housing balance, the residential population growth from the project is not considered cumulatively considerable and is planned for at the regional level.

10. Public Services and Recreation

The focus of the following discussion is related to the potential impacts from the proposed project on police protection, fire protection/emergency medical services, schools, parks and recreation, libraries and emergency procedures including the mitigation measures that will be incorporated to reduce impacts.

Setting

The City of Ontario is served by the City of Ontario Police Department and the City of Ontario Fire Department. Emergency Medical Service (EMS) within the City of Ontario is also provided by all eight of the City of Ontario Fire Stations. The stations for these agencies that are located closest to the proposed project site are shown on Figure III-10-1, Existing Fire & Police Facilities.

Police Services

The City of Ontario Police Department receives all calls at the main station located at 2500 S. Archibald Avenue. Chief Jim Doyle commands the Police Department. The Ontario Police Department has a mutual aid agreement with all adjacent cities as a primary resource and the County of San Bernardino Sheriff's Department as a secondary resource.

The City of Ontario's Police Department has a staffing level of 1.3 sworn officers per thousand residents and 0.65 civilian personnel per thousand residents. The Department has 223 authorized positions for sworn officers and 110 authorized positions for civilian staff. At the time of this writing, the Police Department has 9 sworn officer vacancies and 15 civilian personnel vacancies.

Response time is the period of time between when a call is received by a dispatcher and the time of arrival of a patrol officer. The response time varies depending upon the nature of the call. Typical calls are prioritized based upon the urgency of the incident. The average priority one response time for the officer assigned to the beat of the project site is less than five minutes. Table III-10-A defines the types of crimes for each priority level.

Table III-10-A: Calls for Service Priority Definitions

Priority Level	Priority Definitions **
Priority 1	Examples include: domestic violence, violent disturbance, hit and run traffic collisions with injuries, lost child, critical missing.
Priority 2	Examples include: welfare check, misdemeanor, found child, found adult.
Priority 3	Examples include: assist for outside jurisdiction, narcotics sales, use or possession.
Priority 4	Examples include: Stolen vehicle recovery, violation of court order within 15 min, reports.
Priority 5	Examples include: vehicle stalled in traffic, vehicle impound, lost property.

Fire/Emergency Medical Services

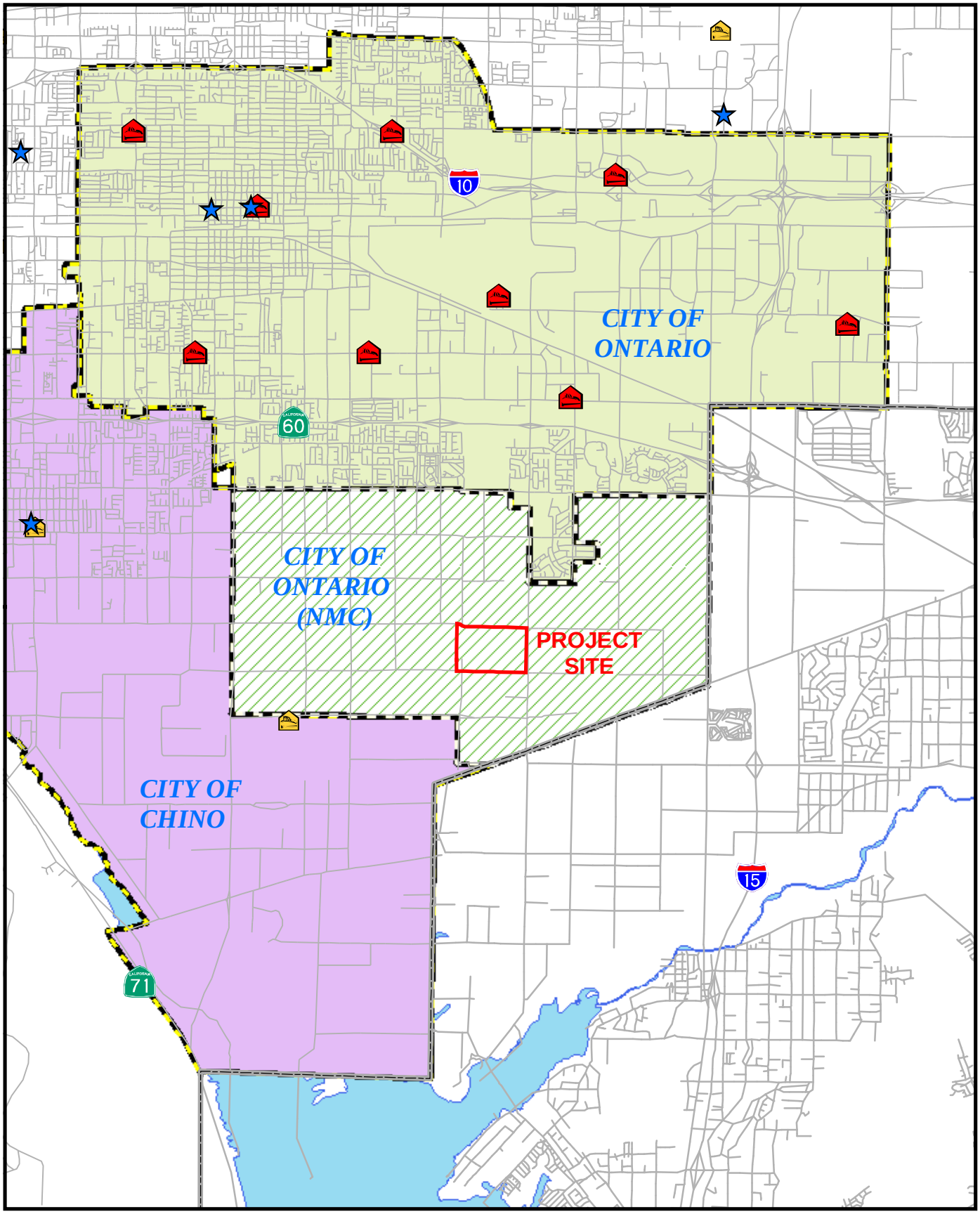
The Ontario Fire Department currently provides fire and Emergency Medical Services (EMS) from eight existing fire stations. The response capability consists of eight paramedic engine companies and two truck (ladder) companies, and six Battalion Supervisors, totaling 42 emergency personnel on duty 24 hours per day, 7 days a week. A new station is planned for the west side of Archibald Avenue between Edison and Eucalyptus Avenues on the project site. This station will house a truck company.

The closest fire station to the proposed project site is Ontario Fire Station No. 6. This station is located north-east of the project site, at 2931 E. Philadelphia (Figure III-10-1, Existing Fire & Police Facilities). The current response time from this station will exceed the Fire Department Emergency Response Guideline.

Currently, the Ontario Fire Department has automatic-aid agreements with the San Bernardino County Fire Department (Fontana), the Chino Valley Independent Fire District, the Montclair Fire Department, the Upland Fire Department, the Rancho Cucamonga Fire Department, and the Ontario Airport Fire Department. These agreements provide automatic aid in the event of fire or disaster. The Ontario Fire Department is also a member of the County of San Bernardino and State of California Master Mutual Aid Agreement.

Water service has a direct impact on fire protection services. Water availability and pressure must be adequate. The water systems shall be designed and built to current City of Ontario requirements.

The City of Ontario uses two trauma centers located at the Arrowhead Regional Medical Center in the City of Colton (approximately 15-20 minutes away from project site) and the Loma Linda University Medical Center (approximately 20-30 minutes away) in the City of Loma Linda. Emergency Medical Services are not included in the above mutual aid arguments.



Source: Thomas Bros. Maps, 2005

Scale: 1" = 1.5 mi.

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LEGEND

- POLICE STATIONS
- ONTARIO FIRE STATIONS
- OTHER FIRE STATIONS
- PARKSIDE S.P.
- COUNTY LINE

Figure III-10-1

Existing Police & Fire Station Locations

Draft EIR
Parkside Specific Plan

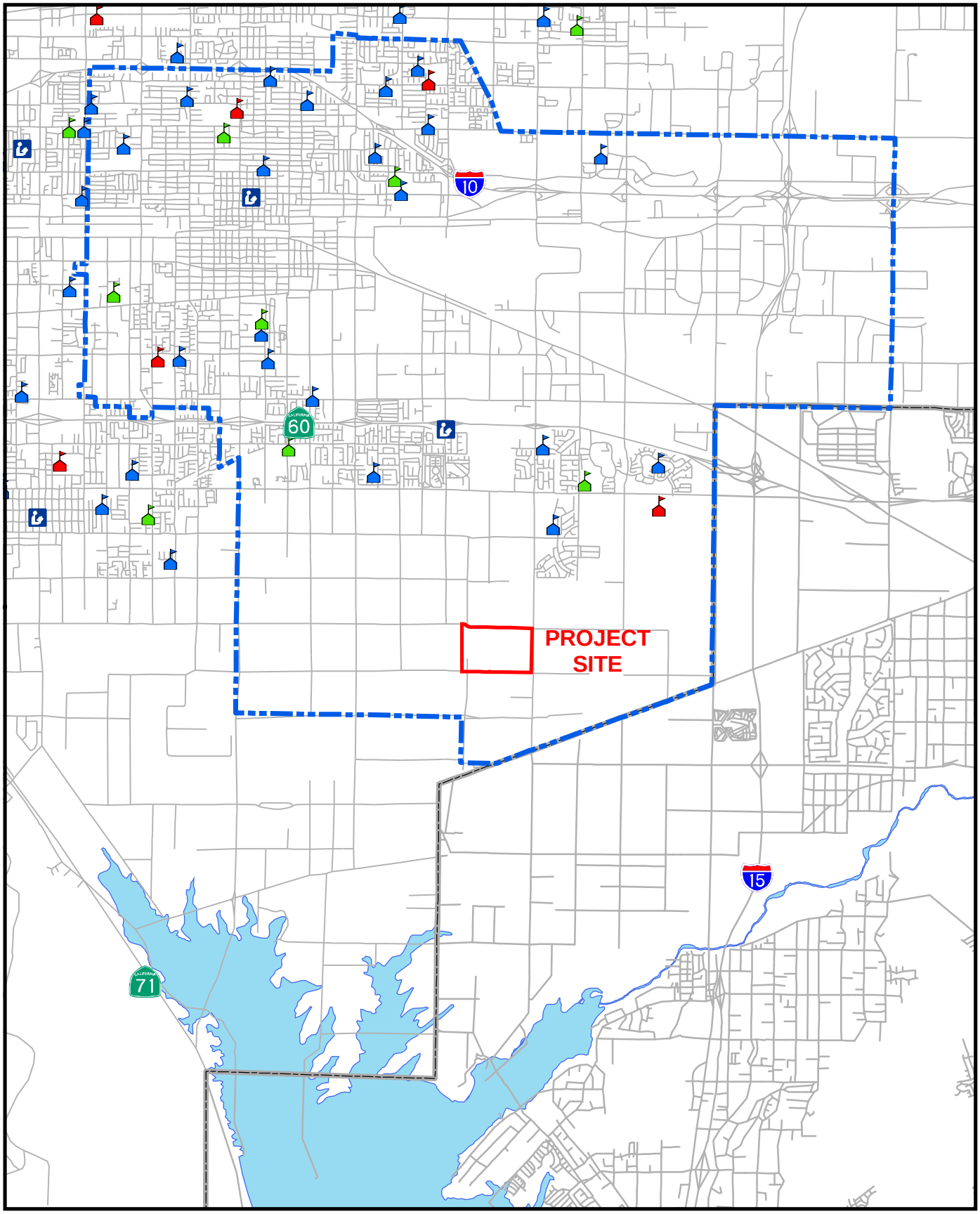
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

G:\2003\03-0380\Gis\police_fire.mxd; Map revised 2/27/06

Schools

The project site is served by both Mountain View School District (MVSD), which provides grades K-8 and Chaffey Joint Union High School District (CJUHSD), which provides grades 9-12. Currently, the four schools within MVSD, including Grace Yokley Middle School, are either at or above capacity and the students are being housed in portable buildings in order to serve all the students in the district's boundaries. Currently, this district is exceeding capacity in permanent buildings by approximately 20-30 percent. High school students will be served by Colony High School and/or a future high school that is planned for the NMC area, both of which are part of CJUHSD (Figure III-10-2, Existing Schools and Libraries). Current enrollment at Colony High School is approximately 2,200 to 2,300 students. The capacity of the school in permanent structures is 2,500 students. Thus the next approximately 300 students to move into the service area of Colony can be served (approx. 1,400 to 1,500 housing units) without exceeding capacity at this high school. An additional 100 to 200 high school students could be accommodated in modular/portable buildings on site bringing total capacity up to 2,600 to 2,700 students at Colony. No expected opening date for a second NMC high school is projected at this time (personal communication, Mike Harrison with CJUHSD, 1/6/06).

No schools are proposed within the Specific Plan. An elementary school (K-5) proposed for adjacent Subarea 29 Specific Plan, will serve approximately 750 students (Personal communication, Craig Newby with MVSD, 1/26/04). This school will serve a radius of one and one-half miles. Under the current conditions, students from the Specific Plan will proceed to Grace Yokley Middle School, which is currently overcrowded. A proposed middle school is being considered to be located at the southeast corner of Haven and Merrill Avenues, which would serve this site when built. Colony High School (opened September 2002) will be able to serve the students from the project area (personal communication, Mike Harrison with CJUHSD, 1/23/04) without overcrowding.



Source: Thomas Bros. Maps, 2005

Scale: 1" = 1.5 mi.

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LEGEND

- PARKSIDE S.P.
- ELEMENTARY SCHOOLS
- HIGH SCHOOLS
- MIDDLE SCHOOLS
- LIBRARIES
- CITY LIMITS
- COUNTY LINE

Figure III-10-2

Existing Schools & Library Locations

Draft EIR
Parkside Specific Plan

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Parks and Recreation

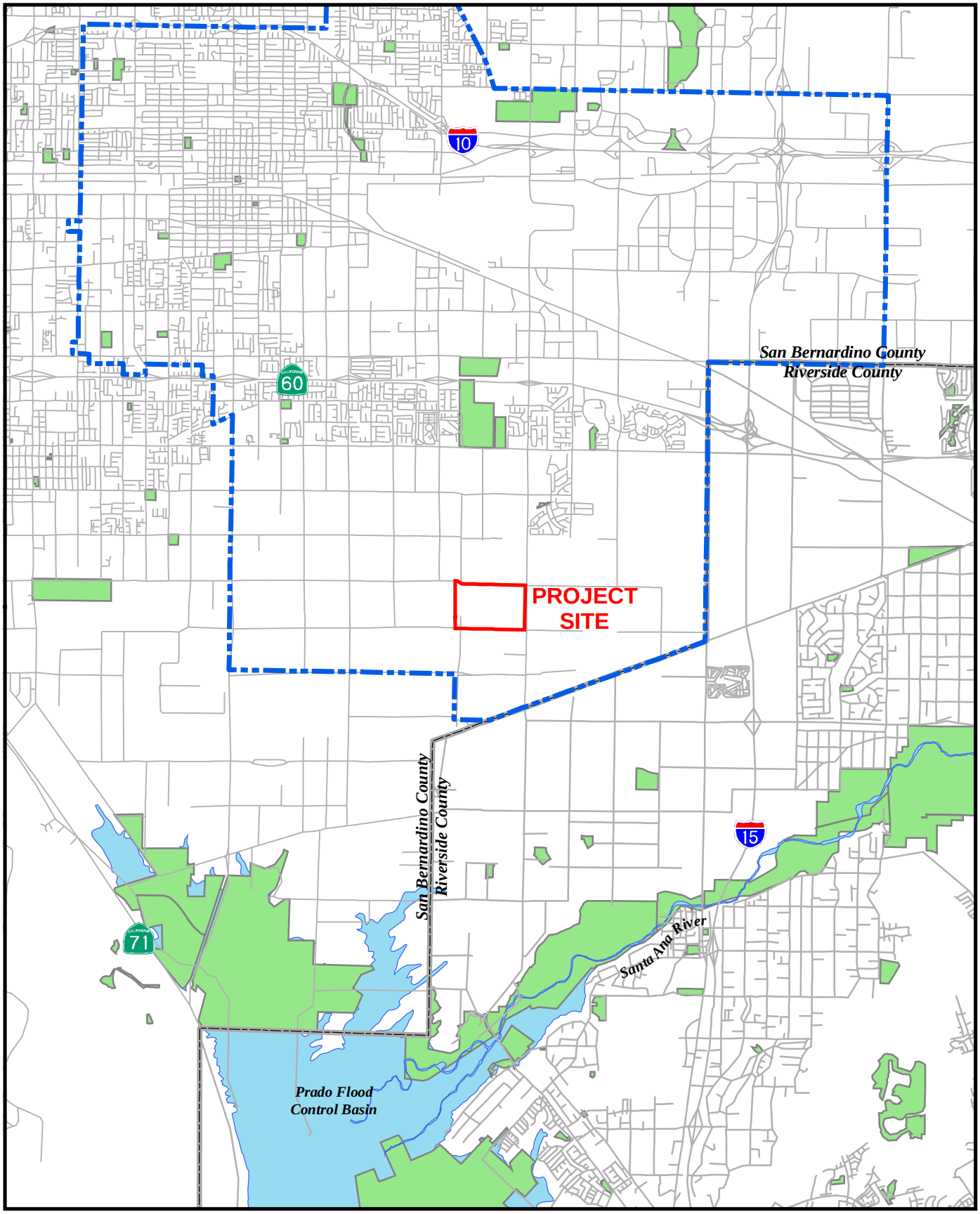
The area surrounding the project site has traditionally been a rural agricultural area. Thus the need for parks and recreation facilities has not existed in the past. Some regional recreational facilities and several local parks exist to serve the area today (Figure III-10-3, Existing Parks).

Community, Neighborhood, and Mini parks are owned and operated by the City of Ontario, or master property owners associations throughout the City. Regional recreational facilities in the area are provided by the San Bernardino County Regional Park Department within San Bernardino County, and by Riverside County Regional Parks and Open Space District within Riverside County. Also, considering the proposed project's proximity to the County of Riverside, future residents of the Specific Plan could easily access local park and recreation facilities within this neighboring jurisdiction, and vice versa. Local parks currently located proximate to the project site (within 5 miles) are provided by the Jurupa Community Services District (Eastvale) or Jurupa Parks and Recreation District (Mira Loma), in addition to the Cities of Ontario and Chino.

The closest local parks within the City of Ontario are located in the Creekside residential development about 2 miles north of the proposed project site. These parks are operated by home owners association and are not open to the general public. Westwind Park is a City park located about 2 miles north of the project site on Riverside Drive west of Archibald Avenue. Adjacent to this park is the Whispering Lakes Golf Course. Outside of the City, neighborhood parks exist within the Eastvale Specific Plan area (Jurupa Community Services District) located about 1.5 miles to the south, along Archibald Avenue and Mountain View Park located about 4-1/2 miles to the west in the City of Chino.

San Bernardino County maintains regional parks and recreation facilities within 4 to 6 miles of the project site. Regional recreation facilities include the Cucamonga-Guasti Regional Park located 6 miles north of the project site. The Prado Regional Park and El Prado Golf Course approximately 3-½ miles southwest of the project site is a 1,837-acre open space park with picnicking and hiking facilities that is operated by Riverside County. Riverside County's Santa Ana River Regional Park is located approximately 4 miles south of the site.

Within the existing residential areas of the City, the present parks ratio is 2.9 acres per 1,000 residents. The GPA for the NMC standard for park and recreation areas is 5 acres for every 1,000 residents. The City's General plan designated three sizes of parks; first, the Mini-Park (up to one acre serving a ¼-mile radius) second, the Neighborhood Park (5 to 10 acres serving a ½-mile radius) and third, the Community Park (ten to thirty acres serving a ½-mile radius). Current City policy is directed at Neighborhood Parks of approximately 5 acres.



Source: Thomas Bros., 2003

Scale: 1" = 1.5 mi.

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LEGEND

- PARKSIDE S.P.
- CITY LIMITS
- COUNTY LINE
- PARKS & OPEN SPACES

Figure III-10-3

Existing Parks

Draft EIR
Parkside Specific Plan

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Libraries
Library services are provided by the Ontario City Library Main and South Branches. The Main Branch renovation and expansion was recently completed. Also, the South Branch has a joint use venture with Colony High School that significantly increased the Library's size and services (personal communication, Judy Evans, 1/26/04). The project will generate additional demands for library services. The Ontario City Library uses a space planning standard of 0.6 square feet per resident for determining facility needs relative to resident population. The closest library to the Specific Plan is the South Branch at Colony High School. Library development fees have been established to offset this additional need (Figure III-10-2, Existing Schools and Libraries).

Emergency Procedures
The Emergency Preparedness Plan (the "Plan") was developed in the 1990s to address disaster-related actions that could occur within the City of Ontario. Emergency procedures are addressed in the Plan by identifying all local agencies/organizations and all potential functional emergency responsibilities of those agencies/organizations.

Thresholds for Determining Significance
Impacts related to police protection, fire protection/emergency medical services, schools, parks and recreation, libraries and emergency procedures may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the need for, or provision of, new or physically altered governmental facilities, the construction of which could cause significant environmental impact, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    - Fire Protection
    - Police Protection
    - Schools
    - Parks
    - Libraries
    - Emergency Procedures
- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Project includes recreational facilities or requires the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Project Compliance with Existing Regulations
Police Protection
The Specific Plan addresses the GPA for the NMC (1998) Goal 9.0 which includes Policy 9.2.1 that requires Specific Plans to incorporate defensible space designs. "These designs should help ensure maximum visibility and security for entrances, pathways, and corridors, as well as open space (both public and private) and parking lots/structures." All tracts in future phases of the

Specific Plan will be designed to meet these General Plan policies and Specific Plan design guidelines.

Fire Services
The GPA for the NMC also states that no development will be permitted if there is an inadequate water supply that would increase the Fire Department Emergency Response Guideline or limit fire-fighting services. In accordance, the Specific Plan will be required to provide or participate in the funding and construction of the backbone water system to serve the area. The Water Master Plan for the City also addressed the adequacy of fire flows/pressure. Design of the water systems within the NMC will meet the intent of the Water Master Plan.

Schools
The GPA for the NMC includes Policy 8.1.2, which requires Specific Plans to accommodate sufficient schools to meet school district criteria. The Specific Plan lies within Planning Subareas 22 and 23 identified in the GPA for the NMC (1998). Two elementary schools are called for within the boundaries of Subareas 22 and 23, but these schools are not proposed to be constructed as part of the Specific Plan. Pursuant to state law (SB 50 and Proposition 1A), the project will be required to pay school impact fees. In general, the school impact fees are calculated for each school district and apply to residential, commercial and industrial development within a school district.

Parks & Recreation
The Specific Plan is proposed around a 52-acre Central Park, part of a 355-acre regional park system located in the central portion of the NMC. The project addresses GPA for the NMC Policy 12.1.3 that requires all Specific Plans to incorporate a comprehensive and unified parks and recreation plan that:

- Identifies mini, neighborhood, and community park sites in accordance with the service standards and updated Parks and Bike Trail Master Plan criteria;
- Integrates neighborhood parks with Neighborhood Centers and schools;
- Links parks by pedestrian greenway and bike trail networks;
- Incorporates passive and active recreational uses as specified in the Parks and Bike Trail Master Plan; and
- Defines a park acquisition and improvement financing plan.

Policy 12.1.3 is implemented in the Specific Plan by integrating a 52-acre park running through the project site in an east-west direction, a trail system running north-south along the length of Cucamonga Creek within the project boundaries (Cucamonga Creek Trail), and linking to a Town Green at the western edge of the project. Project developers will pay the adopted park fee established by the City for the project less any credit given by the City for the parks and trails network.

The Specific Plan addresses Policy 12.1.9 that requires the use of extensive landscaping along street frontages. This policy will be implemented in the Specific Plan by using the design guidelines and plant palette developed for the streets surrounding and within the project site.

Design Considerations

As described above, the plan and design of the proposed Specific Plan implement most of the requirements of General Plan Policy 12.1.3 by proposing parks, neighborhood edges, and trails.

Environmental Impacts Before Mitigation

Threshold: Result in substantial adverse physical impacts associated with the need for, or provision of, new or physically altered governmental facilities, the construction of which could cause significant environmental impact, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire/Emergency Medical Services

The Ontario Fire Department currently provides fire and Emergency Medical Services for the proposed project site from Fire Station No. 6. This station is located north-east of the project site, at 2931 E. Philadelphia. The current response time from this station will exceed the Fire Department Emergency Response Guideline.

Fire Station No. 9 is to be built within the Specific Plan. This station is required to be operational prior to any residential or commercial occupancies within the Specific Plan. All potential significant physical impacts associated with construction of this station is addressed in the Specific Plan EIR. When completed, response time from Station No. 9 will be within the current Fire Department Emergency Response Goals.

If, at the time of occupancy of the Parkside Specific Plan, this station is operational, potential significant impacts associated with the risk due to inadequate response times would be less than significant. If it is not operating, potential significant impacts associated with the provision of fire and EMS services would be considered potentially significant because Fire Department Response Goals could not be met. The payment of Development Impact Fees from Parkside Specific Plan will help fund construction of this station, which will mitigate to less than significant the provision of necessary facilities.

Police Protection

Police services will be provided by the Ontario Police Department. Since police services are based upon per capita service levels, the proposed project will require an incremental increase in policing services to maintain required service levels. With a projected population of about 6,550 people, 9 sworn officers and 5 civilian staff will be needed to serve the Specific Plan at build-out. The City's development review process and building permit plan check processes include review by the City's Police Department to ensure incorporation of defensible space concepts in site design and construction. Property taxes and City fees support the general fund to help offset the cost of additional personnel. Since response time for police service is not based on proximity to the station and since the new main station is close to the project site, no adverse physical impacts associated with the need for, or provision of, new or physically altered police facilities will result from the project. Therefore, impacts to police protection are considered less than significant.

Schools
The project will be adding school-aged children that will require school services from Mountain View School District (MVSD) and Chaffey Joint Union High School District (CJUHSD).

Table III-10-B: Student Generation

School District	Grades	Generation Factor	Student Generation
Mountain View School District	K-8	0.63 students per single-family dwelling unit 0.27 students per multi-family dwelling unit	275 408
Chaffey Joint Union High School District	9-12	0.20 per dwelling unit	389
Total	K-12		1,072

Note: Student generation was calculated using 437 single-family and 1,510 multi-family dwelling units.

As shown in Table III-10-B above, a total of 1,072 new students could be generated by the proposed 1,947 single- and multi-family residential units. No schools are proposed to be constructed as a part of the Specific Plan. While future developments in the area may accommodate additional schools, these projects may not be completed prior to development within the Specific Plan area. The elementary school proposed as part of the Subarea 29 (Hettinga) Specific Plan will likely be able to serve students from both Subarea 29 and Parkside Specific Plan areas in the short-term, if the developments progress in phases. Furthermore, Grace Yokley Intermediate School (the only middle school in the district) is also currently exceeding its student capacity. Thus, there is insufficient capacity at the existing schools, with the exception of Colony High School, to accommodate the proposed project. Therefore, impacts to schools resulting from implementation of the Specific Plan would be significant without adequate mitigation.

Pursuant to state law (SB 50 and Proposition 1A), the project will be required to pay school impact fees. In general, the school impact fees are calculated for each school district and apply to residential, commercial and industrial development within a school district. This is often considered adequate mitigation for school impacts caused by development.

Alternatively, the project proponent could negotiate with MVSD or CJUHSD to establish a Community Facilities District (CFD). A CFD is a funding mechanism that would allow the developer to pass the cost of school impact fees to the homeowner, still providing the school district required compensation for impacts to their schools. Depending on the timing of the project and school construction and occupancy, without either of these measures incorporated, the proposed project would have a significant direct and cumulative effect on area schools.

Parks
The GPA for the NMC Policy 12.1.1, sets a standard of 5 acres per thousand residents; accordingly, the proposed project should provide approximately 34 acres of parks. The Specific Plan is proposing to provide a 52-acre Central Park, part of the proposed 355-acre regional park system in the NMC, and almost double the NMC standard. Thus, the proposed project contains more than adequate park land, and impacts to parks are considered to be not significant if the

larger park is developed early or in phases to correspond with the number of houses built (so that the 5 acres of parks per thousand residents criterion is met).

Libraries
Library services are provided by the Ontario City Library System. Because the project involves residential development, the demand for library services will increase incrementally over time. The current expansion standard is 0.6 sq. ft. per resident; thus implementation of the Specific Plan would require an additional 4,124 square feet of library space at build out. In order to reduce impacts associated with additional residents increasing the demand on the local library system, the City has adopted a library development impact fee. Because libraries need enough people within a geographic area to warrant their construction, the fees are considered adequate mitigation and no significant impact results from the project.

Emergency Procedures
According to the GPA for the NMC FEIR, the City of Ontario's Existing Emergency Preparedness Plan and the actions contained therein are considered appropriate and adequate for the entirety of the GPA for the NMC which includes the area contained in the Specific Plan. Therefore, the proposed project will not present any potentially significant environmental impact to emergency procedures.

Threshold: The project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed project will consist of approximately 430 single-family residential units, 1,517 multi-family residential units, a 52-acre Central Park, and 11.5 acres of commercial use. The nearest regional parks are the Santa Ana River Wildlife Area and the Prado Regional Park to the south. Due to the proximity of the project site to these large recreational areas, they may get some use by the project residents, but these regional facilities are designed to serve the entire region. The 52-acre Central Park in the Specific Plan is part of the 355-acre regional park system proposed for the NMC, and this park system will be built out over time to serve the GPA for the NMC area. Existing local park facilities in the area could experience accelerated deterioration due to the added use by residents of the Specific Plan. However, at build out of the Specific Plan, such potential impacts would be reduced to less than significant levels. Without mitigation, impacts to existing parks resulting from overuse by residents of the Specific Plan could be considered significant by other jurisdictions.

Threshold: The project includes recreational facilities or requires the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

The proposed project includes the construction a 52-acre Central Park and a trail system adjacent to Cucamonga Creek and Archibald Avenue. Construction of the new parks has been included in the analysis presented in all sections of this DEIR, and mitigation measures have been incorporated as appropriate.

Proposed Mitigation Measures

MM Serv 1: To reduce fire hazards, wood-shingled and shake-shingled roofs are prohibited.

MM Serv 2: To reduce fire hazards, fire hydrant locations and water main sizes shall meet standards established by the City Fire Department and reviewed and implemented by the Engineering Department.

MM Serv 3: To reduce fire hazards when water is provided to the site, adequate fire flow pressure shall be provided for residential areas and non-residential projects in accordance with currently adopted standards (2001 California Fire Code Appendix III-A).

MM Serv 4: To reduce fire hazards, adequate water supply shall be provided by the Fire Department prior to the framing stages of construction.

MM Serv 5: To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.

MM Serv 6: To reduce fire hazards, access roadways designed in accordance with Fire Department standards to within 150' of all structures, shall be provided prior to the framing stages of construction. This access is to be maintained in an unobstructed manner throughout construction.

MM Serv 7: A fire station located within the Specific Plan must be operational prior to the issuance of any certificates of occupancy in the Specific Plan.

MM Serv 8: The developer shall pay library, police, and fire service development impact fees.

MM Serv 9: The developer shall pay school fees or otherwise meet project obligations to schools, as required by Mountain View and Chaffey Joint Union High School Districts.

MM Serv 10: The portions of the Great Park (PA 22) located east of Cucamonga Creek shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs 1 - 4 and PAs 17 - 19. The portion of the Great Park located west of Cucamonga Creek in PA 22 east of Hellman Avenue shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PA 6 and PA 16. The remainder of PA 22 located west of Hellman Avenue shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs 7 – 10 and 11 – 14.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

All potential direct impacts of the project and cumulative impacts were found to be less than significant with the above mitigation measures incorporated.

Summary of Cumulative Environmental Effects After Mitigation Measures are Implemented

Cumulative impacts to Public Services could occur if other major residential and/or commercial projects were proposed in immediate proximity to the proposed project. For example, other proposed specific plans within the New Model Colony that will provide residential developments may also contribute school age children that will require services from Mountain View School District. The effects from these developments should also be mitigated through the payment of school impact fees or through the creation of a Community Facilities District, as appropriate. With the implementation of the above mitigation measures, cumulative adverse effects on public services are not anticipated.

11. Transportation/Traffic

The focus of the following discussion is related to the potential impacts associated with changes in the existing traffic patterns, level of service, air traffic patterns, emergency access, parking capacity, and alternative modes of transportation. This discussion summarizes the traffic impact study for the project, which was prepared by Webb Associates. The *Traffic Impact Study Report Parkside Specific Plan City of Ontario* (Webb, 2005) is bound under separate cover as Appendix I of this document.

The proposed project is located in an area of the City that was formerly a part of the Agricultural Preserve. This rural area is transitioning to urban and suburban uses, both within the City of Ontario and within adjacent areas of Riverside County. This transition in land use results in some rural roads and some urban streets serving developing areas. The traffic study for the project analyzed the surrounding street network and freeway access points to determine the need for roadway and intersection improvements resulting from the project.

The objectives of the traffic study were to:

- Determine existing traffic conditions in the vicinity of the proposed project;
- Evaluate the traffic generated from the proposed development with respect to its impact on the Project Opening Year conditions; and
- Determine if the level of service required by the City of Ontario General Plan will be maintained at all impacted intersections, and if not, determine the mitigation measures and cost that will be necessary in order to maintain the required level of service.

This analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with level 'A' being best and level 'F' being worst. The levels of service at the unsignalized and signalized intersections have been calculated using the delay methodology in the 1997 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If, for example, there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. Table III-11-A, Level of Service (LOS) Standards, shows the criteria used to determine the level of service at intersections.

Table III-11-A: Level of Service (LOS) Standards

Level of Service (LOS)	Signalized Average Total Delay (seconds/vehicle)	Unsignalized Average Total Delay (seconds/vehicle)	Qualitative LOS Description
A	0 to 10.00	0 to 10.00	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	10.01 to 20.00	10.01 to 15.00	Progression is good and/or cycles are of short length. More vehicles stop than for LOS A, causing higher levels of average total delay.
C	20.01 to 35.00	15.01 to 25.00	Fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in the level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	35.01 to 55.00	25.01 to 35.00	Noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.01 to 80.00	35.01 to 50.00	The limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.
F	80.01 and up	50.01 and up	Unacceptable to most rivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Traffic Impact Study Report Parkside Specific Plan, Webb Associates, 2005

Setting

The Parkside Specific Plan (the Specific Plan) is located north of Eucalyptus Avenue, south of Edison Avenue, and west of Archibald Avenue in the southeasterly portion of the City of Ontario. Figure III-11-1 identifies the existing roadway conditions for roadways in the vicinity of the project site. The following roadways provide service to the area:

- **Hamner/Milliken Avenue.** Hamner/Milliken Avenue is a north-south road located approximately two miles to the east of the project site. The road serves as the boundary for the Counties of Riverside and San Bernardino. It forms the eastern New Model Colony boundary and extends from the City of Rancho Cucamonga to the City of Corona. Currently, the design varies from a four lane road to a two lane road, the west half of this road is designated in the City of Ontario Transportation Implementation Plan for the New Model Colony (NMS TIP, 2001) as a Divided Arterial-Parkway 1-1. Such a designation in this location has a 28-foot wide median (to allow for dual left turn lanes) with six through lanes (Edison Avenue to Bellegrave Avenue segment) and a minimum 148-foot right-of-way. The Edison Avenue to Riverside Drive segment of Hamner/Milliken Avenue is designated as Divided Arterial Parkway 1A with eight through lanes and minimum 160-foot right-of-way.

  The County of Riverside designates the east half of the street for the same two segments of Hamner/Milliken Avenue as a Modified Urban Arterial with a 152-foot right-of-way, 14-foot raised or painted median, and 6 through lanes. South of Bellegrave Avenue, Hamner/Milliken Avenue is located entirely within Riverside County with the same 152-foot right-of-way.

Source: City of Ontario

Scale: 1" = 1 mi.

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Figure III-11-1

Project Area Roadways

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Parkside Specific Plan

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- **Edison Avenue.** Edison Avenue is an east-west road that forms the northern border of the project site. Currently developed as a two-lane undivided road east of Euclid Avenue, Edison Avenue extends from west of Euclid Avenue into the City of Chino Hills, where it changes its name to Grand Avenue and continues into West Covina. This road is designated in the City of Ontario Transportation Implementation Plan for the New Model Colony as a Divided Arterial Parkway 1A with 8 through lanes (Cleveland-Hamner/Milliken segment) and a minimum of 160 feet right-of-way. East of Hamner/Milliken Avenue, in Riverside County, the realigned Edison Avenue becomes Cantu Galleano Ranch Road (Galena Street) and it is designated by the Riverside County General Plan Circulation Element as an Urban Arterial with 6 through lanes and 152-foot right-of-way. This roadway connects the NMC to the I-15 freeway at the proposed Galena St. Interchange.

- **Eucalyptus/Merrill Avenue.** Eucalyptus/Merrill Avenue is an east-west road that forms the southern boundary of the project site. Currently developed as a two-lane undivided road, Eucalyptus/Merrill Avenue extends from San Antonio Avenue in Chino to Haven Avenue. Eucalyptus/Merrill Avenue will extend to Central Avenue with the College Park Project. In the City of Ontario Transportation Implementation Plan for the New Model Colony, both Eucalyptus Avenue and Merrill Avenue are classified as Standard Arterial, with 4 through lanes and a 108-foot right-of-way.

- **Bellegrave Avenue.** Bellegrave Avenue is an east-west road located approximately 1.5 miles to the southeast of the project site. Bellegrave terminates one half mile west of Hamner Avenue and connects with Mission Boulevard to the east in the unincorporated area of Riverside County known as Glen Avon. Within the project area, the north half of this roadway falls under the jurisdiction of the City of Ontario, while the south half is subject to Riverside County's standards. Currently developed as a two-lane undivided road, this road is designated by the City of Ontario General Plan as a Standard Arterial with 4 through lanes (2-2 in each direction) and a 108-foot right-of-way. The Riverside County half of Bellegrave Avenue is designated as a Modified Urban Arterial with a 152-foot right-of-way, 14-foot raised or painted median, and 6 through lanes. It has been constructed to accommodate 3 through lanes (south half only) and a painted median. Riverside County's designation is currently being downgraded to Major Arterial.

- **Haven Avenue.** Haven Avenue is a north-south roadway, running one mile to the east of the project site. Currently developed as a two-lane undivided road, this road is designated in the City of Ontario New Model Colony General Plan Amendment as a Parkway 2 with four lanes divided (124' right-of-way), between Riverside Drive and Bellegrave Avenue. South of Bellegrave Avenue, Haven Avenue is named Sumner Avenue and is located in Riverside County. The Riverside County Eastvale Area Plan designates Sumner Avenue as a Major roadway with 118-foot right-of-way. Haven serves as a connection to SR 60 located approximately 2.5 miles to the north.

- **Interstate 15**. Interstate 15 (I-15) is located approximately two and one-half miles east of the project site. Currently access to the I-15 is approximately 1.5 miles south, via Hamner/Milliken Avenue, then east on Limonite Avenue. I-15 carries approximately 90,000 vehicles per day in the vicinity of the proposed project. A new interchange is proposed that

will connect Edison Avenue with the I-15 immediately east of the NMC at Galena Street in Riverside County. The construction contract for this interchange was awarded in January, 2006 with completion expected in September, 2007.

- **State Route 60**. State Route 60, located approximately 2.5 miles north of the project site, is generally ten lanes (four mixed flow lanes and one carpool lane in each direction). In this area, SR-60 has full diamond-type interchanges with Euclid Avenue, Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, and Hamner/Milliken Avenue. SR-60 carries approximately 160,000 vehicles per day near the project site.

- **Archibald Avenue**. Archibald is a north-south roadway that forms the eastern boundary of the project site. Archibald connects to the Cities of Norco and Corona to the south and to the City of Rancho Cucamonga in the north, though interrupted for one mile by Ontario International Airport. Archibald is currently developed as a two-lane undivided road south of Schaefer Avenue where it is adjacent to the project site. North of Edison Avenue, Archibald Avenue is designated as a Divided Arterial Parkway 1-2, with a median. Between Edison Avenue and Bellegrave Avenue, Archibald Avenue is designated as a Divided Arterial Parkway 1A with a bike lane and 8 through lanes in a 160-foot right-of-way. South of Bellegrave Avenue, Archibald continues as a Divided Arterial Parkway 1A, without a bike lane.

The traffic flow through intersections affects the operation of the roadway system as a whole. Therefore, analysis of traffic at study area intersections was used to evaluate the traffic impacts of the project. Twenty-two intersections within the study area were evaluated to determine their existing and future levels of service. These intersections are:

- Euclid Avenue (NS) at:
  - Merrill Avenue (EW)
  - Edison Avenue (EW)
  - Schaefer Avenue (EW)
  - Chino Avenue (EW)
  - Riverside Drive (EW)

- Grove Avenue (NS) at
  - Riverside Drive (EW)
  - Chino Avenue (EW)
  - Edison Avenue (EW)
  - Merrill Avenue (EW)

- Vineyard Avenue (NS) at:
  - Riverside Drive (EW)

- Archibald Avenue (NS) at:
  - SR-60 WB Ramps
  - SR-60 EB Ramps
  - Riverside Drive (EW)

Chino Avenue (EW)
Schaefer Avenue (EW)
Edison Avenue (EW)
Merrill Avenue (EW)
Cloverdale Avenue (EW)

- Haven Avenue (NS) at:
  Riverside Drive (EW)
  Edison Avenue (EW)

- Hamner Avenue (NS) at:
  Eucalyptus Avenue (EW)
  Bellegrave Avenue (EW)

The project site is proposed to be developed with 430 single-family detached residential dwelling units, 1,517 low-rise condominium units, and a 115,000 square foot shopping center. The project site is currently in agricultural use with relatively low traffic generation from the project. Adjacent uses include the following:

North: Dairy Farming, Poultry Farming, Nursery, Croplands, Residential, and Southern California Edison electrical substation.
South: Dairy Farming and Single-Family Residential
East: Dairy Farming, Croplands, and Residential
West: Dairy Farming, Residential, and Cropland.

The traffic generation currently experienced in the project area is shown in Table III-11-B. All of the intersections operate at LOS levels acceptable to the City of Ontario except the intersection of Hamner Avenue/Eucalyptus Avenue, which operates at LOS E in the PM Peak hour. According to the traffic study (Appendix I), signals are warranted at the following intersections for existing conditions:

- Grove Avenue/Chino Avenue
- Grove Avenue/Edison Avenue
- Archibald Avenue/Merrill Avenue
- Hamner Avenue/Eucalyptus Avenue

Table III-11-B: Existing Level of Service for Study Intersections (2005)

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Avenue/Riverside Drive	Signal	15.4	B	18.8	B
Euclid Avenue/Chino Avenue	Signal	14.2	B	15.1	B
Euclid Avenue/Schaefer Avenue	Signal	12.9	B	18.1	B
Euclid Avenue/Edison Avenue	Signal	29.8	C	28.4	C
Euclid Avenue/Merrill Avenue	Signal	13.3	B	11.1	B
Grove Avenue/Riverside Drive	Signal	12.2	B	14.8	B
Grove Avenue/Chino Avenue	AWSC	9.5	A	11.0	B
Grove Avenue/Edison Avenue	AWSC	10.6	B	15.2	C
Grove Avenue/Merrill Avenue	AWSC	8.5	A	8.4	A
Vineyard Avenue/Riverside Drive	Signal	13.0	B	13.4	B
Archibald Avenue/SR-60 WB Ramps	Signal	26.2	C	21.4	C
Archibald Avenue/SR-60 EB Ramps	Signal	12.9	B	17.3	B
Archibald Avenue/Riverside Drive	Signal	20.4	C	22.2	C
Archibald Avenue/Chino Avenue	Signal	18.7	B	17.7	B
Archibald Avenue/Schaefer Avenue	TWSC	16.3	C	17.5	C
Archibald Avenue/Edison Avenue	Signal	17.2	B	18.8	B
Archibald Avenue/Merrill Avenue	TWSC	28.1	D	19.8	C
Archibald Avenue/Cloverdale Road	Signal	17.1	B	22.5	C
Haven Avenue/Riverside Drive	Signal	16.4	B	17.5	B
Haven Avenue/Edison Avenue	TWSC	13.2	B	10.5	B
Hamner Avenue/Eucalyptus Avenue	TWSC	11.7	B	45.5	E
Hamner Avenue/Bellegrave Avenue	Signal	14.7	B	14.1	B

TWSC – Two Way Stop Controlled
AWSC – All Way Stop Controlled

Table III-11-C shows the projected levels of service at study area intersections at the opening year of the project but without the construction of the project. These projections were made assuming the existing intersection geometrics background growth and with the development of other area projects shown in Table III-11-F. The opening year is 2015. As shown in Table III-11-C, all study area intersections violate the City of Ontario's acceptable LOS D level in both the AM and PM Peak hours except Archibald Avenue/Riverside Drive and Archibald Avenue/SR-60 WB Ramps which exceed LOS standards only in the PM Peak hour; Archibald Avenue/EB SR-60 Ramp will operate at acceptable levels in both the AM and PM Peak hours.

The following intersections warrant traffic signals in the project opening year without the construction of the project:

- Grove Avenue/Merrill Avenue
- Archibald Avenue/Schaefer Avenue
- Haven Avenue/Edison Avenue

Table III-11-C: Levels of Service for Opening Year (2015) WITHOUT Project Plus Area Projects

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Avenue/Riverside Drive	Signal	OFL	F	OFL	F
Euclid Avenue/Chino Avenue	Signal	OFL	F	OFL	F
Euclid Avenue/Schaefer Avenue	Signal	OFL	F	OFL	F
Euclid Avenue/Edison Avenue	Signal	OFL	F	OFL	F
Euclid Avenue/Merrill Avenue	Signal	OFL	F	OFL	F
Grove Avenue/Riverside Drive	Signal	OFL	F	OFL	F
Grove Avenue/Chino Avenue	AWSC	OFL	F	OFL	F
Grove Avenue/Edison Avenue	AWSC	OFL	F	OFL	F
Grove Avenue/Merrill Avenue	AWSC	OFL	F	OFL	F
Vineyard Avenue/Riverside Drive	Signal	OFL	F	OFL	F
Archibald Avenue/SR-60 WB Ramps	Signal	31.3	C	58.9	E
Archibald Avenue/SR-60 EB Ramps	Signal	9.0	A	47.3	D
Archibald Avenue/Riverside Drive	Signal	32.7	C	51.1	D
Archibald Avenue/Chino Avenue	Signal	54.2	D	OFL	F
Archibald Avenue/Schaefer Avenue	TWSC	OFL	F	OFL	F
Archibald Avenue/Edison Avenue	Signal	OFL	F	OFL	F
Archibald Avenue/Merrill Avenue	TWSC	OFL	F	OFL	F
Archibald Avenue/Cloverdale Road	Signal	OFL	F	OFL	F
Haven Avenue/Riverside Drive	Signal	118.5	F	OFL	F
Haven Avenue/Edison Avenue	TWSC	OFL	F	OFL	F
Hamner Avenue/Eucalyptus Avenue	TWSC	OFL	F	OFL	F
Hamner Avenue/Bellegrave Avenue	Signal	OFL	F	OFL	F

TWSC – Two Way Stop Controlled
AWSC – All Way Stop Controlled
OFL- Overflow conditions, Delay > 200 seconds

Bus transit service is provided to the City of Ontario by Omnitrans. However, Omnitrans currently does not provide bus service in this portion of the City of Ontario. The closest transit service is provided at the northern boundary of the New Model Colony, at Riverside Drive where two Omnitrans routes – Route 70, Ontario – Creekside, and Route 71 Ontario – Ontario Airport operate. No specific routes are planned to serve the project site.

The closest rail line to the site is commuter rail service, commonly known as Metrolink, provided by the Southern California Regional Rail Authority (SCRRA). The peak-hour commuter-oriented service operates between the Downtown Riverside Station and Downtown Los Angeles along the Union Pacific rail line, serving other communities along the route at three intermediate stations. One of the intermediate stations is the East Ontario Station, located near Francis Avenue and Haven Avenue, approximately 3.5 miles from the project site.

According to the GPA for the NMC, several bike trails are planned near the project site. They are as follows: Class I Bike Paths (bike path that is completely separated from vehicular traffic) are

planned along Archibald Avenue, through the middle of the project site (beginning south of Edison Avenue between Walker Avenue and Vineyard Avenue and ending at the intersection of Milliken Avenue and Edison Avenue), and along the Cucamonga Creek Flood Control Channel. A Class III bike trail (shared use with motor vehicle traffic) is planned along Merrill Avenue.

Thresholds for Determining Significance

Impacts related to transportation/traffic may be considered potentially significant if the proposed project would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; and
- Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Project Compliance with Existing Regulations

As stated in the GPA for the NMC, the City of Ontario established performance standards for acceptable levels of service, of a minimum LOS C for all residential streets in peak periods, and LOS D for intersections during peak hours and for collector and arterial roadways (GPA for the NMC Policies 11.21 – 11.2.3).

To ensure that the Specific Plan's circulation system adequately serves local trips while minimizing impacts on the surrounding neighborhoods and the existing system, the City of Ontario established "transportation impact" mitigation fees, which the proposed project will be required to pay in order to offset the cost of transportation improvement required by new development. According to the Ontario NMC Transportation Implementation Plan, educational, sports, public and amenity categories are exempt from the transportation fee. The trips to/from such land uses will generally be made by residents or employees of the NMC and the fees for trips generated by those persons can be captured through residential and employment land use transportation development impact fees (Section IV of NMC TIP, 2001). The proposed project will be subject to fees established at the time of development.

The GPA for the NMC Circulation Element provides for the circulation of people, goods, and public services that support the GPA for the NMC Land Use Element's for proposed projects. Project development will meet and comply with all applicable Circulation Land Use policies. These policies address: Road Rights-of-Way and Dedication; Consistency with the San

Bernardino County-wide Congestion Management Program, Roadway Design; Alignment; Access; Intersections; On-Site Road Improvements; Off-Site Road Improvements; Arterial Highways; Collector Streets; Commercial and Industrial Development; Circulation Hazards; Flooding; Dust and Blowsand; Congestion Relief/Level of Service; Parking; Pedestrian Facilities and Bikeways. For a descriptive response to each of these Circulation Land Use Policies, see the discussion in the Specific Plan.

The project is also required to pay its fair share costs of offsite improvements required to maintain acceptable levels-of-service. Costs of all of the required offsite improvements are calculated using *Preliminary Construction Cost Estimates for Congestion Management Plans* as provided by the San Bernardino Association of Governments (SANBAG). The necessary improvements are shown as offsite mitigation (MM Trans 10 through 31). For a detailed breakdown of the cost of each specific item, see the traffic report (Appendix I). The project's fair share cost of improvements is $487,849. Fair share cost is computed by the ratio between project traffic to total new traffic. Total new traffic is all future traffic minus existing traffic. Table III-11-D shows how these costs were calculated by study area intersection.

Table III-11-D: Project Fair Share Cost and Traffic Contribution Per Study Area Intersection

Location	Total Cost	Existing Traffic (2004) vph	Future Traffic (2015) vph	Project Traffic vph	Total New Traffic vph	Project % of New Traffic	Project Fair Share Cost
1. Euclid Avenue (SR-83) / Riverside Drive	$590,909	2973	9550	28	6577	0.43%	$2,516
2. Euclid Avenue (SR-83) / Chino Avenue	$690,909	2067	8765	30	6698	0.45%	$3,095
3. Euclid Avenue (SR-83) / Schaefer Avenue	$590,909	2002	8706	24	6704	0.36%	$2,115
4. Euclid Avenue (SR-83) / Edison Avenue	$679,545	2195	10671	56	8476	0.66%	$4,490
5. Euclid Avenue (SR-83) / Merrill Avenue	$452,273	1319	10224	21	8905	0.24%	$1,067
6. Grove Avenue / Riverside Drive	$396,591	1363	6130	32	4767	0.67%	$2,662
7. Grove Avenue / Chino Avenue	$910,227	810	5461	46	4651	0.99%	$9,002
8. Grove Avenue / Edison Avenue	$971,591	903	7230	105	6327	1.66%	$16,124
9. Grove Avenue / Merrill Avenue	$438,636	399	3069	60	2670	2.25%	$9,857
10. Vineyard Avenue / Riverside Drive	$735,227	1148	7654	155	6506	2.38%	$17,516
11. Archibald Avenue / SR-60 WB Ramps	$125,000	2207	5151	207	2944	7.03%	$8,789
12. Archibald Avenue / SR-60 EB Ramps	$125,000	2352	4925	238	2573	9.25%	$11,562
13. Archibald Avenue / Riverside Drive	$125,000	2821	6825	304	4004	7.59%	$9,491
14. Archibald Avenue / Chino Avenue	$402,273	1588	7356	356	5768	6.17%	$24,828
15. Archibald Avenue / Schaefer Avenue	$921,591	1178	8150	583	6972	8.36%	$77,064
16. Archibald Avenue / Edison Avenue	$779,545	1821	10970	1083	9149	11.84%	$92,278
17. Archibald Avenue / Merrill Avenue	$1,243,182	1159	17252	645	16093	4.01%	$49,826
18. Archibald Avenue / Cloverdale Road	$490,909	1673	9113	433	7440	5.82%	$28,570
19. Haven Avenue / Riverside Drive	$552,273	1770	6257	83	4487	1.85%	$10,216
20. Haven Avenue / Edison Avenue	$688,636	605	2954	202	2349	8.60%	$59,219
21. Hamner Avenue / Eucalyptus Avenue	$677,273	1423	7683	136	6260	2.17%	$14,714
22. Hamner Avenue / Bellegrave Avenue	$640,909	1144	6972	83	5828	1.42%	$9,128
23. Future Road / Edison Avenue	$388,636	0	4702	287	4702	6.10%	$23,722
TOTAL	$13,617,045						$487,849

Design Considerations

The Specific Plan provides improvements to adjacent local roadways as well as the construction of internal roadways. In-tract local and collector streets (named "primary local" in the Parkside Specific Plan) will be constructed to the City of Ontario standards and will consist of 60' right-of-ways.

Improvements to regional adjacent roadways are as follows:

Merrill Avenue: Improvements to Merrill include ½-width improvements of two westbound lanes totaling 42 feet of pavement, a 12-foot landscaped parkway including a 5-foot sidewalk, and an additional 23 feet of landscaped Neighborhood Edge buffer. Appropriate signage will be included to indicate that a Class III Bike Path is included within the right-of-way of the north half of the street.

Archibald Avenue: Improvements to Archibald Avenue consist of half-width street improvements of four southbound lanes (totaling 52 feet of pavement), a 13-foot wide half street landscaped median, 20-foot landscaped parkway including a 13-foot meandering sidewalk/Class I Bike Path, and an additional 30-foot Neighborhood Edge landscaped buffer.

Edison Avenue: Improvements to Edison Avenue include half-width improvements such that four lanes of opposing traffic (two lanes each way) will be constructed for a total of 52 feet of pavement. A 15-foot landscaped parkway will also be constructed including a 5-foot sidewalk. In addition, 35 feet of landscaped Neighborhood Edge will be constructed adjacent to the project site. Ultimate buildout of Edison Avenue is 8 travel lanes with a 26-foot median. Said median and the additional 4 lanes on the north side of the right-of-way will be constructed by others commensurate with other development.

Hellman Avenue: Hellman is designated as a Collector Street requiring 88-foot right-of-way. Improvements to Hellman Avenue include full-width improvements with 2 northbound and 2 southbound lanes for a total paved area of 64 feet. Improvements also include 12-foot landscaped parkways with 5-foot paved sidewalks on both side of the road. 18 feet of landscaped Neighborhood Edge will also be included on both sides of the road.

Environmental Impacts Before Mitigation

Threshold: The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets;

Traffic projections for the proposed project take into consideration several factors. Trip generation represents the amount of traffic traveling to and from the proposed project. Trip distribution considers the directional orientation of traffic associated with the project. Modal split takes into account the traffic reducing potential of public transit or other forms of transportation. The City of Ontario Transportation Department requires the use of the Highway Capacity Manual (HCM) to determine the level of service at study area intersections based on the average

controlled delay per vehicle by approach. The traffic study utilized the 2000 HCM methodology to determine LOS (Appendix I).

Trip Generation

Trip generation rates for development proposals of many kinds are found in the Institute of Transportation Engineers (ITE) "Trip Generation" 7th Edition, a standard source used for traffic studies. Based upon this publication, the proposed project is anticipated to generate approximately 20,442 daily vehicle trips, 1,511 trip ends will occur during the morning peak hour and 2,133 trip ends will occur during the evening peak hour (see Table III-11-E).

Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area, such as shopping centers and recreational sites, and proximity to the regional freeway system. The directional orientation of traffic for the proposed project was determined based upon the peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other information on future development and traffic impacts in the area.

Table III-11-E: Project Trip Generation

	AM Peak			PM Peak			
Land Use	Total	In	Out	Total	In	Out	Daily
Low-rise Condominiums (1,517 units)	1,017	258	759	1,184	683	501	8,890
Single-Family Residential (430 units)	323	82	241	434	275	159	4,115
Shopping Center (115,000 sf)	171	104	67	687	330	357	7,437
Passbys	25%			(172)	(83)	(89)	
TOTAL	1,511	444	1,067	2,133	1,206	928	20,442

Source: Traffic Impact Study Report Parkside Specific Plan, Webb 2005, Table 4-2.

Modal Split

The traffic reducing potential of public transit has not been considered for the purposes of this report. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Traffic Generation by Other Development

Table III-11-F below depicts the traffic impacts expected by other pending development in the study area. There are a significant number of daily trips that will be generated by these developments. These calculations were used at the time of the preparation of the traffic study for Subarea 29 and may vary from what is ultimately approved for these other future developments when they are approved by the City. As seen below, an additional 64,801 daily trips will be generated by other development at the opening year.

Table III-11-F: Pending Future Development Within Study Area

Project	Land Use	Quantity	Units[1]	Daily Trips
Countryside	Single-Family Residential	650	DU	6,220
West Haven Specific Plan	Single-Family Residential	1037	DU	9,924
	Shopping Center	115	TSF	8,200
Subarea 7 Specific Plan	Single-Family Residential	184	DU	1,760
	Multi-Family Residential	400	DU	2,688
	Shopping Center	217.52	TSF	15,509
	Business Park	550	TSF	7,018
Legacy Specific Plan	Single-Family Residential	540	DU	5,168
	Multi-Family Residential	345	DU	2,318
Subarea 29 Specific Plan	Single-Family Residential	2,220	DU	21,245
	Shopping Center	87	TSF	6,203
	Elementary School	900	Students	1,161
Total				**87,414**

[1] DU=Dwelling Units; TSF= Thousand Square Feet [2] Legacy (Esperanza) currently being updated.

Project Impacts

The proposed project is expected to generate 20,442 daily trip-ends, including 1,511 trip-ends during the AM Peak hour and 2,133 trip-ends during the PM Peak hour. Project buildout year is estimated to be 2015, and has been analyzed as such in the Traffic Studies. The impacts of the project were analyzed by examining the conditions projected at the buildout year (2015) with the project (Table III-11-G) but without the implementation of improvements. These results were then compared with the existing traffic conditions (Table III-11-B) as well as with the buildout year without the construction of the project (Table III-11-C).

In the Project Buildout Year (2015), there is an overall degradation of LOS at all area intersections from existing conditions. In both the Project Opening Year With and Without the Project, LOS degrades below the City of Ontario threshold in both the AM and PM peak hours at all study area intersections except Archibald Avenue/SR 60 WB Ramps and Archibald Avenue/Riverside Drive where LOS standards are exceeded in only the PM Peak hour. The intersection of Archibald Avenue/SR 60 EB Ramps is the only study area intersection where neither the AM nor PM Peak hour thresholds are exceeded.

Table III-11-G: Levels of Service in 2015 WITH Project Plus Area Projects WITHOUT Improvements

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Avenue/Riverside Drive	Signal	OFL	F	OFL	F
Euclid Avenue/Chino Avenue	Signal	OFL	F	OFL	F
Euclid Avenue/Schaefer Avenue	Signal	OFL	F	OFL	F
Euclid Avenue/Edison Avenue	Signal	OFL	F	OFL	F
Euclid Avenue/Merrill Avenue	Signal	OFL	F	OFL	F
Grove Avenue/Riverside Drive	Signal	OFL	F	OFL	F
Grove Avenue/Chino Avenue	AWSC	OFL	F	OFL	F
Grove Avenue/Edison Avenue	AWSC	OFL	F	OFL	F
Grove Avenue/Merrill Avenue	AWSC	OFL	F	OFL	F
Vineyard Avenue/Riverside Drive	Signal	OFL	F	OFL	F
Archibald Avenue/SR-60 WB Ramps	Signal	33.5	C	67.2	E
Archibald Avenue/SR-60 EB Ramps	Signal	9.0	A	54.6	D
Archibald Avenue/Riverside Drive	Signal	33.4	C	63.3	E
Archibald Avenue/Chino Avenue	Signal	59.8	E	OFL	F
Archibald Avenue/Schaefer Avenue	TWSC	OFL	F	OFL	F
Archibald Avenue/Edison Avenue	Signal	OFL	F	OFL	F
Archibald Avenue/Merrill Avenue	TWSC	OFL	F	OFL	F
Archibald Avenue/Cloverdale Road	Signal	OFL	F	OFL	F
Haven Avenue/Riverside Drive	Signal	128.3	F	OFL	F
Haven Avenue/Edison Avenue	TWSC	OFL	F	OFL	F
Hamner Avenue/Eucalyptus Avenue	TWSC	OFL	F	OFL	F
Hamner Avenue/Bellegrave Avenue	Signal	OFL	F	OFL	F
Future Carpenter Street/Edison Avenue	TWSC	OLF	F	OLF	F
Future Carpenter Street/Merrill Avenue	TWSC	13.8	B	12.1	F

TWSC – Two Way Stop Controlled AWSC – All Way Stop Controlled OFL- Overflow conditions, Delay > 200 seconds

At 2015 With Project, the intersection delays are slightly higher than 2015 Without Project (see Table III-11-C). However, there is no change in LOS rating and all study intersections exceed the City threshold except for the intersection of Archibald Avenue/SR-60 EB Ramps. Since the City thresholds are exceeded in the opening year, even without the construction of the proposed project, the effects of the project are cumulative when considered with the traffic that will be generated by other area development. Through the payment of fees and with the implementation of the below-listed mitigation measures, the impacts related to intersection LOS will be reduced to levels below significance.

Threshold: The project will cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);

As discussed above, the project will contribute to the overall violation of the City of Ontario LOS standards at all study area intersections except Archibald Avenue/SR-60 EB Ramps.

However, according to the traffic report, these threshold violations would occur at the project opening year (2015) even without the construction of the project. Since the project will be required to pay fair share impact fees to fund improvements cumulatively necessitated by area development in addition to the below-listed mitigation measures, impacts related to the increase of volume/capacity ratio as a result of the project are considered less than significant.

Threshold: The project will result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks;

This project site is located approximately 1 mile from the nearest airport, Chino Airport. The proposed project does not include any components that could alter air traffic patterns at Chino or any other airport. This issue is considered to be less than significant and no mitigation measures are required.

Threshold: The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

With the development of residential units, the means of automobile conveyance with relation to design features could be a potential problem. However with the implementation of the MM Trans 1, 2, and 3, impacts related to design-feature hazards will be less than significant.

The Specific Plan will be built over time. The project area is an area in transition from agriculture/dairy uses to urban use. However, there are still existing dairy farms and cropland. Farm equipment will be used for dairy and field crop operations. Such agricultural equipment may use some local roadways as long as the dairies are operating in the area. However, the ubiquity of agricultural-related traffic is steadily declining as development continues to occur and this potential impact is considered less than significant.

Threshold: The project will result in inadequate emergency access.

Development of the proposed project site will improve emergency access by completing improved road segments in the project area. The project site will be developed per all City of Ontario, standard conditions of approval, and permits related to emergency access. This issue is considered to be less than significant and no mitigation measures are required.

Threshold: The project will result in inadequate parking capacity;

The proposed specific plan requires parking spaces in accordance with the GPA for the NMC Standards and City of Ontario's Zoning Ordinance for all development proposed on-site. All tracts and site plans approved for the specific plan area will meet these standards as well. This issue is considered to be less than significant and no mitigation measures are required.

Threshold: The project will conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The GPA for the NMC has policies addressing alternative transportation with which the proposed project will not conflict. Currently, Omnitrans Bus Service does not provide bus

service in this portion of the City, and transit services come as close as the northern edges of the New Model Colony area. The northern boundary of the NMC, Riverside Drive, is served by two Omnitrans routes – Route 70, Ontario – Creekside, and Route 71 Ontario – Ontario Airport. No specific routes are planned to serve the project site.

According to the Specific Plan, the project is anticipated to generate demand for extended bus service. Bus turnouts and shelters to serve Parkside residents shall be provided as required by Omnitrans and as approved by the City. Therefore, impacts to public transportation are considered less than significant.

The GPA for the NMC sets forth a plan for future bike paths within the project area. The Specific Plan has numerous bike path components within its boundaries. The Specific Plan proposes to construct a multi-purpose trail on either side of Cucamonga Creek Channel. A Class I Bikeway will be provided in the parkway of Archibald Avenue. A Class III Bikeway will also be a part of the improvements to Merrill Avenue and Hellman Avenue. The Specific Plan will also provide a combination Class I bikeway/pedestrian trail (east-west) through the Village Green area of the development. All of the above-listed design considerations of the project related to bike paths will be constructed to link with the City of Ontario's master-planned Bike Paths System. Impacts related to adopted policies, plans, or programs supporting alternative forms of transportation are considered less than significant.

Proposed Mitigation Measures

An Environmental Impact Report is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate the potential significant adverse impacts upon traffic or to reduce impacts to below the level of significance. Based on the above analysis and the traffic study for the project, the project along with area-wide growth can be accommodated with the existing circulation system and given the following mitigation measures are implemented.

Onsite Improvements

***MM Trans 1:** Modify the intersection of Archibald Avenue/Edison Avenue to include the following geometrics:

Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. Two right-turn lanes.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

***MM Trans 2**: Modify the intersection of future Carpenter Street/Edison Avenue to include the following geometrics:

Northbound: One shared left-turn, through and right-turn lane.
Southbound: N/A
Eastbound: Two through lanes. One shared through and right-turn lane.
Westbound: One left-turn lane. Three through lanes.
Intersection Control: Install Signal.

***MM Trans 3**: Modify the intersection of Future Carpenter Street/Merrill Avenue to include the following geometrics:

Northbound: N/A
Southbound: One shared left-turn, through, and right-turn lane.
Eastbound: One shared left-turn and through lane. One through lane.
Westbound: One through lane. One shared through and right-turn lane.
Intersection Control: TWSC

MM Trans 4: Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards:

- Construct partial width improvements on the westerly side of Archibald Avenue at its ultimate cross-section as a divided arterial parkway 1A with bikeway (165' right-of-way) adjacent to project boundary line.

- Construct partial width improvements on the southerly side of Edison Avenue at its ultimate cross-section as a divided arterial parkway 1A (160' right-of-way) adjacent to project boundary line.

- Construct partial width improvements on the northerly side of Merrill Avenue at its ultimate cross-section as a standard arterial (108' right-of-way) adjacent to project boundary line.

MM Trans 4a: Intersection, median opening, and traffic signal spacing shall be in accordance with the City of Ontario New Model Colony Access Guidelines.

MM Trans 5: Sight distance at the project entrance roadway should be reviewed with respect to the City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

MM Trans 6: Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

MM Trans 7: The City should work with Omnitrans to develop additional routes and service for both local and regional service to the project area.

MM Trans 8: The City should establish a Transportation System Management (TSM) Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting. The program should set the overall policy and goals for trip reduction measures within the City, and require new developments to implement programs and measures to ensure compliance with those goals, such as preferential parking for carpools and vanpools, flex-time work hours, compressed work week, and distribution of information about ridesharing and transit services.

Offsite Improvements

MM Trans 9: The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.

The following Mitigation Measures have been identified to reduce the cumulative traffic impacts to a less than significant level and are required to attain the required LOS of intersections in the project area. The project will either install these improvements or pay their fair share mitigation fee, as determined by the City Engineer.

***MM Trans 10:** Modify the intersection of Euclid Avenue/Riverside Drive to include the following geometrics:
Northbound: Two left-turn lanes. Four through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.

***MM Trans 11:** Modify the intersection of Euclid Avenue/Chino Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Four through lanes. One share right-turn/through lane.
Southbound: One left-turn lane. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. One through lane. One right-turn lane.

***MM Trans 12:** Modify the intersection of Euclid Avenue/Schaefer Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: One left-turn lane. Four through lanes. One shared right-turn/through lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One shared right-turn/through lane.

***MM Trans 13:** Modify the intersection of Euclid Avenue/Edison Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. Two right-turn lanes.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

***MM Trans 14:** Modify the intersection of Euclid Avenue/Merrill Avenue to include the following geometrics:
Northbound: One left-turn lane. Four through lanes. Two right-turn lanes.
Southbound: Two left-turn lanes. Four through lanes.
Eastbound: N/A
Westbound: Two left-turn lanes. One right-turn lane.

***MM Trans 15:** Modify the intersection of Grove Avenue/Riverside Drive to include the following geometrics:
Northbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One shared right-turn/through lane.
Westbound: One left-turn lane. Two through lanes. One right-turn lane.

***MM Trans 16:** Add traffic signal and modify the intersection of Grove Avenue/Chino Avenue to include the following geometrics:
Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One shared right-turn/through lane.

***MM Trans 17:** Add traffic signal and modify the intersection of Grove Avenue/Edison Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Two through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Two through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

***MM Trans 18:** Add traffic signal and modify the intersection of Grove Avenue/Merrill Avenue to include the following geometrics:
Northbound: N/A
Southbound: One shared left-turn and right-turn lane. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes.
Westbound: Two through lanes. One shared right-turn/through lane.

***MM Trans 19:** Modify the intersection of Vineyard Avenue/Riverside Drive to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One right-turn lane.

***MM Trans 20:** Modify the intersection of Archibald Avenue/SR-60 WB Ramps to include the following geometrics:
Northbound: One left-turn lane. Three through lanes.
Southbound: Three through lanes. One right-turn lane.
Eastbound: N/A
Westbound: One left-turn lane. One right-turn lane.

***MM Trans 21:** Modify the intersection of Archibald Avenue/SR-60 EB Ramps to include the following geometrics:
Northbound: Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes.

Eastbound: One left-turn lane. One right-turn lane.
Westbound: N/A

***MM Trans 22:** Modify the intersection of Archibald Avenue/Riverside Drive to include the following geometrics:
Northbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.
Westbound: One left-turn lane. Three through lanes. One shard right-turn/through lane.

***MM Trans 23:** Modify the intersection of Archibald Avenue/Chino Avenue to include the following geometrics:
Northbound: One left-turn lane. Three through lanes. One right-turn lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.

***MM Trans 24:** Add traffic signal and modify the intersection of Archibald Avenue/Schaefer Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Three through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. One through lane. Two right-turn lanes.
Westbound: One left-turn lane. One through lane. One right-turn lane.

***MM Trans 25:** Modify the intersection of Archibald Avenue/Edison Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. Two shared right-turn/through lanes.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

***MM Trans 26:** Add traffic signal and modify the intersection of Archibald Avenue/Merrill Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

***MM Trans 27:** Modify the intersection of Archibald Avenue/Cloverdale Road to include the following geometrics:
Northbound: Four through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Four through lanes.
Eastbound: N/A
Westbound: Two left-turn lanes. One right-turn lane.

***MM Trans 28:** Modify the intersection of Haven Avenue/Riverside Drive to include the following geometrics:
Northbound: One left-turn lane. Two through lanes. Two right-turn lanes.
Southbound: One left-turn lane. Two through lanes. One right-turn lane.
Eastbound: One left-turn lane. Three through lanes. One right-turn lane.
Westbound: One left-turn lane. Two through lanes. One right-turn lane.

***MM Trans 29:** Add traffic signal and modify the intersection of Haven Avenue/Edison Avenue to include the following geometrics:
Northbound: One left-turn lane. Two through lanes. One shared right-turn/through lane.
Southbound: One left-turn lane. Two through lanes. One right-turn lane.
Eastbound: Two left-turn lanes. One through lane. One shared right-turn/through lane.
Westbound: One left-turn lane. One through lane. One right-turn lane.

***MM Trans 30:** Add traffic signal and modify the intersection of Hamner Avenue/Eucalyptus Avenue to include the following geometrics:
Northbound: Two left-turn lanes. Three through lanes.
Southbound: Three through lanes. Two right-turn lanes.
Eastbound: Two left-turn lanes. One right-turn lane.
Westbound: N/A

***MM Trans 31:** Modify the intersection of Hamner Avenue/Bellegrave Avenue to include the following geometrics:
Northbound: One left-turn lane. Two through lanes. One right-turn lane.
Southbound: Two left-turn lanes. Three through lanes. One right-turn lane.
Eastbound: One left-turn lane. Two through lanes. One right-turn lane.
Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.

* The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Summary of Project-Specific Environmental Effects After Mitigation Measures are Implemented

Table III-11-I shows the LOS for project area intersection after the implementation of the recommended intersection improvements listed above as mitigation measures in the project opening year. After the implementation thereof, all of the project area intersections will operate at LOS D or better. Thus, there are no significant project-specific or cumulative impacts on LOS from the project after the implementation of the above mitigation measures. All impacts related to design safety will be reduced to the less than significant level with the incorporation of MM Trans 1, 2, and 3. Therefore, all impacts related to transportation as a result of this project are considered less that significant with the incorporation of the above-listed mitigation measures.

Table III-11-H: Levels of Service for Opening Year (2015) WITH Project Plus Area Projects WITH Improvements

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Secs.)	LOS	Delay (Secs.)	LOS
Euclid Avenue/Riverside Drive	Signal	26.9	C	48.3	D
Euclid Avenue/Chino Avenue	Signal	17.9	B	43.9	D
Euclid Avenue/Schaefer Avenue	Signal	27.9	C	40.4	D
Euclid Avenue/Edison Avenue	Signal	34.2	C	52.1	D
Euclid Avenue/Merrill Avenue	Signal	33.3	C	50.7	D
Grove Avenue/Riverside Drive	Signal	24.2	C	49.0	D
Grove Avenue/Chino Avenue	Signal	16.4	B	47.9	D
Grove Avenue/Edison Avenue	Signal	50.2	D	45.4	D
Grove Avenue/Merrill Avenue	Signal	42.2	D	44.4	D
Vineyard Avenue/Riverside Drive	Signal	47.6	D	47.5	D
Archibald Avenue/SR-60 WB Ramps	Signal	15.1	B	34.4	C
Archibald Avenue/SR-60 EB Ramps	Signal	6.7	A	25.4	C
Archibald Avenue/Riverside Drive	Signal	25.8	C	48.1	D
Archibald Avenue/Chino Avenue	Signal	23.7	C	54.3	D
Archibald Avenue/Schaefer Avenue	Signal	26.9	C	54.2	D
Archibald Avenue/Edison Avenue	Signal	30.1	C	54.5	D
Archibald Avenue/Merrill Avenue	Signal	51.9	D	55.0	D
Archibald Avenue/Cloverdale Road	Signal	54.9	D	54.8	D
Haven Avenue/Riverside Drive	Signal	30.9	C	46.6	D
Haven Avenue/Edison Avenue	Signal	54.2	D	25.8	C
Hamner Avenue/Eucalyptus Avenue	Signal	36.6	D	52.4	D
Hamner Avenue/Bellegrave Avenue	Signal	37.2	D	54.2	D
Future Carpenter Street/Edison Avenue	Signal	5.0	A	3.9	A
Future Carpenter Street/Merrill Avenue	TWSC	13.8	B	12.1	B

TWSC – Two Way Stop Controlled AWSC – All Way Stop Controlled OFL- Overflow conditions, Delay > 200 seconds

Summary of Cumulative Effects After Mitigation Measures are Implemented

Traffic analysis is by nature cumulative. Table III-11-I, above, includes all background and reasonably foreseeable projects within its modeling. However, at the time the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary cumulatively significant impacts to traffic in the project vicinity. A Statement of Overriding Consideration would be required if the project is approved.

12. Utilities/Service Systems

Potential impacts from, (1) exceeding the wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board, and (2) resulting in the construction of new storm water drainage facilities are covered in other sections of this DEIR or considered less than significant and are therefore discussed in Section II, Effects Not Found Significant, of this document.

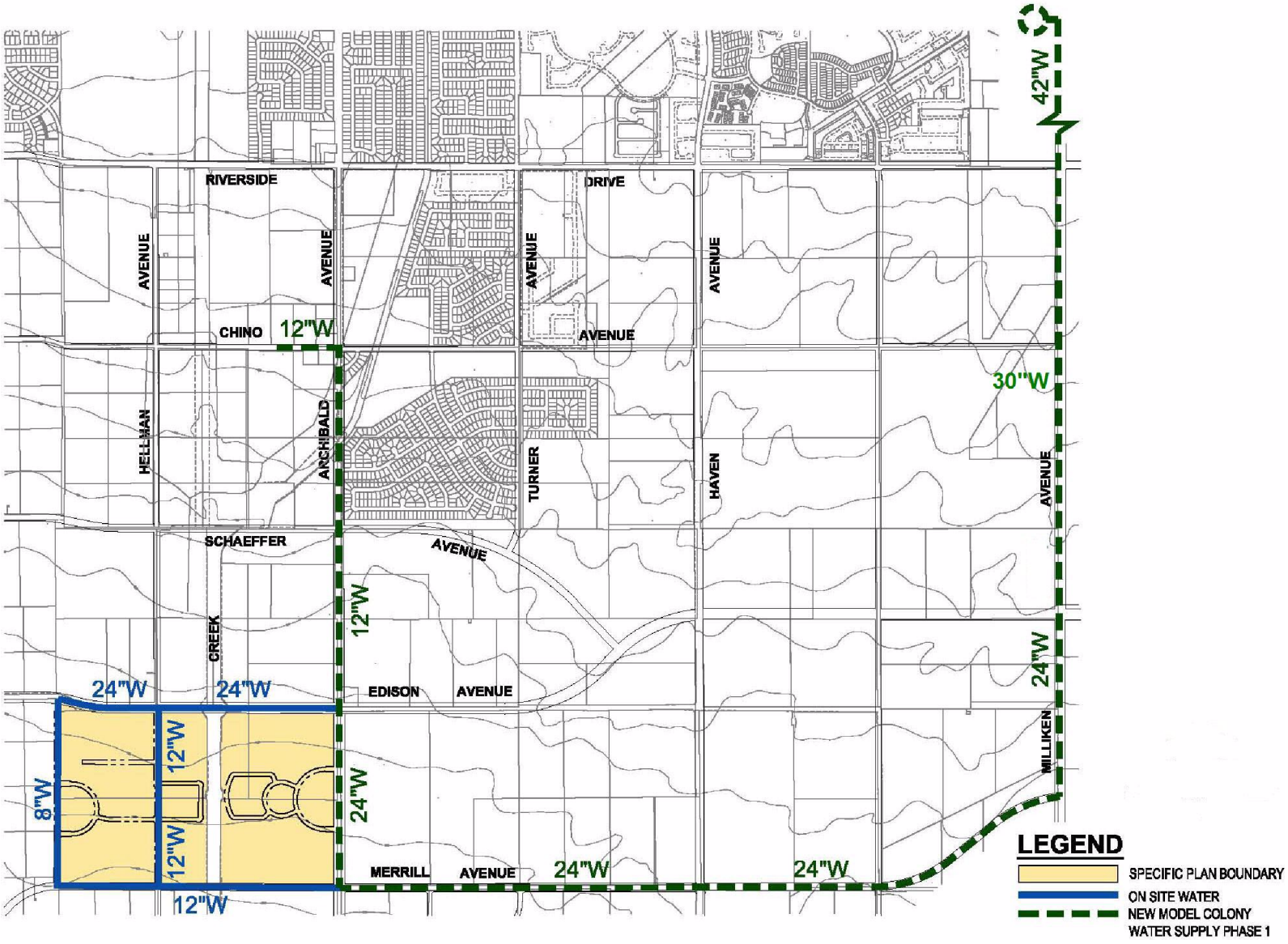
The focus of the following discussion is related to the potential impacts from the proposed project on utilities including water, sewer, solid waste, electricity, natural gas, communications systems, and energy conservation plans including the mitigation measures that will be incorporated to reduce impacts.

Setting

The project site is located within the City of Ontario New Model Colony (NMC). This area was historically used for agricultural and rural residential purposes which were served by wells and septic systems. The GPA for the NMC identified the need for urban-level infrastructure facilities and established goals and objectives for master plans of water and sewer. The master plans that were envisioned by the General Plan have been completed and provide the framework to meet infrastructure needs of the Specific Plan area.

Water Supply System

The City of Ontario Water Master Plan, August 2000, describes the NMC area as being located within the Francis Street Pressure Zone (PZ), which is now referred to as the 925 PZ. This 6,925 acre pressure zone is not currently served by the City. Present water service is provided to the area by agricultural wells. The 925 PZ is bounded by Euclid Avenue to the west, Milliken Avenue to the east, Chino Avenue to the north and Merrill and Bellegrave Avenues to the south. The natural topography within the 925 PZ ranges from approximately 800 feet above mean sea level in the northeastern-most corner of the NMC to approximately 635 feet in its southernmost areas. The high water line for this zone is 925 feet. The Specific Plan is located between 690 and 710 feet above mean sea level.



Source: City of Ontario, LD King

Not to Scale

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ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

Figure III-12-1

Proposed Water Facilities

Draft EIR
Parkside Specific Plan

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The City of Ontario Water Master Plan for the NMC, describes the location and diameters of the major "backbone" water pipelines to be located within the NMC area that will serve the project site. In the project vicinity, the backbone system includes 12-inch mains in Archibald Avenue for the Chino Basin Desalting Authority (CDA) interconnect, Eucalyptus/Merrill Avenue, Haven Avenue, Bellegrave Avenue and Hellman Avenue. The CDA interconnect will actually connect the 1010 PZ to the existing 12-inch mains just north of the intersection of Archibald Avenue and Schaefer Avenue. Water from the 1010 PZ system can and will be dropped to the 925 PZ via a proposed pressure reducing station (PRS) located at the intersection of Archibald Avenue and Schaefer Avenue through a 12-inch main on Archibald Avenue from Schaefer Avenue to Edison Avenue connecting to the 24-inch of the 925 PZ loop. A 24-inch main is planned in Eucalyptus Avenue (Figure III-12-1). Key components of the backbone system include a 6.0-million-gallon (MG) tank to be located near the Milliken Avenue and Jurupa Avenue intersection and major feeder lines (up to 30-inch) in Milliken Avenue will serve the NMC. Contracts have been awarded for the design of the 42" Milliken line. Construction of the onsite and offsite Master Plan water service facilities shall be the responsibility of the developer(s) and is required prior to issuance of building permits.

According to the Water Supply Assessment and Written Verification of Sufficient Water Supply for the New Model Colony, October 27, 2004, the City of Ontario has three sources of water supply (groundwater, desalter water from the Chino Desalter Authority, and recycled water) which will have to be expanded in order to meet the projected water demand for the entire NMC. The City of Ontario also has a fourth source of supply which is not anticipated to be expanded in the future to serve the NMC.

In 2002, total water production for the City was 44,751 acre-feet; local groundwater comprised approximately 79 percent of the potable water supply and imported surface water constituted the remaining 21 percent. At build out of the NMC, municipal water supply sources will consist predominantly of groundwater wells through direct use or treatment and use, and imported surface water from The Metropolitan Water District of Southern California (MWD) supplies. By 2030, total forecasted maximum day water demand for the NMC will total 33.6 million gallons per day (MGD) with 75 percent of the water supplied from groundwater, 13 percent supplied from desalter water and 12 percent supplied from recycled water.

The City of Ontario is a member of the Chino Basin Desalting Authority (CDA), which issued revenue bonds in 2002 for expanding the Chino 1 and Chino 2 desalter units to a combined maximum production capacity of 24,600 acre-feet per year. The City has agreed to purchase 5,000 acre-feet per year of this maximum production to supply its future customers.

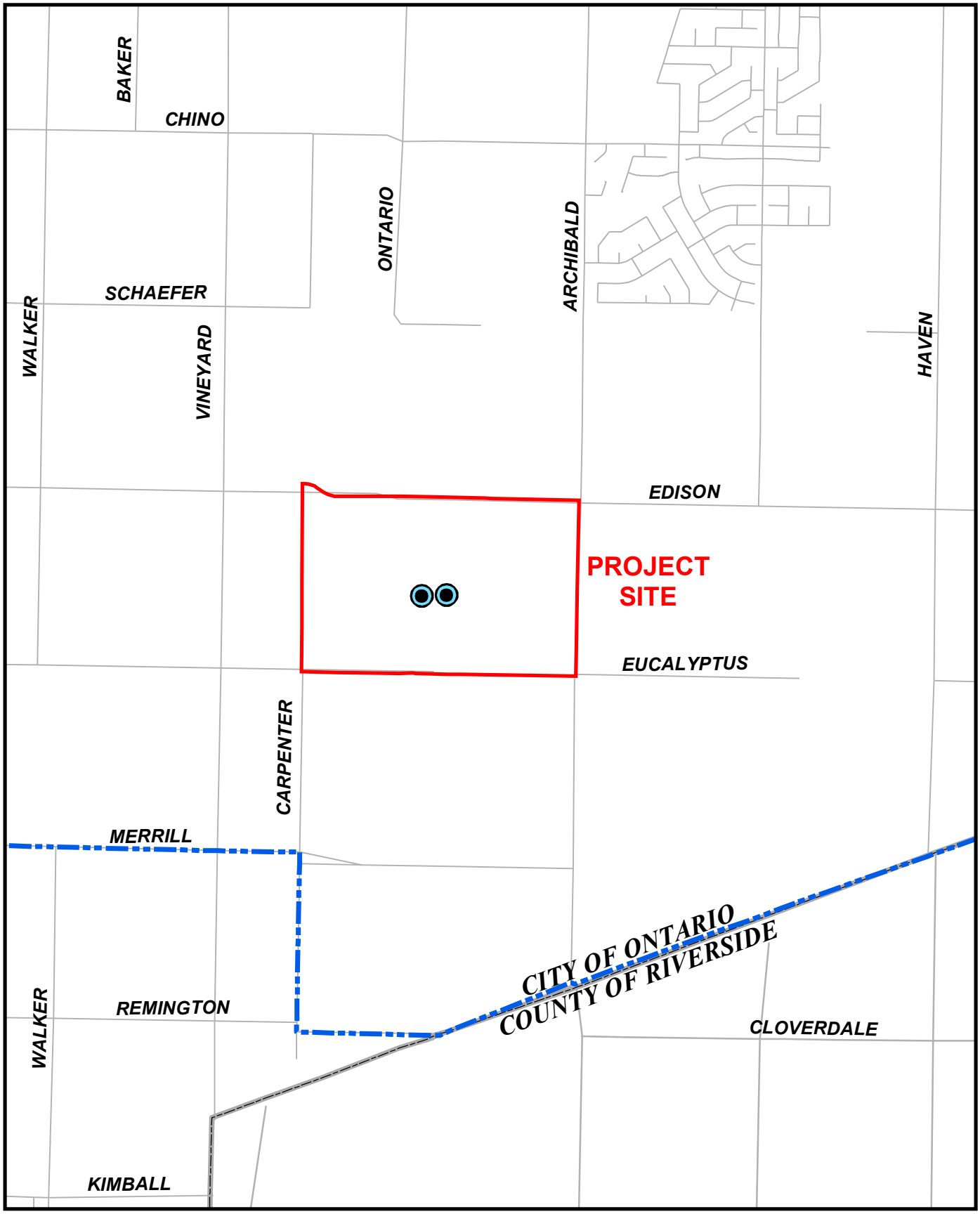
The City of Ontario currently has 26 production wells in the Chino Basin with a combined capacity of approximately 43,071 gallons per minute (gpm), or 62 mgd at 100% utilization. In addition to the nine (9) new wells proposed in the City's Master Water Plan, the City has also prepared a long-range replacement plan for older wells that lose production and/or produce poor quality of water. The capacity and status of use of the existing agricultural wells on site is not known, as this is proprietary information. (Figure III-12-2) It is not the intent of the Specific Plan applicant or subsequent developers to remove all wells at one time. Should some wells need to remain in service temporarily as the Specific Plan transitions from agricultural to urban uses,

this will be accommodated or existing domestic users could be transitioned to the new water system for the area. All existing agricultural wells on the project site will be destroyed and abandoned prior to issuance of certificates of occupancy. Water from the agricultural wells may be used for dust control purposes during construction if recycled water is not available.

The January 27, 1978 adjudication ("the Judgment") by the Superior Court of the state of California for the County of San Bernardino established all water rights in the Chino Ground Water Basin in order to control and regulate water pumped from the Basin in order to ensure that the source is utilized in an optimum manner. Each water producer, including the City of Ontario, is allowed a "base water right," which is simply a percentage of what can be safely pumped from the Chino Basin. Water producers can pump in excess of their base water right and either replenish the water or purchase water rights from other users. During the fiscal year 2001-2002, the City pumped a total of 32,601 acre-feet from the Chino Basin. Of that, the amount of water that the City could pump without being subject to a replenishment assessment was19,281 acre-feet. Therefore, the City was subject to replenishment costs for 13,320 acre-feet, representing 41% of the total produced. (1 acre-foot = 325,851 gallons. An acre-foot covers one acre of land, one-foot deep, and supplies two average southern California families for one year.) According to the Water Supply Assessment, the City's plans to have ultimate well production at 90,217 gpm, which includes all well replacements and installations.

Recycled Water System

The City of Ontario Potable and Recycled Water Guidelines describes the location and diameters of the "backbone" recycled water pipelines to be located within the NMC area that will serve the project site. In the project vicinity, the backbone system includes 16-inch mains in Archibald Avenue and Eucalyptus Avenue. A 12-inch main is planned in Edison Avenue and an 8-inch main is planned along Cucamonga Creek. The City's goal is to maximize the use of recycled water including but not limited to irrigation of parks, schools, street landscaping, home owners association common areas, recreational trails, and commercial/industrial landscaping.



Source: City of Ontario City-Wide Evaluation of Groundwater Production Potential, Plate 2, 11/22/02

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- PARKSIDE S.P.
- WELLS
- COUNTY LINE

Figure III-12-2

Generalized Well Locations

Draft EIR
Parkside Specific Plan

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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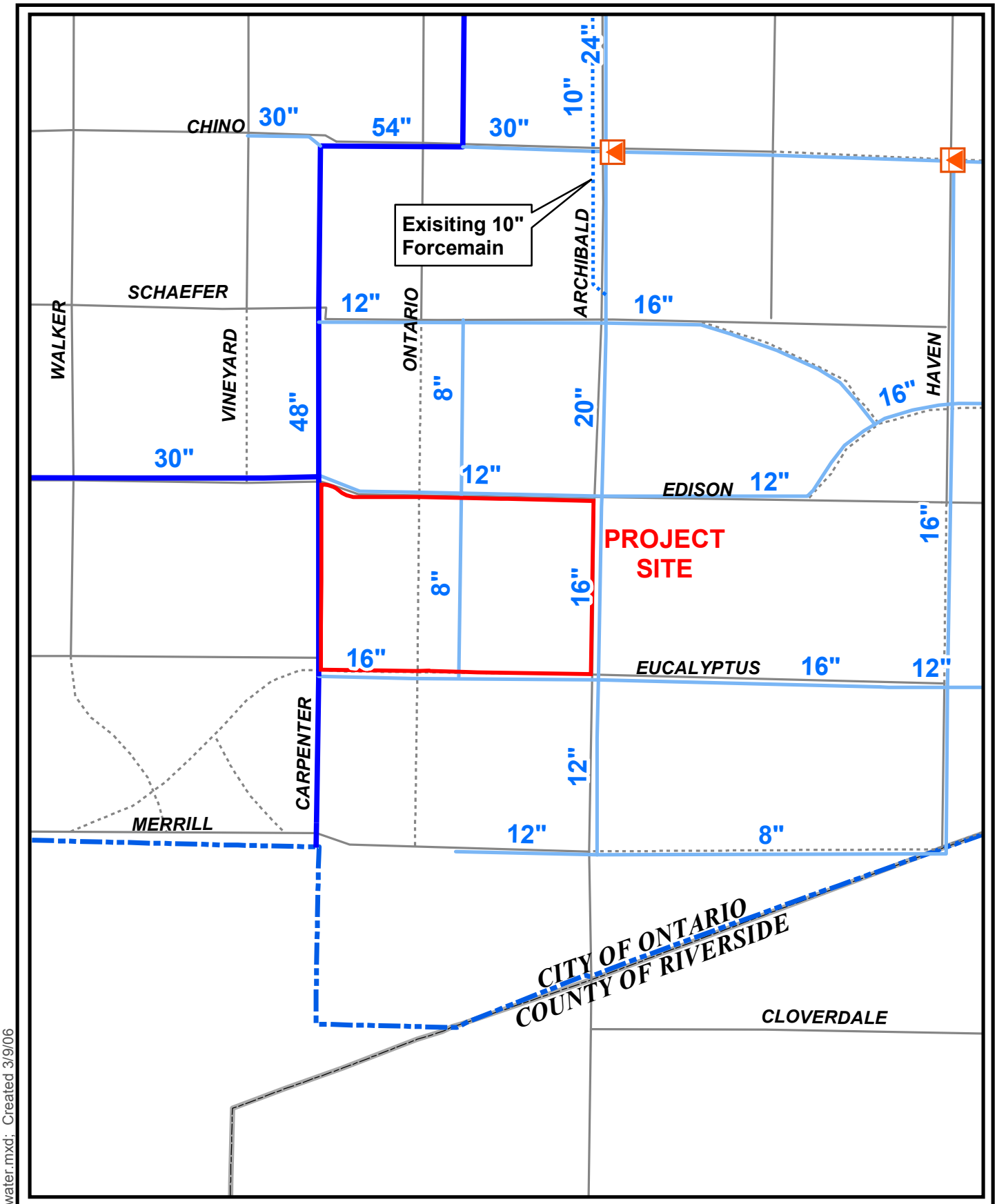

Source: City of Ontario

Scale: 1" = 2,000'

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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- PARKSIDE S.P.
- COUNTY LINE
- ON-SITE RECYCLED WATER
- NEW MODEL COLONY IEUA LINE
- PRESSURE REDUCING STATION

Figure III-12-3

Proposed Recycled Water Facilities

Draft EIR
Parkside Specific Plan

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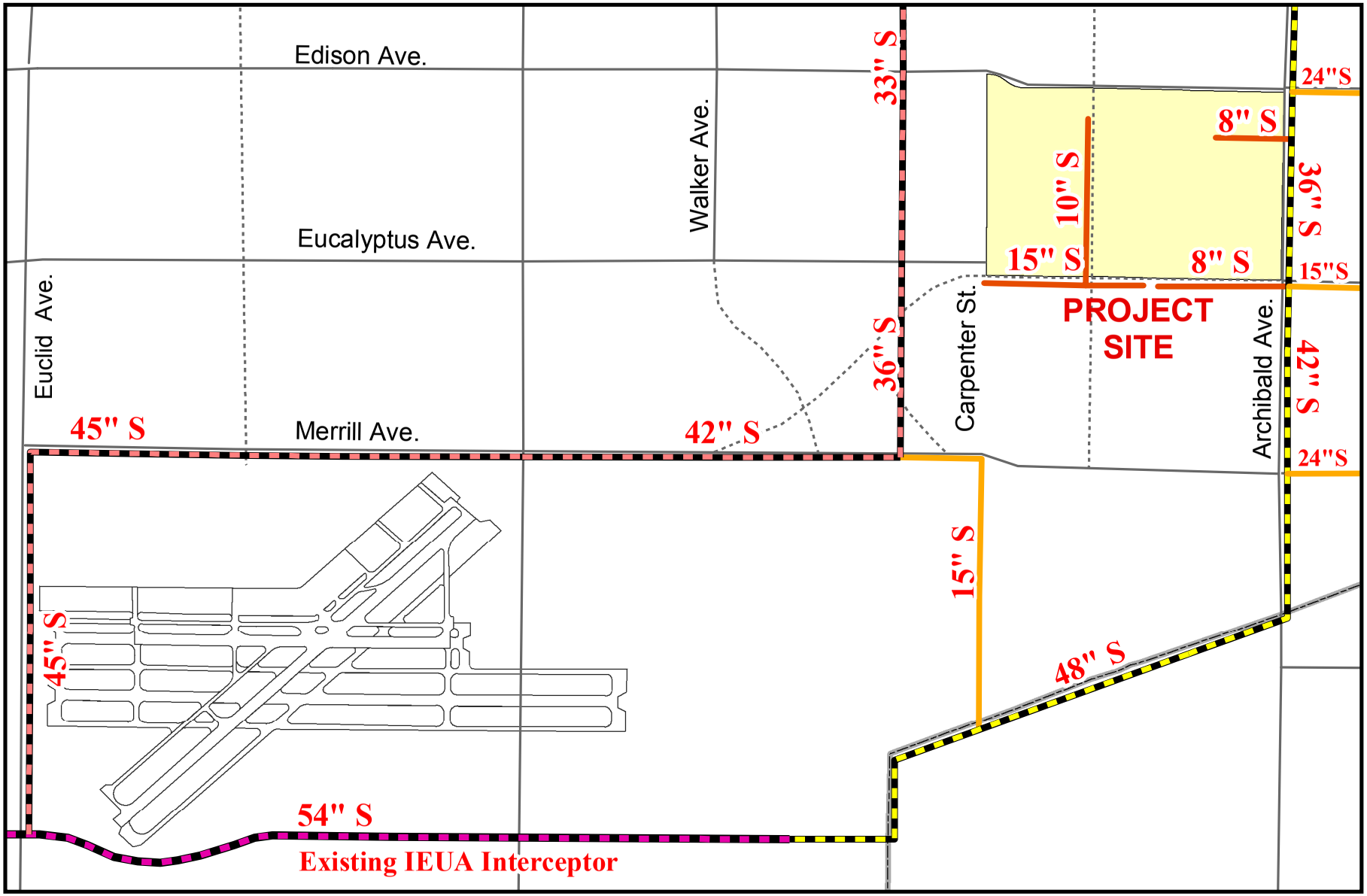
Sewer Treatment and Conveyance System

The City of Ontario is a member agency with Inland Empire Utilities Agency (IEUA) which accepts and treats all wastewater (sewerage) produced within the City. IEUA is a wholesale distributor of water and recycled water as well as a wastewater services provider. Wastewater services provided by IEUA include collection through regional wastewater interceptors, two non-reclaimable waste pipeline systems, treatment at four regional treatment plants, biosolids management and other related utility services. The Specific Plan is located within the IEUA New Model Colony Tributary Area (Area 13) within the Southern Service Area (SSA). Area 13 will be served by Regional Wastewater Treatment Plant No. 5 (RP-5).

The City of Ontario and IEUA have planned the construction of a network of pipelines to collect and convey sewage from all regions of the NMC to RP-5 which is located on Kimball Avenue near El Prado Road. Roughly half of the Specific Plan is located east of the Cucamonga Creek Channel and is planned to be served by the eastern area backbone sewer facilities as outlined in the City's Sewer Master Plan (Eastern trunk sewer). The portion of the project site located west of the Channel is identified in the Sewer Master Plan to be served by the western area backbone sewer facilities (Western Trunk Sewer). Construction of the Eastern trunk sewer, also known as the Archibald relief line, began in June 2005. It will be constructed in three stages with completion anticipated in June 2006.

Regional Plant 5 was opened in March of 2004 to provide tertiary wastewater treatment for the SSA. According to IEUA, the current influent (incoming) rate is about 6.5 million gallons per day (mgd), yet the plant has current capacity of 15 mgd (personal communication, IEUA Manager of Planning, Gary Hackney, 1/17/05). Pursuant to the IUEA Wastewater Facilities Master Plan, April 2002, the plan capacity should be increased to 30 mgd by 2010 with RP-5's ultimate, master plan-designed capacity at 48 mgd by 2050. Effluent (discharge) from RP 5 is currently discharged into Chino Creek which ultimately discharges into the Santa Ana River. RP-5 discharge will be looped into the recycled water system currently associated with RP-1 and Carbon Canyon Wastewater Regional Plant (CCWRP) which is used for irrigation of the Whispering Lakes Golf Course, El Prado Golf Course, Westwind Park and water to the Prado Regional Park Lake. As described in Section III-6, Hydrology/Water Quality, storm water runoff from the project area also discharges into Cucamonga Creek Flood Control Channel.



Source: City of Ontario, LD King

Scale: 1" = 2,000'

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS

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LEGEND

- PROPOSED ON SITE SEWER
- PROPOSED NMC SEWER
- EASTERN TRUNK SEWER (BY OTHERS)
- PROPOSED WESTERN TRUNK SEWER
- EXISTING IEUA INTERCEPTOR

Figure III-12-4

Proposed Sewer Facilities

Draft EIR
Parkside Specific Plan

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Solid Waste

Solid waste generated within the NMC will be collected by the City's Public Works Agency using City crews and equipment. Since the Milliken landfill is inactive and is in the process of closing, the City has entered into an agreement with a private solid waste disposal company, which allows the solid waste collected by the City to be taken to a privately operated transfer station. The private company then hauls the solid waste to final disposal locations, as appropriate. Currently, the solid waste generated in Ontario is hauled away to the El Sobrante Landfill, a Riverside County regional municipal solid waste landfill, located to the southeast of the City of Corona, east of Interstate 15 and Temescal Canyon Road at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. The County of Riverside Waste Management Department operates the facility gate. The landfill has been in operation since 1986, and is undergoing an expansion, increasing its overall capacity from approximately 9 million tons to approximately 109 million tons. The 100 million ton expansion project, of which 40 million tons of disposal capacity is reserved for Riverside County waste with 60 million tons available for non-County waste, was first approved by the Riverside County Board of Supervisors on September 1, 1998. After receiving concurrence by the California Integrated Waste on July 26, 2001, the Local Solid Waste Enforcement Agency of Riverside County issued a Solid Waste Facility Permit on August 6, 2001.

The El Sobrante landfill encompasses approximately 1,322 acres, of which 645 acres will be disturbed by landfill activities. The landfill is permitted to receive up to 10,000 tons of municipal solid waste for disposal on a daily basis, of which 6,000 tons per day are dedicated to refuse generated from jurisdictions outside of Riverside County. During 2003, the landfill accepted about 2.2 million tons of waste, and about 39 percent of this amount was from within Riverside County depending on waste flow to the landfill, both from in- and out-of-County, the landfill will remain open to waste disposal until approximately 2030.

Other Utilities

Other utilities including telephone, natural gas, electricity and cable services will need to be extended into the area to serve the project site. According to the Specific Plan, the following utility providers will provide services to the project area:

Telephone	Verizon will provide telephone services via underground facilities.
Natural Gas	The Gas Company will provide natural gas.
Electricity	Southern California Edison will provide electricity to the project site from existing facilities within the vicinity. On-site electrical facilities will be underground.
Cable	Unknown

The City will provide a fiber network known as "OntarioNet" that will accommodate phone, cable, video-on-demand, and internet.

Thresholds for Determining Significance

Impacts on utilities systems/services would be considered potentially significant if the proposed project would:

- 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;
- 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 effect;
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements. In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et seq. (SB610), and the requirements of Government code Section 664737 (SB 221);
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Not comply with federal, state, and local statutes and regulations related to solid waste; and
- Result in adverse impacts to natural gas or other dry utility systems.

Project Compliance with Existing Regulations

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. The act was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 requires each of the cities and unincorporated portions of the counties to divert a minimum of 25% of the solid waste landfilled by 1995 and 50% by the year 2000. To attain goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation.

Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires adequate areas for collecting and loading recyclable materials within the project site. The project proponent shall provide adequate areas for the collection and loading of recyclable materials for each single-family residence.

The proposed project is required to comply with Senate Bills 221 and 610. Senate Bills (SB) 221 and 610 were signed into California state law with an effective date of January 1, 2002. SB 221

prohibits cities or counties from approving a tentative tract map, parcel map, or development agreement for a residential development project of greater than 500 dwelling units without a written verification of sufficient water supply. SB 610 amended existing legal requirements for confirmation of water supply sufficiency as a condition of approval for development projects as part of the environmental review process. The confirmation of water supply sufficiency is achieved through an analysis of the water purveyor's existing and future water sources and existing and projected water demand in relation to a "project" as defined by SB 610, resulting in the production of a project-specific Water Supply Assessment (WSA). The WSA also requires additional analysis if any portion of the water purveyor's water supplies includes groundwater.

The requirements of SB 610 are triggered for projects going through the California Environmental Quality Act (CEQA) process. During the CEQA process, the city or county processing the project is required to request a Water Supply Assessment from the identified water purveyor for any "project," as defined by SB 610. SB 610 allows the water purveyor 90 days to prepare the project-specific WSA.

SB 610 defines a "project" as:

- a residential subdivision of 500 dwelling units or more;
- a shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sq. ft.) of floor space;
- a commercial office building employing more than 1,000 persons or having more than 250,000 sq. ft. of floor space;
- a hotel or motel having more than 500 rooms;
- an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sq. ft. of floor space; or
- a mixed use project including one or more of the aforementioned projects or any other project demanding an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

A Water Supply Assessment (WSA) has been prepared for the entire NMC in accordance with California Senate Bills No. 221 and 610. The WSA confirms whether or not water supply is available to the project from the purveyor’s existing and future entitlements.

The project will be required to construct all sewer, water and other utility systems pursuant to the standards and specifications of the provider of each utility and secure permits to tie into each line from IEUA and City of Ontario, as appropriate.

Prior to the use of recycled water, an Engineers Report prepared by a qualified engineer registered in California with wastewater treatment experience must be submitted to and approved by the City, California Regional Water Quality Control Board, and the Department of Health Services. The Engineers Report will describe the manner by which the project will comply with the Water Recycling Criteria (CCR Title 22, Sections 60301 through 60355).

Design Considerations

Design of buildings and utility systems for the project is not complete at this time. Designs of the site and utility systems should incorporate energy use reducing, water conservation and waste reducing measures, if possible.

Environmental Impacts Before Mitigation

Threshold: 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.

Wastewater Treatment Facilities

Table III-12-A calculates the projected wastewater generation from the project's land uses.

Table III-12-A: Anticipated Wastewater Generation and Contribution From Project Land Uses

	Generation Rate[1]	Proposed Project Total (gallons/day)	IEUA's Regional Plant 5 daily flow capacity	Proposed Project Percent of Plant's Daily Intake [2]
Residential Dwelling Units	270 gallons/day/unit	1,947 units = 525,690 gpd	15 million gallons	3.5
			30 million gallons planned capacity	1.8
Retail 11.5 acre	2,500 gallons/day/acre	28,750	15 million gallons	0.19
			30 million gallons planned capacity	0.1
Parks/Open Spaces 50 acres	100 gallons/day/acre	5,000	15 million gallons	0.03
			30 million gallons planned capacity	0.02

[1] = Sewer generation rates from IEUA Wastewater Facilities Master Plan, April 2002.
[2] = Proposed Project Total / Treatment Facility Capacity x100.

The total contribution of wastewater to IEUA's Regional Plant 5 for the residential, retail, and open space would be 559,440 gallons per day (gal/day). The total contribution of wastewater from the project would constitute approximately 3.7% of the plant's daily intake of 15 million gallons if the plant is not expanded. The project would constitute approximately 1.9% when the plant capacity is expanded to 30 mgd and would constitute 1.2% of the plant's daily intake at ultimate 48 mgd capacity by 2050.

Currently, RP-5 is accepting approximately 6.5 mgd of effluent from existing sources. This leaves an available capacity of 8.5 mgd. The project would represent about 6.6% of the remaining plant capacity if the project were built today. However, the project will be developed in phases over the next 10 years. According to IEUA, their member agencies collect development fees for wastewater plant expansion and IEUA can call in the monies for capital improvements as demand warrants. Thus, the project represents less than 10% of current available capacity and IEUA has the funds available to expand RP-5 as this project and other

development warrants expansion. Therefore, the project does not require expansion or construction of new wastewater treatment facilities so impacts are considered less than significant. Future expansions are planned by IEUA under their master plan which has taken into account environmental impacts associated with plant expansion and adequate capacity will be available.

Cumulatively, the Specific Plan will be one of many projects developed within the NMC which is only a portion of IEUA's Southern Service Area. The cumulative effects of the IEUA Wastewater Master Plan were evaluated under CEQA in the IEUA Wastewater, Recycled Water and Organics Management Master Plan Program EIR, dated July 3, 2002 (SCH No. 202011116) and found to be less than significant.

Water and Wastewater Conveyance Facilities

Figure III-12-1 and III-12-2 show the water and sewer pipelines proposed to be built as a part of the Specific Plan. The wastewater and potable water pipelines needed to convey wastewater from the project to the treatment plant and potable water to the project site are not in place. The proposed project cannot be implemented without installing the segments of water and sewer pipelines that are needed to serve the site. Construction of these necessary pipeline improvements within the NMC were addressed pursuant to CEQA in the mitigated Negative Declaration for the City of Ontario New Model Colony Infrastructure Master Plans, dated September 10, 2002, Res. No. 2002-098, and would not cause significant environmental effects after mitigation. However, without the construction of these pipelines, the project cannot be served/operated.

Although some of the proposed project is to be served by the western area backbone sewer facilities identified in the Sewer Master Plan, an interim condition may exist for the Specific Plan where the wastewater generated from the portion of the site located west of the Cucamonga Creek Channel may be tied into the Eastern Trunk System (ETS) via a 36-inch line located in Vineyard Avenue, north of Merrill Avenue, a 15-inch line in Merrill Avenue from Vineyard Avenue to Carpenter Avenue, and a 15-inch line in Carpenter Avenue from Merrill Avenue to the ETS. This interim connection shall be constructed per the approved sewer master plan. Thus, should the approved master plan require larger size pipelines, the developer will be required to construct them. Rights-of-way would have to be acquired in some locations to install this system. (Figure III-12-2) The area where the interim sewer pipeline would be built is characterized by paved and dirt roads, and private agricultural uses. Some eucalyptus windrows exist along this route as well as dairy feed lots and cultivated fields. If windrows or dairies are impacted, potential impacts to biological resources or organics in the soil could be potentially significant without mitigation. See the Biological Resources and Geology/Soils sections of this DEIR for the necessary mitigation related to such impacts.

Regional Plant 5 is designed to accommodate the wastewater generated by the proposed project regardless of which pipes bring the sewerage to the plant so no additional impacts are expected to wastewater treatment facilities from the possible interim condition. With respect to sewer conveyance facilities, the interim condition would put unanticipated sewerage into the eastern backbone sewer facilities and the IEUA Interceptor. Table III-12–A1 identifies the portion of the

projected project wastewater that will be generated by the land uses located west of Cucamonga Creek Channel.

Table III-12-A1: Anticipated Wastewater Generation and Contribution From Land Uses Located West of Cucamonga Creek Channel

	Generation Rate [1]	Proposed Project Total (gallons/day)	IEUA's Regional Plant 5 daily flow capacity	Proposed Project Percent of Plant's Daily Intake [2]
Residential Dwelling Units	270 gallons/day/unit	1,060 units = 286,200gpd	15 million gallons	1.9
			30 million gallons planned capacity	1.0
Parks/Open Spaces 30 acres	100 gallons/day/acre	3,000	15 million gallons	0.02
			30 million gallons planned capacity	0.01

[1] = Sewer generation rates from IEUA Wastewater Facilities Master Plan, April 2002.
[2] = Proposed Project Total / Treatment Facility Capacity x100.

The Archibald Trunk Sewer and IEUA Interceptor are designed to carry sewerage from several thousand acres located east of Cucamonga Creek in the NMC. The interim line would serve approximately 125 acres within the Specific Plan and could serve another 400-500 acres located south of Parkside and adjacent to the interim sewer line. It is anticipated that the Western Trunk Sewer will be installed prior to buildout of the entire eastern portion of the NMC. When the Western Trunk system is constructed, the interim line could be abandoned if capacity in the Eastern Trunk of IEUA Interceptor lines was a problem. No significant adverse impact to sewerage conveyance facilities, specifically the Eastern Trunk Sewer and IEUA Interceptor, are expected to result if the interim sewer system is built. However, any deviation from the Master Plan shall be approved at the discretion of the City. To make such a determination, the City requires a hydraulic analysis of the interim sewer main.

Water Treatment Facilities

As stated in the Water Supply Assessment prepared for the NMC within which this project is located, the City of Ontario's existing water supply is 88.1 million gallons per day (mgd) and the projected 2025 water supply is 125 mgd. The projected water demand for the proposed project is approximately 68,000 gallons per day (76 acre-feet per year). In order to provide adequate water treatment, City has capacity rights of 25 mgd in the Water Facilities Authority Treatment Plant. Therefore, the WSA determined that the current water treatment provider is sufficient for the proposed project. Impacts to water treatment facilities are considered less than significant.

The existing agricultural wells located within the Specific Plan currently supply the needs of the agricultural and domestic uses on site. Some wells may service more than one parcel. If a well were to be abandoned, to allow for development of a parcel (Parcel A), that provided water to an adjacent parcel (Parcel B), potentially significant impacts could occur to Parcel B if mitigation were not in place to provide the necessary water supply until Parcel B is developed in the future.

Threshold: 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.

Storm water facilities are discussed in Section III-7, Hydrology/Water Quality and Section II, Effects Found Not Significant, of this DEIR.

Threshold: Does the City of Ontario have sufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements. In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB610), and the requirements of Government code Section 664737 (SB 221). (Source: Water Supply Assessment and Written Verification of Sufficient Water Supply for the New Model Colony, Oct. 27, 2004.)

The WSA for the NMC may be used for individual development projects pursuant to Water Code Section 10910(h) if:

1) The project is part of a larger project for which an assessment was prepared.
2) The data used to create the assessment still is accurate.
3) The assessment found sufficient water for the project.

As stated in the WSA prepared for this project, the projected water demand for the NMC is 10.2 mgd (31,200 acre-feet) per year. The City's existing water supply (2004) is 71.6 mgd, while the dry weather demand is 64.2 mgd. The projected 2025 water supply is 166.1 mgd and the projected dry weather demand is projected to be 100.9 mgd. Since the project was included in the City's Urban Water Management Plan, and the City has water rights in the Chino Groundwater Basin and capacity rights in the WFA Treatment Plant, 5,000 acre-feet per year contracted from the Chino Desalter Authority, and 7.4 mgd of recycled water, the City has sufficient water supply to provide water to the proposed project during normal, single dry, and multiple dry years during a 20 year projection. In addition, sufficient water supply exists to meet the City's existing and planned future uses. Therefore, impacts to water supplies are considered less than significant after evaluation of the required Water Supply Assessment prepared pursuant to Senate Bill 610.

Threshold: Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

See response to the first threshold in this section of the DEIR (Utilities).

Threshold: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

Construction-Related Solid Waste

Construction debris constitutes approximately 11 percent of solid waste disposed in the United States. As shown in Table III-12-B, *Estimated Construction-Related Solid Waste Generation and*

Contribution, the amounts of construction-related waste anticipated to be generated by the project during construction.

The residential portion of the proposed project is anticipated to generate approximately 7,898.00 tons of construction-related solid waste during the five-year construction period of the project. Including the proposed commercial, the Specific Plan will generate approximately 8,121.68 tons of construction-related solid waste. Recycling of construction and demolition waste generated during construction can greatly reduce the amount of waste directed into landfills.

Given the limited contribution of construction-related solid waste anticipated to be generated by the proposed project over its estimated five-year construction period (approximately 0.045 percent of the annual landfill waste stream), development of the project site will not substantially contribute to the exceedance of the permitted capacity of the designated landfill. Also, considering the project's participation in the source reduction programs required by the City, the solid waste stream generated by the project during construction will be reduced over time. Less than significant impacts to the existing landfills are expected.

Table III-12-B: Estimated Construction-Related Solid Waste Generation and Contribution

	Generation Factor[1]	Proposed Project Total (tons)	Disposal Facility - Disposal Capacity[2] (tons per year)	Proposed Project % of Yearly Intake[3]
RESIDENTIAL 1,947 Dwelling Units	8,113 lbs per dwelling unit	15,796,011÷2,000 lbs/ton = 7,898.00		
COMMERCIAL 115,000	3.89 lbs. per sq. ft.	447,350 lbs. 223.68 tons		
PROJECTED TOTAL FROM ALL SOURCES		8,121.68	El Sobrante Landfill – 3,650,000	0.045

[1] Generation rate from "Characterization of Building-Related Construction and Demolition Debris in the United States" prepared for U.S. Environmental Protection Agency by Franklin Associates, June 1998. This rate includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. (www.epa.gov/epaoswer/haswaste/sqg/c&d-rpt.pdf)

[2] Daily disposal capacity multiplied by 365 days per year.

[3] (Proposed Project Total averaged over 5 year construction period / Disposal Facility Capacity) x 100

Operational Solid Waste

As shown in Table III-12-C, *Anticipated Operational Solid Waste Disposal and Contribution*, the residential portion of the proposed project is anticipated to generate approximately 0.41 tons of solid waste per year per single-family residence. Including the proposed commercial site, the Specific Plan will require landfill disposal of approximately 1,074 tons of solid waste annually.

Table III-12-C: Anticipated Operational Solid Waste Disposal and Contribution

	Disposal Factor[1]	Proposed Project Total (tons/ year)	Disposal Facility - Disposal Capacity[2] (tons per year)	Proposed Project % of Yearly Intake[3]
RESIDENTIAL 1,947 Single-Family Dwelling Units	0.41 annual tons per residence	798		
COMMERCIAL/ RETAIL 115,000 sf	0.0024 tons/sf/year	276		
PROJECTED TOTAL FROM ALL SOURCES		1,074	El Sobrante Landfill – 3,650,000	0.029

[1] Waste disposal rates from State Integrated Waste Management Board (www.ciwmb.ca.gov/wastechar/) assuming Commercial retail.
[2] Daily permitted throughput (tons/day) x 365
[3] (Proposed Project Total / Disposal Facility Capacity) x 100

The City of Ontario implements programs that address source reduction and household hazardous waste disposal, with the aim of reducing the amount of solid waste going into landfills. The California Integrated Waste Management Board indicates that 34 percent of the overall waste stream in the City of Ontario is diverted away from landfills. The proposed project will participate in these programs.

Given the limited contribution of solid waste anticipated to be generated by the proposed project (approximately 0.029 percent of the annual landfill waste stream), development of the project site will not substantially contribute to the exceedance of the permitted capacity of the designated landfill. Also, considering the project's future residents' participation in the source reduction and household hazardous waste programs offered by the City, the solid waste stream generated by the project may be reduced over time. Less than significant impacts to the existing landfills are expected.

The GPA for the NMC proposed policies to reduce the impacts from solid waste. Policy 4.1 calls for expanding the recycling program to include multi-family residences, commercial, and industrial uses. Policy 4.6 calls for provision of solid waste recycling programs including exploring the possibility of the development of a Materials Recovery Facility (MRF). Other policies (4.3, 4.8, and 4.9) encourage diverting special waste, backyard composting, supporting regional and statewide efforts to reduce the solid waste stream. Policy 4.7 calls for investigation toward the possibility of a City sponsored program to recycle yard waste and development of end markets for compost. These policies will reduce the solid waste to the maximum extent feasible and no other feasible mitigation measures were proposed in the GPA for the NMC FEIR. Therefore, the cumulative impacts to solid waste are significant and unavoidable.

Threshold: Not comply with federal, state, and local statutes and regulations related to solid waste.

As discussed under the previous threshold, the proposed project will comply with City of Ontario requirements for recycling and household hazardous waste. The project will not contribute

significantly to a landfill with inadequate capacity that does not meet federal or state regulations. Through these means the project will comply with federal, state and local regulations related to solid waste.

Threshold: Result in adverse impacts to natural gas or other dry utility systems.

Potential impacts to natural gas, electricity or other utilities could result from direct interruption of service due to severing a line during construction. Inefficient use of utilities (energy resources) is also a potential impact. Since the proposed project includes activities such as demolition and installation of major underground pipelines, without mitigation this has the potential to significantly impact existing utility lines.

The proposed project will generate the need for natural gas and electrical service as a result of additional residential and commercial uses. Energy consumption can be reduced through design considerations such as reuse of gray water for irrigation or heating, common water heaters for multiple residential units, solar energy for heating or energy production, and other systems and approaches that are more sustainable than conventional construction. Such systems designed into the project would result in betterment of the project and reduction of energy consumption. Such measures should be considered by the City.

Electricity

The GPA for the NMC Final EIR evaluated potential impacts to the increased demand for electricity that would result from development of the NMC as a whole. The discussion in this section is based on the GPA for the NMC Final EIR, City of Ontario, 1997, which is incorporated by reference. The GPA for the NMC Final EIR stated that build-out of the NMC would result in the demand for 303,465 megawatt hours-per-year of electricity. The four Southern California Edison (SCE) electrical substations that currently serve the NMC area were designed in a manner that could accept a future increase in demand posed by development of the NMC without the requirement to expand any of the substations or construct new substations. Replacement of the aging circuits that exist in the area (i.e., re-wiring power poles) is needed but not considered a major impediment to future development nor will it require the construction of new distribution facilities beyond those built as part of future development projects.

Statements from Southern California Edison (SCE) referenced in the GPA for the NMC Final EIR stated that existing distribution systems were adequate to accept the increased demand that would result from build-out of the NMC and that excess supply of electricity was available. Subsequent to the publication of the GPA for the NMC Final EIR in 1997, the State has experienced shortages in energy supply. According the staff of the California Energy Commission (CEC), California Public Utilities Commission and California Independent System Operator staff, most recently, insufficient reserves were available in Southern California on September 10, 2004. In the Staff Draft Report "Summer 2006 Electricity Supply and Demand Outlook," California Energy Commission, December 2005, the CEC staff expects that supplies in all regions will be adequate to meet growing electricity demand and the required operating reserves under average temperature conditions. Southern California resources have improved compared to 2005, but demand response and interruptible programs may need to be used if transmission congestion and high forced outages occur simultaneously during peak electricity

demand (high temperatures). According to the CEC report, improved adequacy of electricity is due to the addition of new generation facilities since 2000, transmission improvements, increased energy efficiency, and voluntary conservation.

Current electrical use on the site is estimated in Table III-12-D. The Specific Plan will result in an increase in electricity demand as shown in Table III-12-E.

Table III-12-D: Estimated Existing Electrical Demand

Land Use	Dwelling Units/Square Feet	Generation Factor	Total Demand (million KWH/YR)
Residences	2 DU	5,526.50 KWH/DU/YR	0.01
Total			**0.01**

KWH/DU/YR = kilowatt-hour per swelling unit per year
KWH/SF/YR = kilowatt-hour per square foot per year
Source: Table A9-11-A, South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

Table III-12-E: Estimated Electrical Demand for Parkside

Land Use	Dwelling Units/Square Feet	Generation Factor	Total Demand (million KWH/YR)
Residences	1,947 DU	5,526.50 KWH/DU/YR	10.76
Retail	115,000 SF	13.55 KWH/SF/YR	1.56
Total			**12.32**

KWH/DU/YR = kilowatt-hour per swelling unit per year
KWH/SF/YR = kilowatt-hour per square foot per year
Source: Table A9-11-A, South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

Development of the proposed project at full build-out would result in an increase in demand for electrical service over the existing conditions of approximately 12.3 million kilowatt-hours per year. This represents approximately 4.1 percent of the 303,465 megawatt-hours per year estimated for the NMC. Parkside's 1,947 equates to about 6.3 percent of the proposed NMC dwelling units. Thus the project is within the estimates for electricity consumption assumed in the GPA for the NMC Final EIR.

SCE, who will serve the site, has considered the potential demands of the NMC thus the proposed project has been factored into SCE's ongoing planning which analyzes electrical demand on a yearly basis to plan for improvements as needed.

SCE is required to provide service to the proposed project and coordination is typical between applicant/developer and SCE to avoid any notable service disruptions during extension of upgrading of services and facilities. This typical coordination would also ensure that the nature, design and timing of electrical system improvements are adequate to serve the project. The CEC has noted significant improvements in the adequacy of electricity supply in Southern California due to the addition of new generation facilities since 2000, transmission improvements, increased

energy efficiency, and voluntary conservation. Such improvements are expected to continue due to both state and SCE efforts in the future. Therefore, less than significant impacts related to electrical service would result from the development of Parkside.

Natural Gas

The GPA for the NMC Final EIR evaluated potential impacts to the increased demand for natural gas that would result from development of the NMC as a whole. The discussion in this section is based on the GPA for the NMC Final EIR, City of Ontario, 1997, which is incorporated by reference. The GPA for the NMC Final EIR stated that build-out of the NMC would result in the demand for 7.1 million cubic-feet per day (2591.5 CF/Year) of natural gas. Southern California Gas Company (The Gas Company) provides natural gas service within the NMC. The GPA for the NMC Final EIR states that The Gas Company indicates that major feeder lines and high pressure gas lines are already in place to service the NMC and that natural gas demand generated by the proposed NMC development can be met.

Current natural gas use on the site is estimated in Table III-12-F. The Specific Plan will result in an increase in natural gas demand as shown in Table III-12-G.

Table III-12-F: Estimated Existing Natural Gas Demand

Land Use	Dwelling Units/Square Feet	Generation Factor	Total Demand (million CF/YR)
Single Family Residences	2 DU (estimated)	219.1 CF/day/DU	0.16
Total			**0.16**
CF/YR = cubic feet per year Source: Table E-2 of the GPA for the NMC Final EIR.			

Table III-12-G: Estimated Natural Gas Demand for Parkside

Land Use	Dwelling Units/Square Feet/Acre	Generation Factor	Total Demand (million CF/YR)
Single Family Residences	~~1,947~~430 DU	219.1 CF/day/DU	~~155.70~~34.4
Multi-Family Residences	1,517 DU	132.3 CF/dau/DU	73.3
Retail	115,000 SF	95.3 CF/day/1000 SF	4.00
Total			**~~159~~111.70**
CF/YR = cubic feet per year Source: Table E-2 of the GPA for the NMC Final EIR and Southern Calif. Gas Co. letter dated 4/19/06.			

Development of the proposed project at full build-out would result in an increase in demand for natural gas service over the existing conditions of approximately ~~159.5~~111.5 million cubic-feet per year. This represents approximately ~~6.2~~ 4.3 percent of the 2,591.5 million cubic-feet per year of natural gas estimated for the NMC. Parkside's 1,947 equates to 6.3 percent of the proposed

NMC dwelling units. Thus the project is within the estimates for ~~electricity~~ natural gas consumption assumed in the GPA for the Final EIR.

The Gas Company, who will serve the site, has considered the potential demands of the NMC thus the proposed project has been factored into The Gas Company's ongoing planning which analyzes electrical demand on a yearly basis to plan for improvements as needed.

The Gas Company is required to provide service to the proposed project and coordination is typical between applicant/developer and ~~SCE~~ The Gas Company to avoid any notable service disruptions during extension of upgrading of services and facilities. This typical coordination would also ensure that the nature, design and timing of natural gas system improvements are adequate to serve the project. Because the requirements for natural gas demand for the NMC, which includes the project site, were evaluated in the GPA for the NMC Final EIR and no new circumstances exist that warrant a different outcome, implementation of the proposed project would not result in a significant impact to natural gas services of facilities.

Energy consumption can be reduced through design considerations such as reuse of gray water for irrigation or space heating, common water heaters for multiple residential units, solar energy for heating or energy production, and other systems and approaches that are more sustainable than conventional construction. Such systems designed into the project would result in betterment of the project and reduction of energy consumption. Such measures should be considered by the City.

Proposed Mitigation Measures

The following mitigation measures are included to reduce potential environmental impacts:

MM Util 1: All water and sewer pipelines within and adjacent to the project boundaries shall be constructed and/or funded for construction on a fair share basis based on the NMC Infrastructure Master Plans and/or the interim sewer plan herein, and to the satisfaction of the City.

MM Util 2: The Archibald trunk sewer line off-site connection to the IEUA Kimbal Avenue interceptor shall be complete and operational prior to issuance of first certificate of occupancy for development located east of the Cucamonga Creek Channel. The applicant shall participate on a fair share basis in the development of the necessary sewer facilities.

MM Util 3: The planning areas located west of Cucamonga Creek Channel shall have sewer lines in place to connect, via master planned lines with the western area trunk sewer system in Euclid Avenue, or via the Carpenter Street interim connection to the eastern area trunk sewer system. The interim condition that may exist for the Specific Plan where the wastewater generated may be tied into the Eastern Trunk System (ETS) will be via a 36-inch line located in Vineyard Avenue, north of Merrill Avenue, a 15-inch line in Merrill Avenue from Vineyard Avenue to Carpenter Avenue, and a 15-inch line in Carpenter Avenue from Merrill Avenue to the ETS. This interim connection shall be constructed per the approved sewer master plan. Thus, should the approved master plan require larger size pipelines, the developer will be required to construct them. Installation of one of these connections shall be in place and operable prior to

issuance of building permits for the development located west of Cucamonga Creek to the satisfaction of the City and IEUA.

MM Util 4: Off-site water lines, tanks, interconnectors and other facilities required in the Water Master Plan to provide water to the site shall be in place and operational prior to issuance of the first certificate of occupancy. The applicant shall participate on a fair share basis in the development of these off-site facilities.

MM Util 5: Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.

MM Util 6: To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design. One source of assistance in this regard is Southern California Gas Company Commercial/ Industrial Support Center at 1-800-GAS-2000, which should be contacted at the time of development of the commercial center located within the project.

MM Util 7: The project applicant shall plan and construct a dual pipe system to supply reclaimed water when available in the future (GP Policy 5.1.4). An Engineer's Report approved by the City and the Department of Health Services is required prior to the use of recycled water.

MM Util 8: All existing agricultural wells on the project site will be destroyed and abandoned per the California Department of Health Services guidelines. A well use/destruction plan and schedule for all existing agricultural wells on the project site shall be prepared and submitted for approval, prior to the issuance of grading permits. This plan shall also include a temporary water supply plan, as applicable, in order to avoid potential significant temporary impacts resulting from the disruption of current water supply through the abandonment of on-site wells. Construction of any temporary pipes or facilities needed to provide water to the existing uses which are to temporarily remain shall be installed per City requirements at the developer's expense.

Summary of Project-Specific Environmental Effects after Mitigation Measures are Implemented

After mitigation measures are incorporated into the project, no significant individual impacts to the City's water system, sewer system, or landfill are expected to occur. In addition, individual impacts to other utilities, including but not limited to natural gas, are not expected after incorporation of the mitigation measures. MM Util 8 requires the preparation of a temporary water supply plan, the contents of which cannot be determined at this point in time. Therefore, the temporary impacts to water supply in the project vicinity after well closure will remain significant and unavoidable and will require a statement of overriding

Summary of Cumulative Environmental Effects after Mitigation Measures are Implemented

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the DEIR together with other projects causing related impacts. The proposed project was anticipated and evaluated in the environmental documents for the GPA for the NMC and the NMC Infrastructure Master Plans. The cumulative impacts related to water and sewer systems are discussed in these documents (incorporated by reference). Once the Infrastructure Master Plans are implemented, as required in the above mitigation measures, cumulative impacts are considered less than significant. Cumulative impacts for water and sewage treatment are considered less than significant since the project is included in the City's Master Sewer and Water Plans and IEUA plans for water and sewerage treatment and adequate facilities are, or will be provided. The cumulative effects of the project and the NMC as a whole on electrical and natural gas demand and facilities was considered in the GPA for the NMC Final EIR (incorporated by reference) and no new impacts not previously considered will result from the proposed project. Cumulative impacts to electrical and natural gas service are considered less than significant.

The GPA for the NMC FEIR found that even with incorporation of the mitigation measures listed, residual solid waste impacts remain and the FEIR was certified with overriding consideration findings related to the cumulative negative impact on solid waste. Although the solid waste generated by the project does not exceed the threshold of significance for solid waste, there have been no changes in circumstances and no new mitigation measures added which will reduce the significant cumulative impact to a less than significant level. Therefore, impacts to solid waste are still considered cumulatively significant and a statement of overriding considerations will be required. However, no new issues have been raised by this project which were not considered in the GPA for the NMC FEIR and the statement of overriding considerations for this project will be consistent with the GPA for the NMC FEIR's findings.

IV. MANDATORY CEQA TOPICS

1. Cumulative Environmental Effects

CEQA requires that an EIR examine the cumulative impacts associated with a project. The range of projects to be included in the cumulative analysis encompasses "past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those outside of the control of the agency." A cumulative effect is deemed significant if the project's incremental contribution to a cumulative impact is "considerable." A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through fee-payment programs. The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (CEQA Guidelines Section 15130).

CEQA Guidelines Section 15130 requires identification of related projects, both public and private, that together with the proposed project could have cumulative impacts on the environment. CEQA Guidelines Section 15130 (b) (1) requires that a discussion of cumulative impacts be based on either a list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. For each issue area, the identification of related projects may vary. Thus, the related projects and general plan projections for each issue area are discussed within the following sections.

Agricultural Resources

Cumulatively, the proposed project will contribute to the loss of prime Farmland in the NMC and within the Chino basin as a whole. As discussed above, the Ontario GPA for the NMC (1998) projects virtually a 100 percent conversion of existing agricultural land to non-agricultural uses. The GPA estimates that cumulatively in the 8,200-area of the NMC about 36 percent (2,952 acres) is considered prime agricultural soils. Thus, the prime Farmland on the project site represents about 8.4 percent of the projected cumulative loss while the site itself represents only 6.5 percent of the total land area of the NMC. The NMC is part of the larger Chino Basin which historically served as agricultural land. Within the past 10 years, the Jurupa and Eastvale areas of Riverside County to the east and south of the NMC, and areas located within the City of Chino south of the NMC are in the process of converting from agriculture to non-agricultural uses including residential, commercial and industrial.

Proposed Mitigation Measures

Although mitigation strategies have been considered, none were determined feasible to avoid or reduce the loss of Prime Farmland to non-agricultural uses for the proposed project. Similarly, city-wide mitigation strategies have been considered such as agricultural preservation fees and easements but none were determined feasible for economic and environmental reasons. The purpose and intent of the GPA for the NMC would be defeated by efforts to preserve agricultural lands within the NMC.

Summary of Environmental Effects After Mitigation Measures are Implemented

This cumulative loss of Farmland soils is considered significant. The GPA for the NMC EIR was certified with Overriding Consideration findings related to the cumulative loss of agriculture. Cumulative losses of Farmland resulting from this project were a part of that original EIR and Statement of Overriding Consideration. No new issues have been raised by this project which were not considered in the GPA for the NMC EIR.

Air Quality

The project site is located within a portion of the South Coast Air Basin (SCAB) that is a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, PM-2.5, and PM-10 under federal standards. Essentially, this means that any new contribution of emissions of these pollutants into the SCAB would be considered significant and adverse. It has also been well documented by the SCAQMD that the air quality impacts seen in City of Ontario are most attributable to the large population centers located in Los Angeles and Orange Counties. The meteorological patterns of Southern California lend to the "blowing-in" effect of air pollution from the more populated and industrial counties to the west of the project site area.

Implementation of the Parkside Specific Plan (the Specific Plan) and the future development planned for the New Model Colony would increase air pollution emissions in the SCAB as identified in the GPA for the NMC EIR and the EIR for the Specific Plan. Analysis of the estimated short- and long-term emissions from this project shows that emissions of ROG, NO_X, CO, and PM-10 during construction and operation will exceed SCAQMD daily thresholds. When considering the cumulative effects on air quality in the region, it is the long-term operational emissions that are of the most concern. Vehicular emissions from project-generated traffic are the main contributor to criteria pollutant emissions. Since the portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards, and the operational emissions from this project will exceed the SCAQMD daily thresholds, the project's cumulative effects on air quality are considered significant.

In addition to automobiles as the primary source of growth-related air emissions, a number of small secondary sources may contribute pollutants to the regional burden. Such sources include temporary construction activity emissions, off-site or non-basin emission from power plants supplying electricity, natural gas combustion, or the use of gas-powered landscape utility equipment. The imprecise or poorly defined nature of many of these miscellaneous sources makes it difficult to accurately inventory them, but their incremental addition to the basin pollution burden make it much more difficult for Southern California to achieve completely clean air in the near future. Air quality impacts of project implementation, when considered in concert with other existing, approved and planned and not yet built projects, would therefore, result in an incremental contribution to the degradation of air quality in the SCAB.

Proposed Mitigation Measures

Mitigation measures addressing project construction and operation have been incorporated into the project to reduce project-level impacts. However, with the mitigation measures incorporated into the project, ROG, NO_X, CO, and PM-10 emissions will remain above the SCAQMD

recommended thresholds. Therefore, the project is not in conformance with the SCAQMD standards, and in light of the surrounding residential development, the project could be considered to have a cumulative impact on overall air quality in the SCAB

Summary of Environmental Effects After Mitigation Measures are Implemented
The project will contribute incrementally to an existing air quality problem. The cumulative air impacts cannot be avoided. The GPA for the NMC EIR was certified with Overriding Consideration findings related to cumulative air quality impacts. No new issues have been raised by this project which were not considered in the GPA for the NMC EIR.

Biological Resources
The project, as proposed, will eliminate some or all of the windrows of eucalyptus trees located along the property boundaries. According to the most recent biological assessment (NRA, Inc., 2004) suitable nesting habitat exists for some raptors and migratory birds. In the long term, development of the project site in conjunction with other development in the area will result in cumulative losses of potential foraging and nesting habitat.

Proposed Mitigation Measures
According to the City of Ontario GPA for the NMC, it is likely that most of the NMC area will be converted to urban land uses and that there will be a net loss of raptor habitat. It cannot be predicted how much of the area will remain as agricultural land, as the policies in the GPA for the NMC are mainly intended to prevent new urban developments from adversely impacting current agricultural activities. However, these policies are not intended for raptor conservation. The mitigative value of the policies (Policy 18.1-18.3) are considered minimal and do not reduce the potential impacts to raptors or other species to less than significant levels (GPA for the NMC EIR). This issue was overridden in the City of Ontario NMC General Plan Final EIR. The statement of override was contested in a lawsuit filed by the Endangered Habitats League, et al., following certification of the GPA for the NMC Final EIR. Terms within the Settlement Agreement addressed and mitigated for cumulative losses of raptor nesting and foraging habitat through the establishment of mitigation fees. The proposed project will be subject to pay these fees (MM Bio 2) and avoid disturbance of nesting raptors (MM Bio 3 or 4).

Summary of Environmental Effects After Mitigation Measures are Implemented
Following implementation of biological mitigation measures, cumulative impacts related to raptor foraging and nesting habitat are considered less than significant.

Cultural Resources
No historic structures are located on the project site and no dairies exist on site which could contribute to an historic district as described in the Historic Context for the NMC, therefore, no cumulative impacts to historic resources will result from project implementation.

The lack of known unique archaeological sites/resources or paleontological resources in the area make it unlikely that this project will impact any such resources individually. This would be the case for other projects in the NMC and surrounding areas. Therefore, no cumulative effect is expected related to archaeological or paleontological resources.

Proposed Mitigation Measures
Mitigation measures addressing the potential of finding previously unknown archaeological or paleontological resources have been incorporated into the EIR to reduce project-level impacts to a less than significant level.

Summary of Environmental Effects After Mitigation Measures are Implemented
As stated in the Cultural Resources section of this EIR, if the proposed project implements the required mitigation measures, all potential significant adverse environmental effects to cultural resources will be reduced to below the level of significance for the project and cumulatively.

Geology/Soils
As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The impacts from all of the proposed New Model Colony projects will be similar to the impacts created by the Specific Plan. It is not known which other construction sites in proximity to the project site will be active at the time of construction of this project.

Proposed Mitigation Measures
Mitigation measures are proposed to address blow sand and fill/excavated materials.

Summary of Environmental Effects After Mitigation Measures are Implemented
Due to the fact that all construction in the City will be subject to the UBC, City inspections, and other standards that will reduce possible impacts from each development to less than significant levels; cumulative impacts resulting from seismic activity, constructing on unstable soils, and blown sand are expected to be less than significant.

Hazards/Hazardous Materials
As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The entire NMC will be built out in the vicinity of the project in the long-term.

Adverse cumulative effects could result from the removal of asbestos, lead-based paints, contaminated soil, and underground tanks if all such activities within the project area and on adjacent agricultural sites were conducted simultaneously without proper mitigation.

Proposed Mitigation Measures
Mitigation measures have been incorporated in this EIR, and other current regulations will apply, such that the potential project and cumulative impacts associated with removal of hazardous materials are reduced to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented
All potential significant cumulatively adverse environmental effects will be reduced to below the level of significance following implementation of the proposed mitigation measures outlined in the Hazards section of this EIR.

Hydrology and Water Quality

Future land development projects within the NMC would cumulatively impact water quality in the region due to increased urban runoff. The nature of the pollutants found in runoff is expected to change from pollutants associated with agricultural land uses, such as bacteria, ammonia, nitrates, phosphorous and salts, to urban uses which produce contaminants such as oil and grease, trash and debris, and pesticides. Currently, dairies within the NMC operate under the authority of NPDES Permit No. CAGO18001 (Waste Discharge Requirement Order No. 99-11). However, because this permit is concerned with dairy operations, existing non-dairy properties would not be covered along with portions of dairy properties not developed with dairies.

Proposed Mitigation Measures

The proposed project is required to incorporate the Best Management Practices outlined in the project SWPPP, which regulates construction activities; and the proposed project is required to incorporate the Best Management Practices within the WQMP for the operational phase of the project. Future development of all Subareas in the NMC and undeveloped lands throughout the Chino Basin would be required to prepare and implement SWPPPs and WQMPs for all proposed development affording a more extensive amount of storm water and nuisance water quality protection.

Summary of Environmental Effects After Mitigation Measures are Implemented

Therefore, development of the project area with the implementation of water quality BMPs as required by the SWPPPs and WQMPs and project mitigation measures has the potential to produce a net beneficial cumulative impact on the quality of downstream surface waters and groundwater within the Chino Basin in the long-term.

However, Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River are currently in violation of their respective water quality standards. Cumulatively considerable impacts to these water bodies would occur even if during construction a SWPPP was developed and a WQMP enforced after construction since the permits that govern these documents allow some discharge of non-storm water pollutants into receiving waters, and these waters are currently in violation. Once the NMC and other portions of the Chino Basin that support dairy/agricultural operations convert to urban uses, these impaired water bodies may revert to non-violation status, but until such time as the downstream receiving waters are not in violation, potentially significant cumulative effects could result from the project and a Statement of Overriding Consideration would be required prior to project approval.

Noise

Construction of the proposed project, when considered in concert with related projects in the area, would result in short-term noise impacts that would accompany the construction phases of each project. Construction noise impacts would not occur throughout the area simultaneously, would be short term, incremental and can be mitigated to below a level of significance with controls on construction time periods and equipment use. Thus such impacts would not be regarded as cumulatively significant.

The ADT used for the cumulative analysis includes existing noise levels, plus Parkside project noise, plus other projects proposed in the NMC area. The area is currently characterized as a

relatively quiet rural area. Many trucks and other traffic traverse the NMC today however, causing higher existing noise conditions near major roads. The analysis shows that many roadway segments already exceed 65 dB CNEL at 50 feet from the centerline and that cumulatively the ambient noise levels throughout the project vicinity will increase by more that 3 dB CNEL. In some areas within the vicinity no sensitive receptors exist, but in some locations residents, school children and outdoor agricultural workers are currently, and will continue to be, exposed to noise levels that exceed thresholds.

Proposed Mitigation Measures
Mitigation measures have been incorporated which will reduce project-related noise impacts to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented
No feasible mitigation is available that will reduce these cumulative impacts to less than significant levels. A statement of overriding consideration related to cumulative noise impacts will be required if the proposed project is approved.

Population and Housing
The proposed project is located within a rapidly urbanizing area of the City of Ontario. As previously indicated, the Southern California Association of Governments (SCAG) anticipates significant growth within the area over the next 25 years. The project site is located within the New Model Colony as designated by the City of Ontario GPA for the NMC. As described in Section III-9, Housing/Population. The project represents 3.6 percent of the forecasted population for the City of Ontario in 2010 and 2.1% in 2030. As a percent of SCAG's Subregional forecast, the proposed project represents 0.32% in 2010 and 0.24% by 2030. Therefore, because the proposed project comprises less than one-percent of SANBAG's projections, and no more than 5-percent of the City's projections through 2030, the residential population growth from the project is not considered cumulatively considerable and is planned for at the regional level.

The proposed project is a residential subdivision which will bring an additional approximately 2,300 housing units to the area. SCAG's *The New Economy and Jobs/Housing Balance in Southern California* defines jobs/housing balance for the City of Ontario as job center, along with San Bernardino City, and Riverside-Corona. The proposed project falls within an area projected to be very jobs-rich. The project will provide housing opportunities for employment centers within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections. (Section III-9)

Proposed Mitigation Measures
No mitigation measures proposed.

Summary of Environmental Effects After Mitigation Measures are Implemented
Less than significant impacts will result.

Public Services

Cumulative impacts to Public Services could occur if other major residential and/or commercial projects were proposed in immediate proximity to the proposed project. For example, other proposed specific plans within the New Model Colony that will provide residential developments may also contribute to school age children that will require services from Mountain View Unified School District. The effects from these developments should also be mitigated through the payment of school impact fees or through the creation of a Community Facilities District, as appropriate. With the implementation of these mitigation measures, cumulative adverse effects on public services are not anticipated.

Proposed Mitigation Measures

As discussed in the Public Services section, mitigation measures have been incorporated which will reduce project-related impacts to public services to less than significant levels.

Summary of Environmental Effects After Mitigation Measures are Implemented

Thus cumulative adverse effects on public services such as police, fire, schools, parks, libraries or medical services are not anticipated.

Transportation/Traffic

Traffic modeling is by nature cumulative since it includes existing, proposed growth, expected developments other than the project and the project itself. Vehicle trips from the project and the proposed specific plans within the NMC would create or add to traffic congestion on adjacent streets, and selected roadway segments and intersections. Some vehicle trips would be confined to the area (short trips), while others would travel outside the project area to surrounding counties and urban centers and affect the regional transportation system. Adverse impacts to the circulation network would occur if roadway improvements and trip reduction measures and programs are not implemented. In accordance with City and SANBAG regulations, each development will be required to pay its fair share for needed roadway improvements. Payment of the traffic impact fees will fund signalization, roadway widening, and other transportation programs and improvements necessary to maintain acceptable levels of service at local intersections.

Proposed Mitigation Measures

Mitigation measures have been incorporated which will reduce project-related traffic impacts to less than significant levels. In addition, off-site increases in traffic brought about by the proposed project can be mitigated to less than significant levels with payment of fair share fees and City-wide and project-level roadway improvements.

Summary of Environmental Effects After Mitigation Measures are Implemented

After incorporation of mitigation measures, the project, as well as other area projects, will reduce their cumulative traffic impacts to levels below significance. However, at the time the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, there is a possibility that project-generated traffic will result in temporary cumulatively significant impacts to traffic in the project vicinity. A Statement of Overriding Consideration would be required if the project is approved.

Utilities

Onsite and offsite pipelines for both water and sewer do not exist at this time, as described in the Utilities section. The project cannot be occupied until such systems are built and operational. Once built, the water and sewer systems will meet City master planned requirements and City standards. All other projects within the NMC also require water and sewer systems which are not yet complete. The project will individually contribute a minimal portion of the El Sobrante Landfill's daily intake that is not considered considerable on an individual project basis. Cumulative impacts for water and sewage treatment are considered less than significant since the project is included in the City's Master Sewer and Water Plans and adequate facilities are, or will be provided.

Proposed Mitigation Measures

Mitigation measures have been incorporated which limit project development until utility services are provided. However, no feasible mitigation is available to reduce cumulative impacts to landfill capacity.

Summary of Environmental Effects After Mitigation Measures are Implemented

Since the water and sewer systems are master planned to accommodate all projected development within the GPA for the NMC and projects cannot be implemented until the water and sewer system is developed, potential significant individual and cumulative impacts to water, sewer lines are considered less than significant. The GPA for the NMC FEIR found that even with incorporation of the mitigation measures listed, residual solid waste impacts remain and the FEIR was certified with overriding consideration findings related to the cumulative negative impact on solid waste. Although the solid waste generated by the project does not exceed the threshold of significance for solid waste, there have been no new mitigation measures added which will reduce the significant cumulative impact to a less than significant level. Therefore, impacts to solid waste are still considered cumulatively significant and a statement of overriding considerations will be required. However, no new issues have been raised by this project which were not considered in the GPA for the NMC FEIR and the statement of overriding considerations for this project will be consistent with the GPA for the NMC FEIR's findings.

2. Alternatives to the Proposed Project

The CEQA Guidelines, Section 15126.6, identify the parameters within which consideration and discussion of alternatives to the proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of the project. As stated in the Parkside Specific Plan (the Specific Plan), the project objectives and guiding principles are as follows:

1. Develop a project consistent with the vision of the New Model Colony.

2. Develop a specific plan that incorporates General Plan land use principles; standards and distribution of land uses relative to residential, open space, recreation and public uses.

3. Create an internal 'central' park/recreation core amenity as the "heart" of the community.

4. Maximize variety of attached and detached housing opportunities to assist in meeting City of Ontario regional housing allocation requirements.

5. Provide neighborhoods which are identifiable from each other, with public and private amenities, linked by a network of pedestrian trails.

6. Create a community with a sense of place, walkability and livability. Include pedestrian and bicycle trails to link neighborhoods and districts; short blocks to promote ease of access and neighborhood activity; use variable setbacks and reduced garage emphasis; and curb-separated landscaped parkways.

7. Create small neighborhoods with a wide range of lot sized and street frontages among the various neighborhoods (not within neighborhoods).

8. Establish clearly defined "edges" and "entries" that contribute to a district neighborhood identity.

9. Develop a project that responds well to market demand and meets a range of housing types and affordability.

10. Develop a project with good regional access.

11. Minimize the use of walls as sound barriers along arterials and high traffic roadways through the use of landscaped setbacks and structures designed to attenuate sound, or a combination thereof, to promote visual quality and sound attenuation.

Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, per Section 15126.6.

This section of the DEIR will look at 1) a No Project Alternative that retains the existing agricultural use of the site, 2) a single-family residential alternative with fewer lots and lower

density than the proposed project, and 3) a residential alternative that would eliminate commercial uses.

Rationale for Alternative Selection

Pursuant to CEQA (15126.6(a)), each alternative must in some way avoid or substantially lessen one or more of the significant effects created by the proposed project and meet most of the basic project objectives, as shown above. Since this Specific Plan and DEIR are being prepared as a direct response to the implementation requirements of the GPA for the NMC, land use designations and policies of the GPA for the NMC have also been considered in the analysis of the alternatives. Land uses envisioned for the Specific Plan area include high and low density residential, and a portion of the Great Park and greenbelts.

The direct significant environmental effects that result from the proposed project are the overall loss of designated farmland and air quality impacts. Cumulatively, the project contributes to loss of agricultural lands, temporary traffic due to phasing of area-wide road improvements, landfill capacity, water quality, and impacts to air quality and noise. Thus, alternatives that reduce traffic and thereby reduce air quality and noise impacts may be appropriate for consideration. Likewise, alternatives that reduce traffic typically would include less development intensity which also translates into reductions in solid waste generation. Alternatives that require less developed land (e.g., higher densities) so that agricultural land can be retained on the site were determined to be infeasible due to: a) the lack of long-term viability for commercial agriculture within the Chino Basin (see Agricultural Resources, III-1, herein) and, b) the lack of such an alternative's ability to meet General Plan policies, land plan and goals for development of the NMC. Land retained in agricultural uses would also perpetuate the existing water quality violations of Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River which are currently in violation of water quality standards.

It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. The project as proposed is anticipated to result in unavoidable adverse impacts related to the loss of agricultural soils, degraded air and water quality, temporary traffic impacts, landfill capacity, and increased noise levels. Given the nature of the proposed development, an alternative location within the NMC or Chino Basin as a whole will not alleviate air, water quality, temporary traffic, landfill capacity or noise impacts. Considering the 250-acre size of the proposed project, alternatively-located land in the project vicinity would involve agricultural soils and property used or designated for agricultural purposes, thereby still resulting in an overall loss of farmland. Therefore, analysis of an alternatively-located site is not considered necessary because it will not provide avoidance or mitigation of significant impacts resulting from the project.

Per CEQA Guidelines Section 15126.6 (3), the "No Project" alternative could take two forms, no change from the existing uses or development into already approved land uses. The proposed project generally meets the approved land uses for the site. For this reason, and because the proposed project and the other alternatives address potential impacts associated with development, the No Project alternative will address continued agricultural use of the site.

Description of Alternatives

Alternative 1 - No Project, Continued Agricultural Use of the Site
The project site supports about 212 acres of cropland farming, about 25 acres of land used for waste water discharge from a citrus processing facility, and about 13 acres devoted to the Cucamonga Creek Channel. The No Project alternative would continue the agricultural use of the site for an indefinite period of time. The waste water discharge from the citrus processing facility was terminated in December 2005, so this 25 acres of land is assumed to revert to agricultural cropland use for the purposes of this alternative. The proposed project site is designated by the State as Prime Farmland but the Specific Plan project site itself has no active Williamson Act contracts.

Alternative 2 - Reduced Density Residential
The Reduced Density alternative would remove all the proposed apartment and condominium units (18+ du/ac) and replace them with single-family residential units (5 du/ac). This alternative would result in the development of a maximum of 1,307 residential units within the project site which represents a 33 percent reduction in the number of homes. Table IV-2-A, Reduced Density Alternative, summarizes the land uses assumed under this alternative.

Table IV-2-A: Reduced Density Alternative

LAND USE DESIGNATION	EXAMPLE OF LOT SIZE/USE	APPROX NET ACRES[1]	DENSITY RANGE du/ac	MAX. DWELLING UNITS
Multi-Family Attached	Apartments Condos Townhouses (various types)	30.30	13 - 15	644
Single-Family Detached	6- and 8-plex Clusters Single-family lots	102.17	7 - 12	663
RESIDENTIAL SUBTOTAL		132.47		1,307
	PA 10 – Retail	11.81		115,000 s.f.
	Parks	52.08		
	Creek Channel	13.00		
NONRESIDENTIAL SUBTOTAL		76.89		
TOTAL		209.36		1,307 d.u. 115,000 s.f.

Alternative 3 – Residential Only
Alternative 3 converts the 11.5-acre commercial land uses near the Edison Avenue/Archibald Avenue intersection to High Density Residential (18 units/acre) pursuant to the land use designation shown in the GPA for the NMC. Alternative 3 would eliminate 115,000 square feet of retail uses proposed in the Specific Plan. Without commensurate reductions in densities elsewhere in the Specific Plan, however, this change would result in an increase in dwelling units from 1,947 dwelling units in the Specific Plan to 2,154 dwelling units under Alternative 3. To avoid this problem (as a higher density alternative would not reduce impacts to air, water quality and noise), densities in other planning areas were reduced so that Alternative 3 does not exceed

the GPA for the NMC maximum unit count of 1,947. Table IV-2-B summarizes the land uses assumed under this alternative.

Table IV-2-B: Residential Only per New Model Colony General Plan Amendment Alternative

LAND USE DESIGNATION	EXAMPLE OF LOT SIZE/USE	APPROX NET ACRES[1]	DENSITY RANGE du/ac	MAX. DWELLING UNITS
Multi-Family Attached	Apartments Condos Townhouses (various types)	89.11	13 - 18	1,517
Single-Family Detached	6- and 8-plex Clusters Single-family lots	55.17	7 - 12	430
RESIDENTIAL SUBTOTAL		144.28		1,947
	Parks	52.08		
	Creek Channel	13.00		
NONRESIDENTIAL SUBTOTAL		65.08		
TOTAL		209.36		1,947 d.u.

Evaluation of Alternatives

Alternative 1 - No Project

The No Project Alternative would not result in any additional traffic; therefore, impacts associated with air and noise would not be created. Conversely, road improvements and connections ultimately needed in the area would not be built. No loss of agricultural land or soils would result from this alternative and, although mitigatable, foraging and nesting habitat for raptors would remain intact. Perpetuation of adverse impacts to downstream waters would occur if agriculture remained on site. Extension of utilities to serve this area would not be necessary. This alternative would meet none of the objectives of the proposed project, or the GPA for the NMC.

Alternative 2 - Reduced Density Residential

The reduced density alternative would provide an approximately 23 percent reduction in traffic which relates to a similar reduction in long-term emissions of criteria air pollutants resulting from the project. The proposed project exceeds air quality standards for NO_X, CO, ROG and PM-10. Under Alternative 2, the 23 percent traffic reduction would not be sufficient to reduce any of the criteria pollutants to less than significant levels. Little or no reduction in short-term (construction) air quality impacts would be afforded by this alternative because the same acreage is being developed as the proposed project. Other impacts that are the same as the proposed project resulting from the development of this land include loss of agricultural land or soils, loss of foraging habitat for raptors, landfill capacity limitations, temporary traffic impacts, water quality, and noise impacts. This alternative would generally meet project objectives, but the elimination of the 18 du/acre high density residential from Subarea 23 does not meet/implement the GPA for the NMC land use density envisioned for this area.

Alternative 3 – Residential Only
Alternative 3 would eliminate 115,000 square feet of retail uses proposed in the Specific Plan. The 11.5-acre retail site would be used for high density residential at 18 du/ac as shown for this location in the GPA for the NMC. No net increase in residential units occurs with this alternative.

Reductions in traffic generated as a result of development translate to similar reductions in long-term air quality impacts. The retail center in the proposed project generated 7,487 daily trips, 171 AM Peak Hour trips, and 691 PM Peak Hour trips. Deletion of these trips under Alternative 3 represents an approximate 38 percent reduction in overall daily traffic, with a 12.4 percent reduction in the AM Peak Hour and a 32.8 percent reduction in the PM Peak Hour. The reduction in trips would translate to a corresponding decrease in operational emissions. Little or no reduction in short-term (construction) air quality impacts would be afforded by this alternative because the same acreage is being developed as the proposed project. When the daily trip reduction percentage is applied to the quantities of criteria air pollutants which exceed SCAQMD thresholds for the proposed project, NO_X is reduced to 135/199 pounds per day in the summer/winter, respectively; CO is reduced to 1,326/1,245 lbs per day; and ROG is reduced to 256/239 pound per day. All three of these air criteria pollutants still exceed thresholds under Alternative 3. PM-10 is reduced to 18/149 pounds per day, winter/summer, respectively, which represents levels below regional thresholds for PM-10.

Other impacts under Alternative 3 that are the same as the proposed project resulting from the development of this land include loss of agricultural land or soils, landfill capacity limitations, temporary traffic impacts, and an increase of more than 3 dBA in ambient noise levels.

The matrix approach to comparing the above described alternatives is used for ease of directly comparing the proposed project's significant effects with those of the alternatives, per CEQA Guidelines Section 15126.6 (d). Table V-1-C identifies the areas of potential environmental effects per CEQA and ranks each alternative as **better**, **different**, the **same**, or **worse** than the proposed project with respect to each area of potential impacts.

Table IV-1-C: Comparison of Alternatives Matrix

Environmental Issue	Parkside Specific Plan	Alternative 1 No Project Alternative	Alternative 2 Reduced Density Alternative	Alternative 3 Residential Only Alternative
Aesthetics	Less than Significant Effect	Same - Less than Significant Effect	Same - Less than Significant Effect	Same - Less than Significant Effect.
Ag. Resources	Significant - Loss of 250 acres of Prime Farmland.	Better - Project site would remain in agricultural use.	Same - Loss of 250 acres of Prime Farmland	Same - Loss of 250 acres of Prime Farmland
Air Quality	Significant with mitigation measures – exceeds standards for NOx, CO, PM-10 and ROG. Cumulatively Significant - contributes to existing exceedance of air quality standards in Basin.	Better - Minimal impacts to air quality from autos.	Same - reduction of emissions by approximately 23%. Thresholds would still be exceeded for NO_X, CO, PM-10 and ROG. Still cumulatively significant impacts to Air Basin.	Better - reduction of emissions by approximately 38%. Still exceeds standards for NOx, CO, and ROG, but PM-10 below threshold. Still cumulatively significant impacts to Air Basin.
Biology	Less than Significant effect with mitigation incorporated.	Better - No loss of habitat.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Cultural Resources	Less than Significant effect with mitigation incorporated.	Same or worse - Project site would remain in agricultural use which has no requirement to preserve resources, but excavation is typically surficial.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Hydrology/Water Quality	Less than significant project-specific effects with mitigation incorporated. Cumulatively Significant - contributes to existing exceedance of water quality standards in the receiving waters.	Worse – Runoff from agricultural land is a problem for receiving waters causing continuation of elevated levels of pollutants.	Same - Less than significant project-specific effects with mitigation incorporated. Cumulatively Significant - contributes to existing exceedance of water quality standards in the receiving waters.	Same - Less than significant project-specific effects with mitigation incorporated. Cumulatively Significant - contributes to existing exceedance of water quality standards in the receiving waters.
Noise	Less than Significant project-specific effect with mitigation incorporated. Cumulatively Significant – exceeds threshold for increase in ambient noise levels.	Better - Maintenance of existing noise levels. No construction noise and no new people exposed to over-standard ambient levels.	Same - Less than Significant project-specific effect with mitigation incorporated. Cumulatively Significant – exceeds threshold for increase in ambient noise levels.	Same - Less than Significant project-specific effect with mitigation incorporated. Cumulatively Significant – exceeds threshold for increase in ambient noise levels.
Traffic	Less than Significant effect at the project-specific level with mitigation incorporated. Significant temporary cumulative traffic impacts due to unknown timing of area-wide improvements.	Better - Existing traffic levels from the project site are maintained.	Same - Less than Significant effect at the project-specific level with mitigation incorporated. Significant temporary cumulative traffic impacts due to unknown timing of area-wide improvements.	Same - Less than Significant effect at the project-specific level with mitigation incorporated. Significant temporary cumulative traffic impacts due to unknown timing of area-wide improvements.
Hazards/Hazardous Materials	Less than Significant effect with mitigation incorporated.	Worse – Dumping of organic and inorganic materials will continue. Use of on-site fuels and agricultural chemicals will	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.

		continue.		
Utilities	Less than Significant effect at the project-specific level with mitigation incorporated. Significant cumulative impacts related to solid waste due to landfill capacity.	Same – No utilities needed.	Same - Less than Significant effect at the project-specific level with mitigation incorporated. Significant cumulative impacts related to solid waste due to landfill capacity.	Same - Less than Significant effect at the project-specific level with mitigation incorporated. Significant cumulative impacts related to solid waste due to landfill capacity.
Public Services	Less than Significant effect with mitigation incorporated.	Better – No impacts to public services.	Same - Less than Significant effect with mitigation incorporated.	Same - Less than Significant effect with mitigation incorporated.
Land Use	Less than Significant Effect	Same - Less than Significant Effect	Same - Less than Significant Effect	Same - Less than Significant Effect.
Environmentally Superior to Proposed Project?	N/A	Yes – but not without environmental impacts which are similar or worse than the proposed project with respect to hazards/hazardous materials, water quality, and cultural resources.	No	Yes – one criteria pollutant reduced to below significance threshold. However, if commercial density remained in Subarea 24 as now allowed, no net difference would occur within the NMC as a whole.
Meets Project Objectives?	Yes	No	Yes	Yes
Meets GPA for the NMC Objective?	Yes	No	Yes	Yes

Environmentally Superior Alternative

The CEQA Guidelines, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project alternative is an environmentally superior alternative with respect to reducing impacts created by the proposed project through retaining agricultural soils and reducing air quality and noise impacts, however, potentially significant water quality, hydrology, and hazardous materials impacts caused by agricultural uses will be perpetuated. The CEQA Guidelines also require the identification of another environmentally superior alternative if the No Project alternative is the environmentally superior alternative.

Of the three alternatives, the Residential Only alternative, Alternative 3, is environmentally superior to the proposed project when looked at as an isolated project. This alternative would reduce the number of automobile trips by approximately 38 percent thereby resulting in a commensurate reduction to project-generated air quality emissions. The reduction is sufficient to reduce long-term PM-10 emissions to below a significant level. However, this improved air quality is a direct result of eliminating the commercial uses from the proposed project. The 115,000 square feet of retail proposed in the Specific Plan represents square footage transferred from Subarea 24 of the NMC. Therefore, if not developed within the Specific Plan as shown in Alternative 3, it will likely be developed in Subarea 24 which would result in the same air quality impacts within the NMC as a whole. Although air quality impacts are substantially lessened under the Residential Only alternative, a Statement of Overriding Consideration will still be required for air quality, and it is likely that the emissions will simply be shifted to Subarea 24.

3. Unavoidable Adverse Impacts

This topic is intended to address any impacts that cannot be mitigated to below a level of significance (CEQA Guidelines Section 15126.2). Significant impacts which cannot be avoided or eliminated if the project is implemented have been discussed in detail throughout Section III of this document. A summary of the areas in which impacts could not be reduced to a level below significance is briefly presented below.

Agriculture – Project and Cumulative

The proposed project will result in 250 acres of land currently used for irrigated crop production to be converted to urban uses. Therefore, the project's impact to existing agricultural land use is considered significant.

The proposed Specific Plan will convert approximately 250 acres of Prime Farmland into non-agricultural uses. The final LESA model score for the proposed project site was 84 out of 100. This score of 84 resulted in a scoring decision of "Considered Significant."

Other than direct conversion of agricultural land to non-agricultural uses, discussed above, the project includes the construction of on- and off-site roads, water supply and sewer infrastructure that will provide access and utilities to the adjacent agricultural properties and support increased future development in the area. Therefore, the proposed project involves other improvements that could promote the conversion of additional Farmland offsite, and these impacts are considered significant.

Mitigation measures were considered (see Section III-1) but found infeasible to reduce the above significant environmental effects to less than significant. Thus, potential project-specific impacts to agriculture are considered unavoidable and adverse.

Cumulatively, the proposed project will contribute to the loss of prime Farmland in the NMC and within the Chino basin as a whole. The Ontario GPA for the NMC (1998) projects virtually a 100 percent conversion of existing agricultural land to non-agricultural uses. The GPA for the NMC estimates that cumulatively in the 8,200-area of the NMC about 36 percent (2,952 acres) is considered prime agricultural soils. Thus, the prime Farmland on the project site represents about 8.4 percent of the projected cumulative loss while the site itself represents only 3.1 percent of the total land area of the NMC. The NMC is part of the larger Chino Basin which historically served as agricultural land. Within the past 10 years, the Jurupa and Eastvale areas of Riverside County to the east and south of the NMC, and areas located within the City of Chino south of the NMC are in the process of converting from agriculture to non-agricultural uses including residential, commercial and industrial. This cumulative loss of Farmland soils is considered significant. The GPA for the NMC EIR was certified with Overriding Consideration findings related to the cumulative loss of agriculture. Cumulative losses of Farmland resulting from this project were a part of that original EIR and Statement of Overriding Consideration. No new issues have been raised by this project which were not considered in the GPA for the NMC EIR.

Air Quality – Project and Cumulative

Analysis of the short- and long-term emissions from this project estimate that emissions of ROG, NO_X, and CO during project construction, and ROG, NO_X, CO, and PM-10 during project operation will exceed SCAQMD daily thresholds. When considering the cumulative effects on air quality in the region, it is the long-term operational emissions that are of the most concern. Vehicular emissions from project-generated traffic are the main contributor to criteria pollutant emissions. Since the portion of the South Coast Air Basin within which the project is located is designated as a non-attainment area for ozone and PM-10 under state standards, and as a non-attainment area for ozone, carbon monoxide, and PM-10 under federal standards, and the operational emissions from this project will exceed the SCAQMD daily thresholds, the project's cumulative effects on air quality are considered significant. Therefore, with project mitigation measures incorporated, project related impacts associated with short-term and long-term operations are considered to be significant following implementation of the proposed mitigation measures. The GPA for the NMC EIR was certified with Overriding Consideration findings related to cumulative air quality impacts. No new issues have bee raised by this project with were not considered in the GPA for the NMC EIR.

Water Quality - Cumulative

Future land development projects within the NMC and the Chino Basin as a whole would cumulatively impact water quality in the region due to increased urban runoff. The nature of the pollutants found in runoff is expected to change from pollutants associated with agricultural land uses, such as bacteria, ammonia, nitrates, phosphorous and salts, to urban uses which produce contaminants such as oil and grease, trash and debris, and pesticides. Currently, dairies within the NMC operate under the authority of NPDES Permit No. CAGO18001 (Waste Discharge Requirement Order No. 99-11). However, because this permit is concerned with dairy operations, existing non-dairy properties would not be covered along with portions of dairy properties not developed with dairies. Future development of Subareas would be required to obtain prepare and implement SWPPPs and WQMPs for all proposed development affording a more extensive amount of storm water and nuisance water quality protection. Therefore, development of the project area with the implementation of water quality BMPs as required by the SWPPPs and WQMPs and above mitigation measures has the potential to produce a net beneficial cumulative impact on the quality of downstream surface waters and groundwater within the Chino Basin in the long-term.

However, Reach 1 of Cucamonga Creek Channel, Mill Creek (Prado Area) and Reach 3 of the Santa Ana River are currently in violation of their respective water quality standards. Cumulatively considerable impacts to these water bodies would occur even if during construction a SWPPP was developed and a WQMP enforced after construction since the permits that govern these documents allow some discharge of non-storm water pollutants into receiving waters, and these waters are currently in violation. Once the NMC and other portions of the Chino Basin that support dairy/agricultural operations convert to urban uses, these impaired water bodies may revert to non-violation status, but until such time as the downstream receiving waters are not in violation, potentially significant cumulative effects could result from the project and a Statement of Overriding Consideration would be required prior to project approval.

Noise – Cumulative

The ADT used for the cumulative analysis includes existing noise levels, plus Parkside project noise, plus other projects proposed in the NMC area. The area is currently characterized as a relatively quiet rural area. Many trucks and other traffic traverse the NMC today however, causing higher existing noise conditions near major roads. The analysis shows that many roadway segments already exceed 65 dB CNEL at 50 feet from the centerline and that cumulatively the ambient noise levels throughout the project vicinity will increase by more that 3 dB CNEL. In some areas within the vicinity no sensitive receptors exist, but in some locations residents, school children and outdoor agricultural workers are currently, and will continue to be, exposed to noise levels that exceed thresholds. No feasible mitigation is proposed that will reduce these cumulative impacts to less than significant levels.

Traffic – Temporary Cumulative

At the time the project is operational, it is not known which of the off-site regional improvements will be constructed. Therefore, due to construction phasing and timing of off-site roadway improvements and other projects in the area, there is a possibility that project-generated traffic will result in temporary cumulatively significant impacts to traffic in the project vicinity.

Solid Waste – Cumulative

The GPA for the NMC FEIR found that even with incorporation of the mitigation measures listed, residual solid waste impacts remain and the FEIR was certified with overriding consideration findings related to the cumulative negative impact on solid waste. Although the solid waste generated by the project does not exceed the threshold of significance for solid waste, there have been no changes in circumstances and no new mitigation measures added which will reduce the significant cumulative impact to a less than significant level. Therefore, impacts to solid waste are still considered cumulatively significant and a statement of overriding considerations will be required. However, no new issues have been raised by this project which were not considered in the GPA for the NMC FEIR and the statement of overriding considerations for this project will be consistent with the GPA for the NMC FEIR's findings.

4. Growth Inducing Impacts

According to CEQA Guidelines (Section 15126.2 [d]), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria below:

- A project would remove obstacles to population growth.
- Increases in the population may tax existing community service facilities, causing significant environmental effects.
- A project would encourage and facilitate other activities that could significantly affect the environment.

Urbanization of the project site could potentially influence the timing of development and remove obstacles to growth within adjacent properties by providing or extending roadways, water and sewer service, and utility services to the immediate area. This could eliminate potential constraints for future development in this area.

If access to the area were limited, improvement of roadways into the area might encourage development of agricultural or vacant land. However, the proposed project site currently has access from existing paved Archibald Avenue, serving the eastern areas of the project site, and Edison Avenue serving the northern boundary of the project site. These streets would support some development within vicinity of the project site, with or without the proposed project, but major development could not occur due to limitations in the capacity of these roads. As part of the development of the Parkside Specific Plan, those portions of these roads adjacent to the project site will be improved to City of Ontario General Plan standards and Eucalyptus/Merrill will be improved adjacent to the southern project boundary.

Currently, the City of Ontario does not have water distribution mains in any of the roadways in and around the project. Ultimately, potable water will be provided to the proposed project development by the City of Ontario as presented in the Water Master Plan prepared for the New Model Colony. The backbone water system planned to serve this eastern portion of the NMC would be required by any development within the area. Water supply will be affected by this development. See Section III-12, Utilities, for discussions of water supply impacts.

The City of Ontario does not have sewer facilities in the vicinity of the project. The New Model Colony Sewer Master Plan shows service to this project by the proposed Eastern Trunk Sewer (Archibald Avenue). The wastewater generated by the project will be collected by 8 inch to 10 inch mains and routed to Archibald Avenue where it will be discharged into the Archibald Trunk Sewer, and ultimately treated by RP-5. The proposed project will be required to construct sewer facilities that are tailored to accommodate those sewer flows that are generated by the proposed development, and connections to the backbone sewer system which could serve other areas, thus allowing for growth.

The proposed project is located within a rapidly urbanizing area of the City of Ontario. As previously indicated, the Southern California Association of Governments (SCAG) anticipates significant growth within the area over the next 25 years. The project site is located within the New Model Colony as designated by the City of Ontario GPA for the NMC. As described in Section III-9, Housing/Population, the project population of 7,737 persons comprises 0.38% of the forecasted population for the SANBAG Subregion and 4.2% of the forecasted population for the City of Ontario in 2010. In 2030, the project population of 7,737 persons will comprise 0.28% of the forecasted population for the SANBAG Subregion and 2.5 % of the forecasted population for the City of Ontario.

The proposed project is a residential subdivision which will bring approximately 2,300 in additional housing units to the area. SCAG's *The New Economy and Jobs/Housing Balance in Southern California* defines jobs/housing balance for the City of Ontario as job center, along with San Bernardino and Riverside-Corona. The proposed project falls within an area projected to be very jobs-rich. The project will provide housing opportunities for employment centers within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections (see Section III-9).

5. Irreversible Environmental Changes

The intent of this section of the DEIR is to discuss primary and secondary impacts of the proposed project that result in significant irreversible changes in the environment. The CEQA Guidelines section related to this topic (15126.2 (c)) identifies as examples such things as use of nonrenewable natural resources, irreversible changes in land use, and irreversible damage to the environment resulting from environmental accidents associated with the project.

Consumption of non-renewable resources will result from construction and operation of the proposed project. Non-renewable resources such as sand, gravel, and steel, and renewable resources such as lumber will be consumed during project construction. Energy, fossil fuels, oils and natural gas will be irreversibly committed during construction. These same resources are used for vehicles and heating/cooling equipment during operations. The continued use of these resources associated with project operations represents a long-term obligation.

Other irreversible changes that result from development of previously undeveloped or underutilized land include changes in noise, glare from lights, increased traffic, and air pollution. Implementation of mitigation measures included in this DEIR and adherence to City of Ontario policies and standards will reduce such impacts to less than significant levels in most cases, but the degradation of air quality and increased traffic and ambient noise levels will result in the long term from development.

Although the site was previously utilized, water consumption increases will result from project development. Such additional consumption in this area will require a long-term commitment to providing such service. Conservation programs and mitigation measures will limit harmful effects to water sources but cannot completely prevent irreversible changes to the environment.

The “open space” quality of agriculture, currently visible in the community will be irreversibly changed to a developed state and is unlikely to revert to open space again even after the 50- to 75-year life span of structures on site is reached.

The proposed project should not result in future accidents or upset that will damage the environment. No new hazardous chemicals other than household cleaning products are or will be stored on site.

V. References

The following documents were referred to as general information sources during preparation of this document. They are available for public review at the locations abbreviated after each listing and spelled out at the end of this section. Some of these documents are also available at public libraries and at other public agency offices.

AreaConnect — Ontario Population and Demographics, *U.S. Census 2000*, December 27, 2005. (Available at www.ontarioca.areaconnect.com)

BEC — Boyle Engineering Corporation, *City of Ontario Water Master Plan*, August 2000. (Available at the City of Ontario.)

DHS — California Department of Health Services, *Guidelines for the Preparation of an Engineering Report for the Production, Distribution and Use of Recycled Water*, March 2001. (Available at www.dhs.ca.gov)

DTSC — Department of Substance Control, *Managing Asbestos Waste – Public and Business Liaison Fact Sheet*, January 2003. (Available at www.dtsc.ca.gov)

ESP FEIR — City of Ontario, *Final EIR for Edenglen Specific Plan*, September 13, 2005. (Available at City of Ontario.)

IEUA — Inland Empire Utilities Agency, *Regional Recycled Water Program*, 2003. (Available at www.ieua.org/recycled.html)

IEUA — Inland Empire Utilities Agency website, www.ieua.org, accessed 1/17/05.

IEUA WFP — *Inland Empire Utilities Agency Wastewater Facilities Master Plan, Vol. 1*, April 2002. (Available at IEUA.)

IEUA PEIR — *Inland Empire Utilities Agency Draft Program Environmental Impact Report for the Wastewater Facilities Master Plan, Recycled Water Master Plan and Organics Management Master Plan, SCH #2002011116*, April 2002. (Available at IEUA.)

IEUA RP5 — *Inland Empire Utilities Agency Final Program Environmental Impact Report for the Proposed Regional Plant Number 5 Project, SCH #9803115*, May 17, 1999. (Available at IEUA.)

NMC GP — *City of Ontario New Model Colony General Plan Amendment*, January 7, 1998. Adopted by Resolution 98-09. (Available at City of Ontario.)

NMC FEIR — *City of Ontario Sphere of Influence Final Environmental Impact Report, SCH #97061035*, October 1997. (Available at City of Ontario.)

IWMB — California Integrated Waste Management Board website, www.ciwmb.ca.gov, accessed 1/17/05.

OMWP — *City of Ontario Water Master Plan*, August 2000. (Available at City of Ontario.)

PWA — City of Ontario Public Works Agency, *Sewer System Design Guidelines*, December 27, 2005. (Available at the City of Ontario.)

PWA — City of Ontario Public Works Agency, *Potable and Recycled Water Guidelines*, December 1, 2005. (Available at the City of the Ontario.)

EPA — U.S. Environmental Protection Agency website, www.epa.gov, accessed 1/17/05.

IMP MND — *Initial Study and Mitigated Negative Declaration for the City of Ontario New Model Colony Infrastructure Master Plans*, adopted September 10, 2002, Resolution No. 2002-098.

LDK — L.D. King, Inc., *City of Ontario NMC Water Supply Phasing Plan*, January 21, 2004. (Available at City of Ontario.)

Webb — Traffic Impacts Study Report Parkside Specific Plan, Webb Associates, March, 2005

Webb — Webb Associates, *Water Supply Assessment and Written Verification of Sufficient Water Supply for the New Model Colony*, October 27, 2004. (Available at the City of Ontario.)

NMC TIP — *Ontario New Model Colony Transportation Implementation Plan, Final Report*, February, 2001

PC-1 — Mr. Darren McCleve, Lewis Operating Corp., August 1, 2005.

SCAQMD — South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993. (Available at SCAQMD.)

EPA — "*The Plain English Guide to the Clean Air Act – The Common Air Pollutants (Criteria Air Pollutants)*", 2005 http://www.epa.gov/oar/oaqps/peg_caa/pegcaa11.html

USDA — National Agricultural Statistics Service 2002 Census of Agriculture, June 2004.

WEI — Wildermuth Environmental, Inc., *Optimum Basin Management Program, Draft Phase I Report*, August 19, 1999. (Available at the Chino Basin Watermaster.)

VI. ORGANIZATIONS AND INDIVIDUALS CONSULTED DURING DEIR PREPARATION

Agencies

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Inland Empire Utility Agency …….....Gary Hackney

Mountain View School District ……...Craig Newby, Facilities Manager

County of San Bernardino Solid Waste Management Division

Regional Water Quality Control Board-Santa Ana Region ……..Bob Holub, Division Chief

See also Appendix A for list of all agencies, organizations and individuals notified through the Notice of Preparation process.

Private Organizations or Individuals

Lewis Operating Corporation ……..……Darren McCleve
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LD King, Inc. ……..Larry Popp
Carla Berard
Tim Stapleton
Steve Stapleton

WHA, Inc……Alan Fishman

Natural Resources Associates, Inc. …….Karen Kirkland

VII. LOCATIONS WHERE REFERENCE DOCUMENTS ARE AVAILABLE

Location:	Address:
City of Ontario	City of Ontario, 303 East B Street, Ontario, California 91764
IEUA	Inland Empire Utilities Agency, 6075 Kimball Avenue, Chino, CA 91710, and at www.ieua.org
RWQCB	Regional Water Quality Control Board, 3737 Main Street, Suite 500, Riverside, CA 92501, and www.swrcb.ca.gov/region8
SCAQMD	South Coast Air Quality Management Board, 21865 East Copley Drive, Diamond Bar, CA 91765-4182, and www.aqmd.gov

VIII. DOCUMENT PREPARATION STAFF

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5.0 MITIGATION MONITORING PROGRAM

CITY OF ONTARIO, CALIFORNIA

Parkside Specific Plan
SCH Number 2004011008

July 2006

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This statement is prepared in
compliance with the California
Environmental Quality Act

TABLE OF CONTENTS

INTRODUCTION

CEQA Requirements

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document that includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6, CEQA Guidelines Section 15097).

The City of Ontario will coordinate monitoring of the implementation of all mitigation measures for the Parkside Specific Plan project. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation measure; and 3) retention of records in the project file.

Program Objectives

The objectives of the mitigation monitoring program for the Parkside Specific Plan project are:

- To provide assurance and documentation that mitigation measures are implemented as planned;

- To collect analytical data to assist the City in its determination of the effectiveness of the adopted mitigation measures;

- To make available to the public, upon request, the City 's record of compliance with project mitigation measures.

By including both monitoring and reporting provisions, the City of Ontario has voluntarily exceeded the minimum requirements of Public Resource Code Section 21081.6, which allows selection of monitoring or reporting, but does not require both.

Overview of the Project

The Specific Plan consists of approximately 250 acres located within the 8,200-acre New Model Colony, and is bounded by Edison Avenue to the north, Archibald Avenue to the east, and Eucalyptus Avenue to the south. Cucamonga Creek flows in a southerly direction approximately through the center of the project area. The Specific Plan is an application for 430 single-family residential dwelling units, 1,517 multi-family residential units, 11.5 acres of commercial use, a 50-acre Great Park, and 6 acres of recreational trails.

More detailed information regarding the project is provided in the March 2006 Draft Environmental Impact Report related to this project.

Organization of the Mitigation Monitoring Program

Introduction: Provides an overview of CEQA's monitoring and reporting requirements, program objectives, the project for which the program has been prepared, and the manner in which the mitigation monitoring program has been organized.

Description of Program: Describes the City of Ontario entities responsible for implementation of the mitigation monitoring program, the program scope, procedures for monitoring and reporting, public availability of documents, the process for making changes to the program, types of mitigation measures and the manner in which monitoring will be coordinated to ensure implementation of mitigation measures.

Mitigation Monitoring and Reporting Summary: Outlines the impacts and mitigation measures, responsible entities, and the timing for monitoring and reporting for each mitigation measure included in the program.

Report Preparation: Lists the individuals involved in development of this mitigation monitoring program.

DESCRIPTION OF PROGRAM

Mitigation Monitoring Procedures

This mitigation monitoring program delineates responsibilities for monitoring the project, but also allows responsible parties flexibility and discretion in determining the best manner of monitoring implementation. Monitoring procedures will vary according to the type of mitigation measure. The timing for monitoring and reporting is described in the monitoring and reporting summary table included as part of this program. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

In order to enhance the effectiveness of the monitoring program, the city will utilize existing systems where appropriate. For instance, with any major construction project, the city generally has at least one inspector assigned to monitor project construction. These inspectors are familiar with a broad range of regulatory issues and will provide first line oversight for much of the monitoring program.

Reporting Procedures

A plan check review and construction inspection process will be utilized as the first line for much of the monitoring program, and will also serve to provide the background documentation for the reporting program.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- Reporting forms are distributed to the appropriate responsible entity or its representative (as indicated in the summary form) or existing reporting processes are used for verification of compliance.

- Responsible entities or their representatives verify compliance by signing the monitoring and reporting form and/or documenting compliance using their own internal procedures when monitoring is triggered.

- Responsible entities or their representatives provide the city with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented.

- Construction inspectors prepare construction activities reports during the construction phase and provide project reports, as appropriate, to the city.

The city will also be responsible for assisting responsible entities and/or their representatives with reporting responsibilities to ensure that they understand their charge and complete their reporting procedures accurately and on schedule.

Public Availability

All monitoring reporting forms, summaries, data sheets, and correction instructions related to the mitigation monitoring program for the Parkside Specific Plan project will be available for public review upon request at the City of Ontario Planning Department.

Program Changes

Minor changes to the mitigation monitoring program, if required, will be made in accordance with CEQA and would be permitted after further review and approval by the city. Such changes could include reassignment of monitoring and reporting responsibilities and/or program redesign to make any appropriate improvements. No change will be permitted unless the mitigation monitoring and reporting program continues to satisfy the requirements of Public Resources Code Section 21081.6.

Implementation of Mitigation Measures Being Monitored

In general, implementation of the mitigation monitoring program will require the following actions:

- Responsible entities or their representatives with reporting responsibilities will review the EIR, which provides general background information on the reasons for including specified mitigation measures.

- Problems or exceptions to compliance will be addressed by the City, as appropriate.

- Periodic meetings may be held during project implementation to report on compliance with mitigation measures.

Mitigation Monitoring Program Matrix

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Agricultural Resources	The proposed project would conflict with existing agricultural uses.	**MM Ag 1:** In order to minimize conflicts between urban and agricultural land uses, each Specific Plan developed for properties within the NMC must comply with the Agricultural Overlay District requirements for urban development in proximity to existing agricultural operations. The proposed project shall establish a minimum 100-foot separation between active agricultural operations and new, non-agricultural development, or an equivalent easement that is approved by the City of Ontario.	Prior to construction.	Planning Department	Less than Significant	
Agricultural Resources	The proposed project would conflict with existing agricultural uses.	**MM Ag 2:** In order to minimize conflicts between urban and agricultural land uses, all residential units in the Parkside Specific Plan shall be provided with a deed disclosure, or similar notice, approved by the City Attorney regarding the proximity and nature, including odors, of neighboring agricultural uses.	Prior to opening of model homes	City Attorney	Less than Significant	
Agricultural Resources	The proposed project would result in the cancellation of Williamson Act contracts, loss of prime Farmland, loss of existing agricultural use, and provide	No feasible mitigation measures were found. See Section III-1 for complete analysis.	NA	NA	Significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	infrastructure which might cause other ag. lands to convert.					
Air Quality	Emissions from project construction equipment.	**MM Air 1**: During construction, mobile construction equipment will be properly maintained at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.	During construction.	Contractor	Significant	
Air Quality	Emissions from project construction equipment.	**MM Air 2**: During construction of the proposed improvements, all contractors will be advised not to idle construction equipment on site for more than ten minutes.	During construction.	Contractor	Significant	
Air Quality	Emissions from project construction equipment.	**MM Air 3**: Configure construction parking to minimize traffic interference.	During construction.	Contractor	Significant	
Air Quality	Emissions from project operation.	**MM Air 4**: Local transit agencies shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points.	Prior to approval of street improvement plans.	Specific Plan Developer and Engineering Department	Significant	
Biological Resources	Adversely affect any endangered or threatened species, or any species identified as a candidate, sensitive or	**MM Bio 1:** There may be a probability of owl colonization within the project site considering the presence of foraging habitat and previous records of presence. To ensure that no direct loss of individuals occurs, mitigation shall be completed prior to initiation of on-site grading activities for each development phase. A pre-construction survey for	Prior to grading permit	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	special status. According to the Habitat Evaluation conducted for the project site, there may be a probability of owl colonization prior to site construction due to their presence in the vicinity of the site.	resident burrowing owls will be conducted by a qualified biologist. The survey will be conducted 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site should be resurveyed for owls. If owls are determined to be present within the construction footprint, they will be captured and relocated. If non-breeding owls must be moved away from the disturbance area, passive relocation techniques will be used. The pre-construction survey and any relocation activity will be conducted in accordance with the CDFG Report on Burrowing Owl Mitigation, 1995. According to CDFG guidelines, mitigation actions will be conducted from September 1 to January 31, which is prior to the nesting season. However, burrowing owl nesting activity is variable, and as such the time frame will be adjusted accordingly. Should eggs or fledglings be discovered in any owl burrow, the burrow cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own). Occupied burrows will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department of Fish and Game verifies through non-				

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		invasive methods that either: a) the adult birds have not begun egg-laying and incubation; or b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If a biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of the burrowing owls nest during the breeding season to avoid abandonment of the young. Passive relocation can be used to exclude owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. Artificial burrows should be provided nearby. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.				
Biological Resources	The proposed project will affect open foraging habitat.	**MM Bio 2**: The project proponent shall b required to pay City of Ontario open space mitigation fees. Fees collected will be used "to acquire and restore mitigation lands to offset impacts to species now living in the New Model Colony and impacts to	Prior to grading permit	Planning Department	Less than Significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		existing open space," according to the City of Ontario Development Impacts Fee Calculation Report and the Settlement and general Release Agreement. Development is currently required to pay $4,320 per acre. Therefore, the proposed project will pay approximately $2,298,240 for open space acquisition based upon the current fee.				
Biological Resources	The proposed project will affect open foraging habitat.	**MM Bio 3**: While project impacts to individual raptor species were considered to be not significant, the following mitigation measure will also be incorporated in order to eliminate or reduce any potential impacts to raptors and/or migratory birds. Construction and/or removal of windrow trees will occur outside of the nesting season (February 1 through August 31). If tree removal activities must occur during the breeding season, the mitigation measure in MM Bio 4 shall be implemented.	Prior to grading permit	Planning Department	Less than Significant	
Biological Resources	Adversely affect any endangered or threatened species and any species identified as candidate, sensitive or special status through the loss of habitat.	**MM Bio 4:** If project construction activities involving heavy equipment and/or windrow tree removal are to occur during the nesting/breeding season (between February 1st and August 31st) of potentially occurring sensitive bird species, a pre-construction field survey shall be conducted by a qualified biologist to determine if active nests of species protected by MBTA or CDFG are present in the construction zone or within a buffer of 500 feet. Pre-construction nesting/breeding surveys shall be conducted in all CDFG jurisdictional areas and within windrow trees. If no active nests are found during	Prior to issuance of grading permits	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		the survey, construction activities may proceed. If active nests are located during the pre-construction surveys, no grading, heavy equipment or tree removal activities shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests.				
Cultural Resources	The proposed project could affect unknown buried cultural resources.	**MM Cultural 1:** Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, avoidance or other appropriate measures shall be implemented.	During construction	Planning Department	Less than significant	
Cultural Resources	The proposed project could affect unknown buried cultural resources.	**MM Cultural 2:** If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.	During construction	Planning Department	Less than significant	
Cultural	The proposed	**MM Cultural 3:** Prior to the issuance	Prior to grading	Planning	Less than	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Resources	project has the potential to affect unknown buried paleontological resources	of grading permits, a qualified paleontologist shall be retained to prepare a Paleontological Resources Survey of the project site, for approval by the City, to determine the site specific potential of finding paleontological resources within the project site. If the approved Paleontological Resources Survey determines that it is unlikely that paleontological resources will be uncovered by earth-moving activities, grading and construction activities may proceed, subject to compliance with all other mitigation measures. However, if the approved Paleontological Resources Survey determines that it is likely that paleontological resources will be uncovered during earth-moving activities, a qualified paleontologist shall be retained to develop a Paleontological Resources Monitoring and Treatment Plan (PRMTP) for approval by the City. Following City approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP. The PRMTP shall include the following measures: a. Identification of those locations within the project site where paleontological resources are likely to be uncovered during grading. b. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified paleontologist or qualified designee.	permits	Department	significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		c. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee allows earth-moving activities to proceed through the site. If potentially significant resources are encountered, a letter of notification shall be provided in a timely manner to the City, in addition to the report (described below) that is filed at completion of grading. d. If a qualified paleontologist or qualified designee is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist or qualified designee shall be called to the site immediately to evaluate the significance of the fossil remains. e. At a qualified paleontologist or qualified designee's discretion and to reduce any construction delay, a construction worker shall assist in removing fossiliferous rock samples to an adjacent location for temporary stockpiling pending eventual transport to a laboratory facility for processing.				

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		f. A qualified paleontologist or qualified designee shall collect all significant identifiable fossil remains. All fossil sites shall be plotted on a topographic map of the project site. g. If the qualified paleontologist or qualified designee determines that insufficient fossil remains have been found after fifty percent of earthmoving activities have been completed, monitoring can be reduced or discontinued. h. Any significant fossil remains recovered in the field as a result of monitoring or by processing rock samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository. i. Within 6 months following completion of the above tasks, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be				

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		submitted to the City Planning Department and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.				
Geology/Soils	The project has the potential increase erosion of topsoil by wind.	**MM Geo 1:** To reduce impacts associated with erosion due to high winds, prior to construction, all tentative tracts and other construction activities will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 – 6-12.07. The permit lasts for one (1) year, therefore, all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay appropriate annual fees. At a minimum, the permit prohibits the disturbance of the surface or subsurface of more than one (1) acre of land without meeting permit requirements which can include such things as the application of soil stabilizers and limitations on grading activities during wind events.	Prior to grading permits	Building Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Geology/Soils	The project has the potential to include/affect soils which are unsuitable for construction.	**MM Geo 2:** To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.	Prior to tentative map approval report shall be submitted. Removal of unsuitable soils prior to grading.	Planning and Building Departments	Less than significant	
Geology/Soils	The project has the potential to have soils that are/could become unstable due to high organic content.	**MM Geo 3:** Site materials should be continuously tested and excavated to a minimum of 4 feet where soils generally become denser. Actual removal depths will be determined during grading when subsurface conditions are exposed. Input of crop residues and application of organic fertilizers at this site could have resulted in high soil organic matter contents. The mitigation proposed in Section III-6, Hazards/Hazardous Materials, will also mitigate for the management of organic matter in the soil.	Prior to grading permits	Building Department	Less than significant	
Hazards/ Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials.	**MM Haz 1:** During development of the Specific Plan, if soils are found to be contaminated with petroleum products or other hazardous materials, they will be excavated and properly disposed of. After removal of contaminated soils, confirmation samples will be collected from the excavation to confirm adequate removal of petroleum-impacted soils.	During grading	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Hazards/ Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials.	**MM Haz 2:** All septic tanks encountered on the project site will be properly removed and disposed of, per City and State procedures, prior to site development. All water wells on the project site which are proposed to be abandoned will be properly destroyed prior to site development in accordance with City requirements. These activities will be subject to the City of Ontario Building Safety requirements.	Prior to grading permits	Building Department	Less than significant	
Hazards/ Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials.	**MM Haz 3:** If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department and the County of San Bernardino Fire Department Hazardous Materials Division. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law.	Prior to grading permits	Planning Department	Less than significant	
Hazards/ Hazardous Materials	The proposed project will create a significant hazard to the public or the	**MM Haz 4:** Prior to demolition of all onsite buildings and remaining foundations that were built before 1978 shall be evaluated for the presence of asbestos, mercury and lead-based paint and those materials shall be removed	Prior to grading permits	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	according to the applicable regulations and guidelines established by the South Coast Management District, Department of Toxic Substances Control, and the United States Environmental Protection Agency. As per HM-2 in the GPA for the NMC Final EIR, page 5.10-6, the developer shall submit documentation to the City Building Department that asbestos, mercury and lead-based paint are not present on their site, ort that the above removal process has occurred.				
Hazards/ Hazardous Materials	The proposed project would create a significant hazard to the public or the environment through ground cracking or the presence or release of methane gas.	**MM Haz 5:** To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map or site plan for a given phase of development. Fill material imported from other areas shall be tested prior to placement on-site to assess that is suitable to be used as fill, including testing for unsafe levels of hazardous materials. This evaluation, on both on- and off-site soils, will include an analysis of the organic matter content of the soils. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.	Prior to grading permits	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Hazards/ Hazardous Materials	The proposed project would create a significant hazard to the public or the environment through ground cracking or the presence or release of methane gas.	**MM Haz 6:** To reduce the risk of ground cracking, manure shall be removed from the site, such that the organic matter content of on-site soils shall not exceed 2 percent (a 2 percent total organic content is allowed, of which no more than 1 percent can be manure) in the building foundation areas when mixed with underlying clean soils and imported fill.	Prior to building permits	Planning Department	Less than significant	
Hazards/ Hazardous Materials	The proposed project would expose people or property to risk associated with proximity to an airport.	**MM Haz 7:** To mitigate for any potential impacts related to proximity to the Chino Airport, all development within the Specific Plan will comply with the building height constraints identified in the GPA for the NMC (1998).	Prior to building permits	Planning Department	Less than significant	
Hazards/ Hazardous Materials		**MM Haz 8**: To disclose to the buyer or lessee of subdivided lands within the Parkside Specific Plan project of the proximity of this site to the Chino Airport as required by AB 2776, the City shall disclose, and ensure that the developer makes such disclosures, as required by law to all future buyers.	Prior to building permits	Planning Department	Less than significant	
Hydrology/ Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality	**MM Hydro 1:** In order to ensure that construction activities associated with the Parkside Specific Plan will not cause a violation of any water quality standard or waste discharge requirements and to assure no substantial degradation of water quality occurs, and to implement the intent of mitigation measures included in the Final EIR for the GPA	Prior to and during construction	Engineering Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	for the NMC, developments within the project area shall comply with all applicable provisions of the state's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction. A copy of evidence of the receipt of a Waste Discharge Identification Number from the State Regional Water Quality Control Board shall be filed with the City Engineer along with a copy of the Storm Water Pollution Prevention Plan (SWPPP) maps and BMPs. The City Engineer shall review and approve the provisions of the SWPPP prior to implementation of any SWPPP provision or starting any construction activity.				
Hydrology/ Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system	**MM Hydro 2:** In order to ensure that development within the Specific Plan will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) adopted by the City of Ontario. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. The following tables (Table III-7-F and G) provide guidelines and BMPs that shall be incorporated as appropriate into project design (on construction drawings) and/or project specifications and implemented in the field to reduce the expected pollutants	Prior to and during construction	Engineering Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	permit.	from various types of development. Table III-7-G correlates each BMP to the pollutants of concern which it removes/reduces and/or meets the design objectives for the BMP.				
Hydrology/ Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hydro 3:** To assure that development within the Specific Plan will not cause a violation of any water quality standard or waste discharge requirements, including San Bernardino County's MS4 permit issued by the SARWQCB, and to assure that no substantial degradation to water quality occurs after construction, any loading docks present within the academic or retail areas designated in the Specific Plan will be designed with devices to trap oil and grease, such that these pollutants are not discharged from the site in storm water or non-storm water discharges.	Prior to, during and after construction	Engineering Department	Less than significant	
Hydrology/ Water Quality	Significantly alter the flow velocity or volume of stormwater run off in a manner that results in environmental harm.	**MM Hydro 4:** In order to reduce the risk of flooding and to implement mitigation measures included in the GPA for the NMC Final EIR, prior to issuance of grading permits, the City of Ontario shall coordinate with the San Bernardino County Flood Control District to ensure that the project meets County flood control requirements.	Prior to grading permits	Engineering Department	Less than significant	
Hydrology/	Substantially	**MM Hydro 5:** In order to conserve	Post construction	Planning	Less than	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Water Quality	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 (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	water and to mitigate for any potential unforeseen adverse impacts to a reduction in ground water recharge, the following measure has been recommended by the Chino Basin Water Conservation District. Landscaping within individual development projects and the 52-acre Great Park will retain and percolate both applied irrigation water and storm water in vegetated areas of parking lots and other areas, where appropriate; "depressed" planted areas bordered by shrubbery screens will be implemented rather than "mounded" grass and shrubbery planted screens. Neighborhood Edges and parks will be irrigated via reclaimed water.		Department	significant	
Hydrology/ Water Quality	After the project is completed, create or contribute runoff water that would violate any	**MM Hydro 6:** In order to reduce pollutants in post construction run-off and to implement mitigation measures included in the Final Environmental Impact Report for the NMC, the individual project owners and operators (e.g., homeowner associations, retail center owners, school district, parks	Post construction	Engineering Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	department, etc.) shall ensure that all pest control, herbicide, insecticide and other similar substances used as part of maintenance of project features are handled, stored, applied and disposed of by those conducting facility maintenance in a manner consistent with all applicable federal, state and local regulations. The city Engineer shall monitor and enforce this provision.				
Hydrology/ Water Quality	After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**MM Hydro 7**: To mitigate possible temporary run-off from undeveloped properties located north (up-gradient) of the project site, drainage from properties north of the project site shall be conveyed to appropriate drainage facilities, as approved by the City Engineer.	Post construction	Engineering Department	Less than significant	
Noise	The project will result in a substantial temporary or	**MM Noi 1:** The construction activities of the proposed project shall comply with the City of Ontario noise ordinance that prohibits construction activities on	During construction	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Sundays, federal holidays, and other days between the hours of 7:00 p.m. and 7:00 a.m.				
Noise	The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	**MM Noi 2**: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.	During construction	Planning Department	Less than significant	
To reduce or eliminate impacts related to exterior and interior noise levels within the project exceeding City of Ontario standards, the following mitigation measures shall be implemented. However, the wall heights recommended in MM Noi 3 through67 only apply to lots which have backyards directly adjacent to the roadways. For lots with front yards adjacent to the roadways, the windows and/or doors would need to have upgraded sound rated glazing products in order to comply with the City of Ontario's interior noise standards.						
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise	**MM Noi 3:** A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter	Prior to occupancy	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
	ordinance or applicable standards.	lots adjacent to Archibald Avenue. If any residential structures are two-stories high, then windows facing Archibald Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.				

Impact Category	Impact	Mitigation Measure		Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.	**MM Noi 4:** A sound wall at least 6 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Edison Avenue. If any residential structures are two-stories high, then windows facing Edison Avenue would need to have upgraded sound rated glazing products and the rooms would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans.	Prior to occupancy	Planning Department	Less than significant		

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.				
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.	**MM Noi 5:** A sound wall at least 7 feet high (relative to pad elevation) shall be constructed along the project site boundary for all perimeter lots adjacent to Eucalyptus Avenue. If any residential structures are two-stories high, then windows facing Eucalyptus Avenue would need to have upgraded sound rated glazing products and the rooms	Prior to occupancy	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		would need to have supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading plans. The report shall be reviewed and approved by the Planning Department prior to issuance of building permits.				
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards.	**MM Noi 6:** Architectural plans shall be submitted to the City of Ontario for an acoustical plan check prior to the issuance of building permits to assure the proper window and/or doors are upgraded for sound reduction and	Prior to occupancy	Planning Department	Less than significant	

Impact Category	Impact	Mitigation Measure		Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		proper ventilation systems are incorporated in order to meet the interior noise level requirement.					
Public Services	The project could result in impacts to fire services.	**MMServ 1:** To reduce fire hazards, wood-shingled and shake-shingled roofs are prohibited.	Prior to occupancy	Fire Department	Less than significant		
Public Services	The project could result in impacts to fire services.	**MMServ 2:** To reduce fire hazards, fire hydrant locations and water main sizes shall meet standards established by the City Fire Department and reviewed and implemented by the Engineering Department.	Prior to occupancy	Fire Department	Less than significant		
Public Services	The project could result in impacts to fire services.	**MMServ 3**: To reduce fire hazards when water is	Prior to occupancy	Fire Department	Less than significant		

Impact Category	Impact	Mitigation Measure		Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		provided to the site, adequate fire flow pressure shall be provided for residential areas and non-residential projects in accordance with currently adopted standards (2001 California Fire Code Appendix III-A).					
Public Services	The project could result in impacts to fire services.	**MMServ 4:** To reduce fire hazards, adequate water supply shall be provided by the Fire Department prior to the framing stages of construction.	Prior to construction	Engineering and Fire Departments	Less than significant		
Public Services	The project could result in impacts to fire services.	**MMServ 5:** To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall	Prior to occupancy	Planning Department	Less than significant		

Impact Category	Impact	Mitigation Measure		Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		be constructed with residential fire sprinklers.					
Public Services	The project could result in impacts to fire services.	**MMServ 6:** To reduce fire hazards, access roadways designed in accordance with Fire Department standards to within 150' of all structures, shall be provided prior to the framing stages of construction. This access is to be maintained in an unobstructed manner throughout construction.	Prior to occupancy	Planning Department	Less than significant		

Impact Category	Impact	Mitigation Measure		Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
Public Services	The project could result in impacts to fire services.	**MM Serv 7:** A fire station located within the Specific Plan must be operational prior to the issuance of any certificates of occupancy in the Specific Plan.	Prior to occupancy	Planning Department	Less than significant		
Public Services	The project could impact public services.	**MMServ 8:** The developer shall pay library, police, and fire service development impact fees.	Prior to permits	Planning Department	Less than significant		
Public Services	The project could impact school services.	**MMServ 9:** The developer shall pay school fees or otherwise meet project obligations to schools, as required by Mountain View Unified and Chaffey Joint Union High School Districts.	Prior to permits	Planning Department	Less than significant		
Public Services	The project could impact parks.	**MMServ 10:** The portions of the Great	Prior to occupancy, as described.	Planning Department	Less than significant		

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		Park (PA 22) located east of Cucamonga Creek shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PAs 1 - 4 and PAs 17 - 19. The portion of the Great Park located west of Cucamonga Creek in PA 22 east of Hellman Avenue shall be constructed no later than the issuance of the Certificate of Occupancy for the last housing unit in PA 6 and PA 16. The remainder of PA 22 located west of Hellman Avenue shall be constructed no later than the issuance of				

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation	Verification Signature Date Comments
		the Certificate of Occupancy for the last housing unit in PAs 7 – 10 and 11 – 14.				

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 1:** Modify the intersection of Archibald Avenue/Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. Two right-turn lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Prior to occupancy	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 2**: Modify the intersection of future Carpenter Street/Edison Avenue to include the following geometrics: Northbound: One shared left-turn, through and right-turn lane. Southbound: N/A Eastbound: Two through lanes. One shared through and right-turn lane. Westbound: One left-turn lane. Three through lanes. Intersection: Control: Install Signal.	Prior to occupancy of adjacent planning areas	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 3**: Modify the intersection of future Carpenter Street/Merrill / Avenue to include the following geometrics: Northbound: N/A Southbound: One shared left-turn, through and right-turn lane. Eastbound: One shared left-turn and through lane. One through lane. Westbound: One through lane. One shared through and right-turn lane. Intersection: Control: TWSC.	Prior to occupancy of adjacent planning areas	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 4**: Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards: • Construct partial width improvements on the westerly side of Archibald Avenue at its ultimate cross-section as a divided arterial parkway 1A with bikeway (165' right-of-way) adjacent to project boundary line. • Construct partial width improvements on the southerly side of Edison Avenue at its ultimate cross-section as a divided arterial parkway 1A (160' right-of-way) adjacent to project boundary line. • Construct partial width improvements on the northerly side of Merrill Avenue at its ultimate cross-section as a standard arterial (108' right-of-way) adjacent to project boundary line.	Prior to occupancy of adjacent planning areas	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Trans 4a:** Intersection, median opening, and traffic signal spacing shall be in accordance with the City of Ontario New Model Colony Access Guidelines.	To be shown on tract maps. Prior to map approval.	Engineering Department	Less than significant
Transportation/ Traffic	The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Trans 5:** Sight distance at the project entrance roadways should be reviewed with respect to standard City of Ontario sight distance standards at the time of preparation of final grading, landscape and street improvement plans.	During plan check, prior to grading permit	Engineering Department	Less than significant
Transportation/ Traffic	The project will substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Trans 6:** Signing/striping should be implemented in conjunction with detailed construction plans for the project site.	During plan check, prior to approval of final road construction plans	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established	**MM Trans 7:** The City should work with Omnitrans to develop additional routes and service for both local and regional service to the project area.	Prior to building permits	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.				
Transportation/ Traffic	The project will conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	**MM Trans 8:** The City should establish a Transportation System Management (TSM) Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting. The program should set the overall policy and goals for trip reduction measures within the City, and require new developments to implement programs and measures to ensure compliance with those goals, such as preferential parking for carpools and vanpools, flex-time work hours, compressed work week, and distribution of information about ridesharing and transit services.	Ongoing	Planning Department	Less than significant
Transportation/ Traffic	The project will conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).	**MM Trans 9:** The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.	Ongoing	Planning Department	Less than significant
The following Mitigation Measures (MM Trans 10 through MM Trans 31) have been identified to reduce the cumulative traffic impacts to a less than significant level and are required to attain the required LOS of intersections in the project area. The project will either install these improvements or pay their fair share mitigation fee, as determined by the City Engineer.					

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 10:** Modify the intersection of Euclid Avenue/ Riverside Drive to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: One left-turn lane. Three through lanes. One shared right-turn/through lane.	Prior to occupancy	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 11:** Modify the intersection of Euclid Avenue/ Chino Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One share right-turn/through lane. Southbound: One left-turn lane. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. One through lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 12:** Modify the intersection of Euclid Avenue/ Schaefer Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: One left-turn lane. Four through lanes. One shared right-turn/ through lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 13:** Modify the intersection of Euclid Avenue/ Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. Two right-turn lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 14:** Modify the intersection of Euclid Avenue/ Merrill Avenue to include the following geometrics: Northbound: One left-turn lane. Four through lanes. Two right-turn lanes. Southbound: Two left-turn lanes. Four through lanes. Eastbound: N/A Westbound: Two left-turn lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 15:** Modify the intersection of Grove Avenue/ Riverside Drive to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane. Westbound: One left-turn lane. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 16:** Add traffic signal and modify the intersection of Grove Avenue/ Chino Avenue to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 17:** Add traffic signal and modify the intersection of Grove Avenue/ Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Two through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets	***MM Trans 18:** Add traffic signal and modify the intersection of Grove Avenue/ Merrill Avenue to include the following geometrics: Northbound: N/A Southbound: One shared left-turn and right-turn lane. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. Westbound: Two through lanes. One shared right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 19:** Modify the intersection of Vineyard Avenue/ Riverside Drive to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 20:** Modify the intersection of Archibald Avenue/ SR-60 WB Ramps to include the following geometrics: Northbound: One left-turn lane. Three through lanes. Southbound: Three through lanes. One right-turn lane. Eastbound: N/A Westbound: One left-turn lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 21:** Modify the intersection of Archibald Avenue/ SR-60 EB Ramps to include the following geometrics: Northbound: Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. Eastbound: One left-turn lane. One right-turn lane. Westbound: N/A	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 22:** Modify the intersection of Archibald Avenue/ Riverside Drive to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. One shared right-turn/ through lane. Westbound: One left-turn lane. Three through lanes. One shard right-turn/ through lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 23:** Modify the intersection of Archibald Avenue/ Chino Avenue to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 24:** Add traffic signal and modify the intersection of Archibald Avenue/ Schaefer Avenue to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. One through lane. Two right-turn lanes. Westbound: One left-turn lane. One through lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 25:** Modify the intersection of Archibald Avenue/ Edison Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. Two shared right-turn/ through lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 26:** Add traffic signal and modify the intersection of Archibald Avenue/ Merrill Avenue to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 27:** Modify the intersection of Archibald Avenue/ Cloverdale Road to include the following geometrics: Northbound: Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. Eastbound: N/A Westbound: Two left-turn lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 28:** Modify the intersection of Haven Avenue/ Riverside Drive to include the following geometrics: Northbound: One left-turn lane. Two through lanes. Two right-turn lanes. Southbound: One left-turn lane. Two through lanes. One right-turn lane. Eastbound: One left-turn lane. Three through lanes. One right-turn lane. Westbound: One left-turn lane. Two through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 29:** Add traffic signal and modify the intersection of Haven Avenue/ Edison Avenue to include the following geometrics: Northbound: One left-turn lane. Two through lanes. One shared right-turn/ through lane. Southbound: One left-turn lane. Two through lanes. One right-turn lane. Eastbound: Two left-turn lanes. One through lane. One shared right-turn/ through lane. Westbound: One left-turn lane. One through lane. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

*The Applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above 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. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 30:** Add traffic signal and modify the intersection of Hamner Avenue/ Eucalyptus Avenue to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. Southbound: Three through lanes. Two right-turn lanes. Eastbound: Two left-turn lanes. One right-turn lane. Westbound: N/A	As determined by the City Engineer	Engineering Department	Less than significant
Transportation/ Traffic	The project will exceed, individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	***MM Trans 31:** Modify the intersection of Hamner Avenue/ Bellegrave Avenue to include the following geometrics: Northbound: One left-turn lane. Two through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	As determined by the City Engineer	Engineering Department	Less than significant

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Transportation/ Traffic	Due to the unknown construction timing of area-wide improvements, the project will temporarily exceed the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**See MM Trans 7 through 31**	Unknown, as determined by the City Engineer	Engineering Department	Temporary significant cumulative impacts

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Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Utilities	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.	**MM Util 1:** All water and sewer pipelines within and adjacent to the project boundaries shall be constructed and/or funded for construction on a fair-share basis based on the NMC Infrastructure Master Plans and/or the interim sewer plan herein, and to the satisfaction of the City.	Prior to occupancy	Engineering Department	Less than Significant
Utilities	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.	**MM Util 2:** The Archibald trunk sewer line off-site connection to the IEUA Kimbal Avenue interceptor shall be complete and operational prior to issuance of first certificate of occupancy for development located east of the Cucamonga Creek Channel. The applicant shall participate on a fair share basis in the development of the necessary sewer facilities.	Prior to issuance of building permits for the development located east of Cucamonga Creek	Engineering Department and IEUA	Less than Significant
Utilities	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.	**MM Util 3**: The planning areas located west of Cucamonga Creek Channel shall have sewer lines in place to connect, via master planned lines with the western area trunk sewer system in Euclid Avenue, or via the Carpenter Street interim connection to the eastern area trunk sewer system. The interim condition that may exist for the Specific Plan where the wastewater generated may be tied into the Eastern Trunk System (ETS) will be via a 36-inch line located in Vineyard Avenue, north of Merrill Avenue, a 15-inch line in Merrill Avenue from Vineyard Avenue to Carpenter Avenue, and a 15-inch line in Carpenter Avenue from Merrill Avenue to the ETS. This interim connection shall be constructed per the approved sewer master plan. Thus, should the approved master plan require larger size pipelines, the developer will be required to construct them. Installation of one of these connections shall be in place and operable prior to issuance of building permits	Prior to issuance of building permits for the development located west of Cucamonga Creek	Engineering Department and IEUA	Less than Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		for the development located west of Cucamonga Creek to the satisfaction of the City and IEUA.			
Utilities	Result in adverse impacts to natural gas or other dry utility systems.	**MM Util 4:** Off-site water lines, tanks, interconnectors and other facilities required in the Water Master Plan to provide water to the site shall be in place and operational prior to issuance of the first certificate of occupancy. The applicant shall participate on a fair share basis in the development of these off-site facilities.	Prior to first certificate of occupancy	Engineering Department	Less than Significant
Utilities	Result in adverse impacts to natural gas or other dry utility systems.	**MM Util 5:** Prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.	Prior to grading permits	Engineering Department	Less than significant
Utilities	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.	**MM Util 6:** To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design. One source of assistance in this regard is Southern California Gas Company Commercial/ Industrial Support Center at 1-800-GAS-2000, which should be contacted at the time of development of the commercial center located within the project.	Ongoing	Engineering Department	Less than significant
Utilities	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.	**MM Util 7:** The project applicant shall plan and construct a dual pipe system to supply reclaimed water when available in the future (GP Policy 5.1.4). An Engineer's Report approved by the City and the Department of Health Services is required prior to the use of recycled water.	Prior to occupancy	Engineering Department	Less than significant
Utilities	Disruption of adequate temporary water supply.	**MM Util 8:** All existing agricultural wells on the project site will be destroyed and abandoned per the California Department of Health Services guidelines. A	Prior to demolition permit.	Engineering Department	Less than significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		well use/destruction plan and schedule for all existing agricultural wells on the project site shall be prepared and submitted for approval, prior to the issuance of grading permits. This plan shall also include a temporary water supply plan, as applicable, in order to avoid potential significant temporary impacts resulting from the disruption of current water supply through the abandonment of on-site wells, the developer of any parcel located within the Specific Plan which contains a well that services one or more adjacent parcels that are not proposed to be developed in the current phase, shall provide the City Engineer with a temporary water supply plan for approval. Construction of any temporary pipes or facilities needed to provide water to the existing uses which are to temporarily remain shall be installed per City requirements at the developer's expense.			
Utilities	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.	**MM Util 9:** Prior to approval of the Specific Plan and EIR, a hydraulic analysis of the area served by the interim sewer main to be located in Carpenter Avenue shall be submitted to the City Engineer.	Prior to approval of the Specific Plan and EIR	Engineering Department	Less than significant
Utilities	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	No feasible mitigation measures exist that would eliminate or substantially lessen the cumulative impacts to solid waste facilities.	Not applicable	Not applicable	Significant cumulative impacts

6.0 DRAFT EIR NOTICES AND DISTRIBUTION INFORMATION

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT PREPARED BY THE CITY OF ONTARIO FOR THE PROPOSED PARKSIDE SPECIFIC PLAN PROJECT

Notice is hereby given that the City of Ontario has prepared a Draft Environmental Impact Report (State Clearinghouse No. 2004011008) for the Parkside Specific Plan Project.

The project site consists of approximately 250 gross acres of land generally located north of Eucalyptus Avenue, south of Edison Avenue, east of Vineyard Avenue, and west of Archibald Avenue.

The location is identified as Assessor's Parcel Numbers 218-231-002, -004, -005, -006, -007, -008, and 218-221-009 and -010. The Parkside Specific Plan consists of the development of approximately: 1) 430 single family residential dwelling units and 2) 617 multi-family residential units. It also provides for approximately 12 acres of commercial uses at the southwest corner of Edison Avenue and Archibald Avenue. The development is proposed around approximately 50 acres of the "Great Park," a 355-acre regional park system located in the central portion of the New Model Colony. Aperoximately 6 acres of recreational trails are also proposed. A fire station is also proposed within the project site.

The Draft Environmental Impact Report (DEIR) was undertaken in accordance with the California Environmental Quality Act (CEQA) for the purpose of deciding whether the project may have a significant effect on the environment. It was determined that construction of the project may result in project-specific significant effects on the environment related to loss of agricultural land and air quality. Cumulatively, significant impacts to agriculture, air quality, noise, temporary traffic, solid waste and water quality may also occur.

Copies of the DEIR and its Technical Appendices are available for public review Monday through Friday, from 8 a.m. to 5 p.m. at the City of Ontario City Hall located at 303 East B Street, Ontario, California. Comments on the document must be submitted to the City of Ontario no later than 5 p.m. on May 25, 2006 to be included in the Final EIR. Public comment on the Draft EIR will be accepted at the Planning Commission on May 23, 2006 at 6:30 P.M. to be held at the City of Ontario Council Chamber, 303 East B Street, Ontario, CA 91764. Please submit all comments to:

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Ontario, CA 91764
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