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SECTION 1:
INTRODUCTION

The Draft Environmental Impact Report for the Rich Haven Specific Plan was circulated for public review and comment beginning on July 3, 2007 and ending on August 17, 2007. As required by the California Environmental Quality Act (CEQA), this document responds to comments received on the Draft EIR.

As required by Section 15132 of the State CEQA Guidelines, the Final EIR must respond to comments regarding significant environmental points raised in the review and consultation process. This document provides responses to comments on significant environmental points, describing the disposition of the issue, explaining the EIR analysis, supporting EIR conclusions, or providing new information or corrections, as appropriate.

The Response to Comments document is organized as follows:

Section 1	Provides a discussion of the relationship of this document with the Draft EIR. It also discusses the structure of this document.
Section 2	Lists the agencies/organizations/individuals that commented on the contents of the Draft EIR.
Section 3	Includes the comments received, and the responses to the comments that were received on the Draft EIR.
Section 4	Summarizes changes or additions to the Draft EIR described in Section 3.
Section 5	Indicates that a Mitigation Monitoring Program will be prepared consistent with CEQA requirements, prior to certification of the Final EIR.

This Response to Comments document is part of the Final EIR, which includes the Draft EIR and the technical appendices. These documents, and other information contained in the environmental record, constitute the Final EIR for the Rich Haven Specific Plan project.

SECTION 2:
LIST OF COMMENTORS

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Each comment letter has been assigned a numerical designation. Each comment within each letter has been assigned an additional numerical designation so that each comment can be crossed-referenced with an individual response. Responses follow each comment letter.

Letter/Sender	**Letter Date**
1. Native American Heritage Commission	July 23, 2007
2. State Department of Toxic Substances Control	July 24, 2007
3. State Department of Conservation	August 6, 2007
4. County of Riverside Transportation Department	August 15, 2007
5. California State Clearinghouse	August 16, 2007
6. Southern California Edison	August 16, 2007

SECTION 3:
COMMENT LETTERS AND RESPONSES TO COMMENTS

Following are the letters received during the public review period on the Draft EIR, followed by responses to the comments in those letters. Where a comment results in a change to the Draft EIR, specific page and paragraph reference, along with the new EIR text are included in Section 4, Errata.

Letter 1. Dave Singleton, Native American Heritage Commission Letter.

Response 1-1

This letter sets forth procedures and standards for assessing the potential impacts to Native American cultural resources and provides names of tribal contacts for inquiries regarding the presence of known or suspected Native American resources in the project area. All the standards and procedures called for in this letter have been adhered to as documented in the Draft EIR's Appendix H-2, Cultural Report. Tribes will be contacted as part of the Mitigation Monitoring Program (Section 5), which also includes an onsite monitor during grading to preserve any Native American resources that may be uncovered.

Letter 2. Greg Holmes, State Department of Toxic Substances Control

Response 2-1

The issues identified in State Department of Toxic Substances Control's (DTSC's) July 24, 2007 letter to the City of Ontario for the Rich Haven project have been responded to in the Draft EIR. The DTSC comment letter does not raise any new issues or identify environmental issues that remain to be resolved. Multiple Phase 1 Environmental Site Assessments (ESAs) for the individual properties comprising the Rich Haven project site were prepared, and were utilized in the preparation of the Draft EIR's Section 5.5, Hazards and Hazardous Materials. All of the recommendations of the Phase 1 ESAs for the project site will be fully implemented.

Letter 3. Dennis J. O'Bryant, State Department of Conservation

Response 3-1

The subject correspondence is not a comment on the Draft EIR itself, but instead addresses the cancellation of Williamson Act contracts. This subject was addressed in the Draft EIR on page 5.1-8 and the significant and unavoidable effects of the loss of farmland are addressed in the Draft EIR.

Letter 4. Juan C. Perez, County of Riverside Transportation Department

Response 4-1

This comment requests an analysis of the intersection at I-15 and Cantu Galleano Ranch Road/Edison Avenue.

The I-15/Cantu Galleano Ranch Road (CGRR) interchange and its surrounding area were addressed as part of the EIR for the Ontario Agricultural Preserve General Plan Amendment Master EIR and the subsequent San Bernardino County Congestion Management Program (CMP) Traffic Impact Analysis (TIA). Therefore, the analysis of this interchange was outside the scope of the Rich Haven Specific Plan EIR Traffic Study. The Rich Haven Specific Plan and the New Model Colony are not solely responsible for the impacts to the I-15 interchange at the CGRR. Also, a General Plan Amendment is required for this project to allow greater residential density, but because the commercial component is being reduced, the traffic impacts from the project are the same. Thus, the prior analyses addressed this project's traffic impacts. The projected capacity deficiencies at this interchange will be due to forecast regional growth in both Riverside and San Bernardino Counties and the agencies should consider jointly addressing these projected deficiencies through more focused studies. The closest intersection, Milliken/Hamner Avenue and Edison Avenue/CGRR, was however studied as part of this EIR and was projected to operate at LOS D in 2015, with the assumed geometrics. The Sphere of Influence FEIR and CMP TIA provided information about the trip generation characteristics of the Rich Haven Specific Plan area. Typically, commercial uses have higher daily trip generation characteristics and higher PM peaks than residential uses. While there are proposed changes in land use (reduced commercial and increased residential), the overall trip generation assigned to the Rich Haven Specific Plan does not exceed the trip generation assumed under the FEIR and CMP TIA. In fact, the actual average daily trips (ADT) are slightly less than previously studied. Since these impacts were previously studied and the proposed Specific Plan falls within the previously studied ADT analyses, no further review is required.

Response 4-2

This comment indicates that the 2015 "base" conditions include lanes that do not presently exist and asks if these improvements are funded. If no funding is identified, then the comment asks that the 2015 analysis should use existing lane configurations.

The "future base" intersection conditions assume improvements to the intersections along Milliken/Hamner Avenue at the SR-60 interchange, Riverside Drive, Chino Avenue, and Edison Avenue which are beyond the current intersection configurations. These assumptions are reasonable because these additional improvements were identified as part of the broader Ontario New Model Colony Transportation Implementation Plan. They will be funded jointly through a consortium of the New Model Colony builders and therefore are assumed as "future base" conditions. The City entered

into a "Construction Agreement with the NMC Builders consortium for installation of certain improvements within the eastern portion of the NMC. There is, however, nothing to "lock in" these requirements and, given the current economy, there may be a question as to how much is actually constructed. Should the consortium not complete all the improvements, each specific plan identifies improvements to be completed to serve the development and each map is condition to install certain improvements. In the case of offsite improvements, the Development Impact Fees take into account all master plan roadways, traffic signals, and regional improvements (e.g. interchange improvements). Specific plans are still responsible for implementing roadways within and at the frontage of their properties.

Response 4-3

This comment requests additional coordination on roadways that cross the boundaries of the City and County and sets forth specific needs for additional coordination. This comment is noted, but it does not address the adequacy of the environmental analysis. The City will continue to coordinate with the County on shared roadway issues.

The City of Ontario's ultimate cross section for Milliken/Hamner Avenue shows a 26-foot wide median symmetrical on centerline. This configuration provides at least 13 additional feet on the east half of the roadway to accommodate the County's desired lane configuration without affecting the east curb line, and thus satisfies the County's concern.

Any additional pavement on Edison Avenue west of Milliken/Hamner Avenue will be transitioned through signing and striping to the roadway configuration on CGRR on the east side of the intersection. The transition removes potential impacts and does not require widening. Edison Avenue in the NMC is eight lanes. In order to match up with Cantu Galeano Road, the roadway will be striped to identify the #4 lane as a right-turn lane at Milliken/Hamner. This will result in six lanes continuing east of Milliken/Hamner, consistent with Riverside County's Master Plan, thereby eliminating the need to widen the overpass.

Response 4-4

This comment states that the analysis for Project Access E3 appears to indicate a four-leg intersection, while the volumes indicate a T-intersection. Also, the analysis for this intersection does not include northbound left turns or eastbound right turns out of the project site.

Project Access location E3 is a T-intersection. The analysis has been revised to reflect this correction. Furthermore, the turn volumes for the northbound left turns and eastbound right turns at this intersection were not shown due to an error, which has been corrected. Please refer to

Attachment A at the end of this section for the corrected analysis and the detailed intersection analysis worksheets. The results of the environmental analysis are not affected due to this omission.

Response 4-5

This comment addresses the feasibility of two mitigation measures.

Response to 4-5a. Milliken/SR-60 WB Ramps: The recommended second northbound left turn lane at this intersection can be accommodated through striping without the need for roadway widening or additional right of way. The northbound approach at that intersection is approximately 45 feet wide, and there is enough room under the bridge to make a transition. Additionally, the westbound on-ramp need not be widened. Different mitigation measures have been investigated and developed at this intersection; there will not be any need for widening the off-ramp. The new mitigation measure would only require re-striping of the existing right-turn-only lane into a shared left and right-turn lane. The analysis showed the following results at the intersection:

LOS D; Delay = 44.4 sec/veh; V/C=1.022 (PM Peak Hour).

Please refer to Attachment A at the end of this section for the detailed analysis worksheets and the revised figures and tables.

Response to 4-5b. Milliken/SR-60 EB Ramps: In response to this comment, the mitigation measure T-1 has been amended and included in Section 4, Errata. The new mitigation measure proposes re-striping the existing left turn lane into a shared left/right turn lane and re-striping the existing shared left/right turn lane into a right-turn only lane. The improvements can be accommodated within the existing right-of-way with no need for widening the off-ramp. The results are:

LOS C; Delay = 22.2 sec/veh; V/C = 0.908 (PM Peak Hour).

As explained in the Draft EIR, the City has adopted a level of service standard of D for intersections. Because this intersection will still operate at an acceptable level of service following the mitigation described above, the impact will remain less than significant. Therefore, this information is not significant new information as defined in the State CEQA Guidelines Section 15088.5, and recirculation is not required. Please refer to the Attachment A at the end of this section for the detailed analysis worksheets and the revised figures and tables. The attachment also includes conceptual sketches of the mitigation measure in its revised figures.

Response 4-6

This comment expresses agreement with a statement in the EIR related to potential significant changes to proposed land uses. This comment is noted and no response is required.

Response 4-7

This comment addresses whether mitigation measures are "feasible" or "secondary" and that mitigation should be compared to existing conditions rather than to future conditions.

All mitigation measures recommended in the Traffic Study, whether they deal with critical movements or non-critical movements at the intersections, are primary measures which are necessary to bring the overall operation of study intersections under acceptable levels of service (LOS D or better) by the horizon year of the project. They are not considered to be secondary improvements. Secondary improvements are those that may be recommended at other locations including intersections or roadway segments not projected to be operating under unacceptable conditions to mitigate an overall capacity deficiency at a projected deficient location. There are no such secondary improvements recommended in this traffic analysis. The statement related to "feasible" or "secondary" mitigation measures was an unrelated general statement that was inadvertently included in this discussion.

With respect to comparing mitigation measures to existing conditions, please refer to Response 4-2.

Response 4-8

This comment expresses a desire to meet with the City regarding fair share contributions and notes that the indicated percentages appear reasonable. The comment is noted and no response is required. The City is open to meetings and discussions on this matter.

Response 4-9

This comment relates to several specific issues in the Traffic Impact Analysis, Appendix E of the Draft EIR for the Rich Haven Specific Plan. Responses have been itemized below, 4-9A through 4-9J.

Responses to Detailed Comments

Response to 4-9A. This comment states that the lane configurations at Milliken Avenue and Riverside Drive intersection have been upgraded and asks us to revise the analysis appropriately.

The existing lane configurations at the intersection of Milliken Avenue and Riverside Drive have been updated in the analysis per Riverside County's comments. The analysis results are:

LOS C; Delay = 24.7; V/C = 0.537 (PM Peak Hour).

Thus, this intersection will perform better than originally estimated in the Draft EIR. Please refer to Attachment A at the end of this section for the detailed analysis worksheets and the revised figures and tables.

Response to 4-9B. This comment asks us to use the values consistent with the County traffic study guidelines for the analysis of County intersections.

The Ontario New Model Colony Transportation Implementation Plan calls for implementation of an Integrated Traffic System (ITS) Master Plan with components such as fiber-optics communications, interconnect, closed-circuit television (CCTV) and other measures to maximize traffic capacity and efficiency within the NMC and its adjacent peripheral areas. The traffic signals at study intersections along the City of Ontario/County of Riverside border are considered to be within this ITS Master Plan and its sphere of influence. They are expected to ultimately become part of the City of Ontario's overall interconnected traffic signal control system and are intended to be operated by the City of Ontario. This would also provide additional capacity not reflected in this study for a conservative approach. Therefore, the intersection levels of service analysis in this traffic study assumed input values prescribed by the City of Ontario.

Response to 4-9C. This comment requests an explanation of how the Eastvale Community Plan land use data was developed for use in the 2015 traffic model.

The City of Ontario's NMC Traffic Model was refined to include all known and expected developments in the surrounding areas to the NMC. This includes proposed developments in the Eastvale Community Plan, other adjacent known major developments in Riverside County by others, as well as Chino's Preserve and College Park projects. Traffic consultant Iteris contacted agencies and obtained planning/EIR documents related to these proposed/approved projects, reviewed their respective project descriptions and data related to proposed land uses including dwelling units, commercial, students, other, as well as their proposed circulation plans. That proposed development data were then incorporated into the Transportation Model's traffic analysis zone (TAZ) structure at their corresponding zonal locations and their projected peak hour and daily traffic generation was added to the model's trips. Where necessary, the model's TAZs (especially in Riverside County's Eastvale area) were disaggregated to allow for better traffic distribution and loading. In addition, care was taken to update the NMC Model's highway networks to incorporate the proposed circulation

element details (new alignments, number of lanes, etc.) from these adjacent projects including cross county roadway connections and freeway interchanges.

Response to 4-9D. This comment requests verification of the low AM peak hour southbound volumes along Milliken Avenue.

The future peak hour volumes for this traffic analysis are derived from the City of Ontario's refined NMC Model, which forecasts peak hour traffic volumes based on a capacity-restrained dynamic equilibrium traffic assignment. Milliken/Hamner Avenue is in close proximity to and within the I-15 freeway corridor. In this corridor, southbound is the AM peak direction and northbound is the PM peak direction for traffic flows. This continuous arterial and the freeway act as alternate routes in carrying local and mostly regional traffic especially in peak periods when one or the other facility experience congestion. Low southbound volumes on Milliken Avenue during AM peak hour are due to the close proximity of I-15, which in the AM peak carries a greater share of traffic in the corridor. In the PM peak, due to heavier congestion on the northbound I-15, more regional traffic is diverted to Milliken/Hamner Avenue resulting in higher volumes on the northbound direction of the arterial.

Response to 4-9E. This comment requests an explanation of relationship between the numbers in Figures 14 and 15 of the Traffic Study.

The numbers presented in Figure 14 are percentages; however, there was an error in the calculation of the percentages shown in this figure. The error has been corrected and the revised figures are in Attachment A at the end of this section.

Response to 4.9F through 4.9J. Comments 4-9F through 4-9J request revision to the tables, figures, and text so that they reflect the revised mitigation measures. The figures, tables, and text have been revised and are in this Response to Comments document's Attachment A at the end of this section.

Letter 5. Terry Roberts, California State Clearinghouse and Planning Unit

Response 5-1

This letter confirms that the Draft EIR was received and circulated and each of the letters attached to the Clearinghouse letter are addressed within this Response to Comments document.

Letter 6. Neil Derry, Southern California Edison Letter

Response 6-1

This comment notes that a Southern California Edison (SCE) Easement appears on one exhibit, but not on another. This comment is noted; however, the project and the EIR address the correct location of the easement.

Response 6-2

This comment notes that the type of transmission lines in one easement are not correctly described in the project description of the EIR. The project description portion of the Draft EIR has been amended to reflect this change as shown in Section 4, Errata; however, neither this comment nor this change address the adequacy of the environmental analysis.

Response 6-3

This comment makes note of the requirement for additional CEQA analysis for the relocation of any transmission line. This is noted; however, relocation of transmission lines is not a part of this project.

Response 6-4

This comment notes the requirements for use of SCE easements for pedestrian and bicycle trails. The project proponent is aware of these requirements and is meeting with the appropriate SCE personnel. This comment has no relationship to the adequacy of the environmental analysis.

Response 6-5

This comment notes the recommendations from the New Model Colony (NMC) documents regarding the use of SCE easements for habitat conservation and states that this is not SCE policy. This comment is noted; however, neither the project nor the EIR relies on the use of SCE easements for the mitigation of lost habitat.

Response 6-6

This comment addresses the basis for the calculation of electricity use by the proposed project and questions the use of certain terms and figures in the NMC EIR. The text in the EIR regarding the NMC EIR is provided as background, and is not used for calculations in the Rich Haven Specific Plan EIR. The NMC EIR was published, reviewed, and adopted in 1997. This comment does not address the electrical demand analysis in the Rich Haven Specific Plan EIR.

Response 6-7

This comment addresses the description of the electrical facilities in the area. This comment is noted, and the project description portion of the Draft EIR has been amended accordingly. However, the precise location and type of electrical facilities in the area is not relevant to the adequacy of the analysis of electrical demand.

Response 6-8

This comment addresses the various new electrical facilities that are planned or under construction. This comment is noted; however, it does not address the adequacy of the analysis of the EIR and in fact supports the comment in the EIR which reads: "The existing and planned facilities owned and operated by SCE are projected to adequately serve planned growth in the area."

SECTION 4:
SUMMARY OF CHANGES AND ADDITIONS TO DRAFT EIR

The following changes and additions to the Draft EIR are made in response to comments received during the public comment period. These revisions do not change the significance of any of the environmental issue conclusions within the Draft EIR. The revisions are listed by page number. All additions to the text are underlined and all deletions from the text are stricken.

Page 3-41

In response to the comments made by Southern California Edison, the project description is amended so that the second paragraph on page 3-41 under the Electricity heading now reads as follows:

> ~~SCE facilities located within and adjacent to the project area consist of 115kV, 66kV, 12kV, and communications. Facilities less than 34.5kV will be located underground in the event that they are located adjacent to any streets proposed to be improved in conjunction with site improvements. See the Specific Plan's Figure 2-5, Existing On-Site Facilities.~~ SCE facilities located within and adjacent to the project site consist of one 66kV transmission line and one 500kV transmission line. The transmission lines that transverse the easement located perpendicular to Mill Creek Avenue at the southern boundary of the SCE Mira Loma substation consist of three 220kV lines. The easement that connects to the substation at an angle along the southern Mira Loma substation boundary contains three transmission lines: a 66kV transmission line, a 220kV transmission line, and a 500 kV transmission line.

Page 5.8-39

An error was made in the placement of the words "Photovoltaic cells (solar panels)." Mitigation Measure GCC-2 is amended to read as follows:

> **GCC-2** To increase energy efficiency, the following measures shall be implemented to the satisfaction of the City of Ontario: a) there shall be a 20 percent reduction in all buildings' combined space heating, cooling, and water heating energy compared to the current Title 24 Standards; b) the project shall incorporate light roof colors; c) each appliance (i.e., washer/dryers, refrigerators, stoves, etc.) provided by the builder must be Energy Star qualified if an Energy Star designation is applicable for that appliance; ~~photovoltaic cells (solar panels);~~ low flow appliances (i.e., toilets, dishwashers, shower heads, washing machines) shall be installed if provided by the builder/applicant and; d) solar powered water heaters and photovoltaic cells (solar panels) shall be offered to the homebuyers as an option.

Section 5.6, Traffic and Circulation

In response to comments from the Riverside County Department of Transportation, several revisions were made to the analysis and graphics contained in Section 5.6, Traffic and Circulation. Each of these changes is outlined in detail in the addendum prepared by the traffic consultant that is included with the responses to Letter 4, from Juan C. Perez, County of Riverside Transportation Department.

Pages 5.6-30 and 5.6-37

Also in Section 5.6, Traffic and Circulation, it was discovered that mitigation measures were transcribed inaccurately from the Traffic Impact Analysis to the mitigation measures for the year 2015 that appear on pages 5.6-30 and 5.6-37 of the Draft EIR. In combination with the changes made to the Draft EIR, as indicated above, the mitigation measures are amended to read as follows:

(a) Intersection #4 Archibald Avenue/Edison Avenue
- Provide EB free-flow-right-turn only lane

(b) Intersection #10 Haven Avenue/SR-60 EB Ramps
- Restripe EB center lane as shared left-turn/right-turn lane

(c) Intersection #11 Haven Avenue/Riverside Drive
- Provide NB and SB left turn protected phasing

(d) Intersection #13 Haven Avenue/Edison Avenue
- Provide NB and SB left turn protected phasing

(e) Intersection #17 Milliken Avenue/SR-60 WB Ramps
- Provide NB left-turn only lane
- Provide WB shared left-turn/right-turn lane

(f) Intersection #18 Milliken Avenue/SR-60 EB Ramps
- Restripe EB shared left-turn/right-turn lane as free-flow-right-turn only lane

SECTION 5:
MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires public agencies to develop monitoring programs for the purpose of ensuring compliance with those mitigation measures adopted as conditions of project approval in order to mitigate or avoid significant environmental effects identified in environmental impact reports. Mitigation measures identified within the Rich Haven Specific Plan EIR have been described in sufficient detail to provide the necessary information to identify (1) the actions to be taken to reduce each significant impact, (2) the parties responsible for carrying out the mitigation measure, and (3) the timing of implementation of each mitigation measure.

A Mitigation Monitoring and Reporting Program (MMRP) for the Rich Haven EIR Specific Plan is presented in Table 1. The purpose of the MMRP is to provide a framework outlining the implementation steps for each mitigation measure in the approved EIR. In addition, the MMRP provides a format to document that each mitigation measure has been implemented and a monitoring loop for tracking performance of each mitigation measure.

Table 1
Rich Haven Project Mitigation Monitoring and Reporting Program

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Hydrology and Water Quality	The short-term construction phase and the long-term operations of the proposed project have the potential to release pollutants offsite and into receiving Waters of the U.S. that have the potential to negatively impact water quality.	**HWQ-1.** All development shall comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Stormwater Permit requirements to the satisfaction of the City of Ontario. Applicable BMP provisions shall be incorporated in the approved WQMP(s) for the Specific Plan.	Prior to issuance of Grading Permits and during grading.	Developer and City of Ontario Engineer			
Hydrology and Water Quality	The short-term construction phase and the long-term operations of the proposed project have the potential to release pollutants offsite and into receiving Waters of the U.S. that have the potential to negatively impact water quality.	**HWQ-2.** Individual projects within the specific plan area shall be reviewed by the City of Ontario for the inclusion of appropriate structural and non-structural Best Management Practices (BMPs) to control stormwater discharges to ensure compliance with the State and federal water quality requirements. Structural controls may include, but are not limited to filtration, common area efficient irrigation, common area runoff-minimizing landscape design, velocity dissipation devices, oil/grease separators, inlet trash racks, and catch basin stenciling. Non-structural BMPs can include, but not be limited to, education for property owners, tenants and	Prior to issuance of Grading Permits and during grading.	Developer and City of Ontario Engineer			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
		occupants, activity restrictions, common area landscape management, litter control, and catch basin inspection, BMP maintenance; and street sweeping. The following are examples of BMPs that may be included within NPDES permit requirements for individual projects: • Use of sand bags and temporary desilting basins during project grading and construction during the rainy season (October through April) to prevent discharge of sediment-laden runoff into stormwater facilities. • Installation of landscaping as soon as practicable after completion of grading to reduce sediment transport during storms. • Hydroseeding soil binders or other measures to retain soil on graded building pads if they are not built upon before the onset of the rainy season. • Incorporation of structural BMPs (e.g., grease traps, debris screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the project design to provide detention and filtering of contaminants in urban runoff from the developed site prior to discharge to stormwater facilities. • Stenciling of catch basins and other publicly visible flood					

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
		control facilities with the phrase "No Dumping-Drains to the Ocean."					
Hydrology and Water Quality	If the permanent off-site stormwater-related infrastructure identified in the Master Plan of Drainage has not been constructed prior to the commencement of construction activities on the project site, off-site flooding could result.	**HWQ-3.** Prior to the issuance of a grading permit or construction permit for the residential component, whichever would occur first, the City Engineer shall review the developers plans to determine whether a temporary water quality/stormwater detention basin or other treatment BMP shall be required onsite. Plans shall be submitted to the City Engineer identifying the location and size of the temporary water quality/stormwater detention basin or other treatment BMP. The City Engineer shall also approve the location and size of an onsite, temporary water quality/stormwater detention basin on the eastern portion of the project site serving the commercial component. These basins will be required to be sized to accept 100 percent of excess stormwater flows from the western and eastern portions of the project site, respectively. Excess stormwater flows during construction can include the quantity of additional run-off from a 100-year storm event caused on the impervious surface on the project site over and above existing conditions. These basins shall be designed in accordance with the	Prior to issuance of Grading Permits and during grading.	Developer and City of Ontario Engineer			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
		applicable standards of the State Water Resources Control Board Construction Storm Water Permit, the Regional Water Quality Control Board, Santa Ana Region, Area-Wide Urban Storm Water Runoff Permit, the San Bernardino County Flood Control District, and the City of Ontario.					
Hydrology and Water Quality	If the permanent off-site stormwater-related infrastructure identified in the Master Plan of Drainage has not been constructed prior to the commencement of construction activities on the project site, off-site flooding could result.	**HWQ-4.** The City of Ontario shall review subsequent development projects within the specific plan area for the application of Best Management Practices (BMPs) to reduce water pollution from urban runoff in accordance with regulatory requirements. Among the source-reduction BMPs that may be required by the City of Ontario for application to such projects are the following: • Animal waste reduction. • Exposure reduction. • Recycling/waste disposal. • Parking lot and street cleaning. • Infiltration (exfiltration) devices. • Oil and grease traps. • Sand traps. • Filter strips. • Regular/routine maintenance. • Maintenance of detention facilities should be provided by the homeowners' association. The specific measures to be applied shall be determined in conjunction	Prior to issuance of Grading Permits and during grading.	Developer and City of Ontario Engineer			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
		with review of required project hydrology and hydraulic studies, and shall conform to City standards and the standards of the County's Municipal Stormwater Permit, under the NPDES program.					
Biological Resources	Construction-related activities on the project site could negatively impact the Burrowing owl, if present on the project site, which is protected by the Migratory Bird Treaty Act and identified as Species of Special Concern by the California Department of Fish and Game.	**BR-1.** Not less than two weeks and not more than four weeks prior to the commencement of any ground-disturbing activities, a survey for burrowing owls will be conducted by a qualified biologist to document their presence or absence. If burrowing owls are documented to be present on the project site, they will be physically relocated to an established preserve relocation site.	Two to four weeks prior to commencement of ground-disturbing activities.	Developer, City of Ontario Planning Director and USFWS. Contact: Robin Ramas			
Biological Resources	Construction-related activities on the project site could negatively impact the Burrowing owl, if present on the project site, which is protected by the Migratory Bird Treaty Act and identified as Species of Special Concern by the California Department of Fish and Game.	**BR-2.** A focused survey by a qualified biologist for burrowing owl shall be conducted each year that the property remains in an undeveloped state to confirm the current number of owls occupying the site. Focused surveys would follow accepted burrowing owl protocol, which includes a nesting season survey. During the nesting season survey, four site visits are conducted between March 1 and August 31. Surveys should be conducted from two hours before sunset to one hour after, or from one hour before to two hours after sunrise.	Two to four weeks prior to commencement of ground-disturbing activities.	Developer, City of Ontario Planning Director and USFWS. Contact: Robin Ramas			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Biological Resources	Construction-related activities on the project site could negatively impact the Burrowing owl, if present on the project site, which is protected by the Migratory Bird Treaty Act and identified as Species of Special Concern by the California Department of Fish and Game.	**BR-3.** Burrowing owl inside the project site will be passively relocated prior to construction activity in order to avoid direct impacts of burrow destruction. Once all burrows on the project site are confirmed to be absent of owls, they will be systematically collapsed. Where possible, burrows will be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible plastic pipe or burlap bags will be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.	Two to four weeks prior to commencement of ground-disturbing activities.	Developer, City of Ontario Planning Director and USFWS. Contact: Robin Ramas			
Biological Resources	Construction-related activities on the project site could negatively impact the Burrowing owl, if present on the project site, which is protected by the Migratory Bird Treaty Act and identified as Species of Special Concern by the California Department of Fish and Game.	**BR-4.** No construction-related disturbance should occur within 50 meters (m), approximately 160 feet (ft), of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 m., approximately 250 ft, during the breeding season of February 1 through August 31.	Two to four weeks prior to commencement of ground-disturbing activities.	Developer, City of Ontario Planning Director and USFWS. Contact: Robin Ramas			
Biological Resources	Construction-related activities on the project site could negatively impact the Burrowing owl, if present on the project site, which is protected by the Migratory Bird Treaty	**BR-5.** Prior to issuance of permits, the Applicant and the City of Ontario shall hire a qualified biologist to develop a mitigation plan to compensate for the loss of burrowing owl occupied habitat to the satisfaction of the CDFG.	Two to four weeks prior to commencement of ground-disturbing activities.	Developer, City of Ontario Planning Director and USFWS. Contact: Robin Ramas			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
	Act and identified as Species of Special Concern by the California Department of Fish and Game.						
Biological Resources	Removal of the windrows throughout the project site would negatively impact raptors if they were present.	**BR-6.** Removal of windrows shall be accomplished in a manner that avoids impacts to active nests during the breeding season. If a windrow is removed entirely between September 1 and January 14, no surveys or monitoring will be required. If removal of this windrow must be performed between January 15 and August 31, a nesting bird survey must be conducted one week prior to commencing tree removal. If any active nests are detected within the windrow, a 100-foot wide buffer area around the nest(s) will be flagged, and will be avoided until the nesting cycle is complete or it is determined that the nest(s) has failed. In addition, a qualified biological monitor will be present on the site to monitor tree removal or other construction activity in the vicinity of nest sites to assure that active nests are not disturbed.	During one week prior to tree removal, between January 15 an August 31, and until the nesting cycle is complete or until nests have been determined to have failed.	Developer, Contractor, City of Ontario Planning Director, and City of Ontario Building Official.			
Biological Resources	Elimination of the existing stormwater retention basin could negatively impact migratory waterfowl, which is classified as High Value Habitat by the	**BR-7.** Require the developer of the Rich Haven Project to pay a Habitat Mitigation Fee of $4,320 per net acre to the City of Ontario toward the development of the Waterfowl and Raptor Conservation Area,	Prior to approval of grading plans.	Developer and City of Ontario City Engineer.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
	City's Sphere of Influence Parks, Recreation, and Biological Resources Implementation Program.	which would be based on the percentage of land area of the NMC that is occupied by the project site, as approved by the City of Ontario.					
Geology and Soils	Development of urban uses on the project site would expose people and structures to seismically-induced ground shaking.	**GS-1.** Future development of the site shall be based on evaluation of property-specific conditions by a geotechnical consultant following their review of the grading plans for a specific property.	Prior to approval of grading plans.	Developer and City of Ontario Building Official			
Geology and Soils	Structures built on unconsolidated or poorly compacted soils could settle during to seismically-induced ground shaking, which could result in structural damage. Structures built on unconsolidated or organically-rich soils could settle if these soils become too wetted, which could result in structural damage.	**GS-2.** Site-specific seismic design parameters determined in accordance with Section 16 of the 2001 California Building Code shall be provided in project-specific geotechnical investigation reports.	Prior to approval of building plans.	Developer and City of Ontario Building Official			
Geology and Soils	Structures built on unconsolidated or poorly compacted soils could settle during to seismically-induced ground shaking, which could result in structural damage.	**GS-3.** Compressible surficial materials unsuitable for construction shall be removed or overexcavated prior to construction in accordance with the standards of the City of Ontario.	During grading and prior to commencement of building construction	Developer and City of Ontario Building Official			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
	Structures built on unconsolidated or organically-rich soils could settle if these soils become too wetted, which could result in structural damage.						
Geology and Soils	Structures built on unconsolidated or poorly compacted soils could settle during to seismically-induced ground shaking, which could result in structural damage. Structures built on unconsolidated or organically-rich soils could settle if these soils become too wetted, which could result in structural damage.	**GS-4.** As part of the site grading and prior to the commencement of building construction, unconsolidated fill materials, organic rich soils shall be excavated and removed offsite and shall be replaced with engineered fill.	During grading and prior to commencement of building construction	Developer and City of Ontario Building Official			
Geology and Soils	Structures built on unconsolidated or poorly compacted soils could settle during to seismically-induced ground shaking, which could result in structural damage. Structures built on unconsolidated or organically-rich soils could settle if these soils become too wetted, which	**GS-5.** Improvements along the boundary of the site where unsuitable soils may remain shall be designed and constructed with deepened and/or strengthened foundations systems to withstand relative movement that is likely to result from consolidation of these potentially compressible surficial soils.	During grading and prior to commencement of building construction	Developer and City of Ontario Building Official			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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	could result in structural damage.						
Geology and Soils	Structures built on corrosive soils could have concrete and metal elements damaged and ultimately fail over time.	**GS-6.** Soils shall be tested to determine their corrosive potential. Some foundations may need to be constructed using Type V cement to mitigate deterioration from water-soluble sulfates. Additional testing for corrosivity shall be performed as part of property-specific investigations and a final evaluation shall be performed at or near the completion of rough grading to more accurately assess soil corrosivity, and a certified corrosion engineer shall be consulted to prepare project specific recommendations to protect against corrosion.	During grading and prior to commencement of building construction	Developer and City of Ontario Building Official			
Geology and Soils	Structures built on expansive soils could become severely damaged as a result of the movement in the soils.	**GS-7.** Contingencies shall be made for balancing earthwork quantities based on actual shrinkage and subsidence that occurs during construction.	Prior to approval of building plans.	Developer and City of Ontario Building Official			
Hazards	Demolition of structures on the project site that were built prior to 1978 have the potential to expose people to lead-based paints and asbestos.	**HM-1.** Prior to the issuance of permits by the City of Ontario for any structural demolition activities on the project site, the project developer will be required to submit documentation to the City of Ontario Building Department that asbestos and lead-based paint issues are not applicable to their property or that appropriate remediation actions will be undertaken to correct	Prior to the issuance of demolition permits.	Developer and City of Ontario Building Official			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		any lead-based paint or asbestos issues, in conformance with the regulations of the South Coast Air Quality Management District and the State of California, Division of Occupational Health and Safety.					
Hazards	The presence of methane gas in soils could be significant, if present.	**HM-2.** Subsequent to grading activities, testing for the presence of methane in the soil shall be performed. This testing shall conform to applicable City of Ontario standards. If methane is detected, mitigation would include the installation of under-slab methane vents, methane barrier, and sealing utilities in locations where they enter a structure and penetrate the methane barrier.	After grading and prior to the commencement of building foundations.	Developer and City of Ontario Building Official			
Hazards	The presence of methane gas in soils could be significant, if present.	**HM-3.** Post-grading methane gas investigation should take place near the former Scritsmier Hog Ranch (13571 Haven Avenue) where subsurface methane levels exceed 5,000 ppm. A passive vent system and gas membrane beneath the floor slab should be installed, along with utility trench dams and conduit seals.	After grading and prior to the commencement of building foundations.	Developer and City of Ontario Building Official			
Hazards	The presence of methane gas in soils could be significant, if present.	**HM-4.** Careful clearing, grubbing, segregation, and stockpiling or proper disposal of the near surface organic-rich soils at the site prior to the initiation of mass grading activities should occur.	Prior to the initiation of mass grading.	Developer and City of Ontario Building Official			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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Hazards	The presence of methane gas in soils could be significant, if present.	**HM-5.** Identification and segregation/stockpiling or proper disposal of deeper soils which contain elevated levels of organic material should be conducted.	Prior to the initiation of mass grading.	Developer and City of Ontario Building Official			
Hazards	A portion of the project site (the Hillardis property) has not been subject to a Phase I ESA.	**HM-6.** Prior to approval of a discretionary permit or approval for development of proposed residential uses on the Hillardis property, such as a parcel map or tentative tract map, a Phase 1 Environmental Site Assessment (ESA) shall be conducted and the results of that ESA implemented.	Prior to approval of any discretionary permit.	Developer and City of Ontario Building Official			
Transportation and Circulation	The implementation of the proposed project would result in significant impacts to levels of service at several intersections and freeway ramps in the Year 2015.	**T-1.** Intersection Mitigation Measures: (a) Intersection #4 Archibald Avenue/Edison Avenue • Provide EB free-flow-right-turn only lane (b) Intersection #10 Haven Avenue/SR-60 EB Ramps • Restripe EB center lane as shared left-turn/right-turn lane (c) Intersection #11 Haven Avenue/Riverside Drive • Provide NB and SB left turn protected phasing (d) Intersection #13 Haven Avenue/Edison Avenue • Provide NB and SB left turn protected phasing	At the time of Tentative Tract Map Approval	Developer and City of Ontario, City Engineer.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		(e) Intersection #17 Milliken Avenue/SR-60 WB Ramps • Provide NB left-turn only lane • Provide WB shared left-turn/right-turn lane (f) Intersection #18 Milliken Avenue/SR-60 EB Ramps • Restripe EB shared left-turn/right-turn lane as free-flow-right-turn only lane					
Transportation and Circulation	The implementation of the proposed project would result in significant impacts to levels of service at several intersections and freeway ramps in the Year 2015.	**T-2.** Prior to the issuance of a building permit for the commercial component, the project applicant shall pay the proportionate share for all intersection improvements, or construct those improvements deemed necessary by the City Engineer at the time of development contained in mitigation measure T-1 and other transportation improvements in conformance with the City of Ontario's Traffic Impact Fee Program. 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.	Prior to the issuance of a building permit for the commercial component.	Developer, City Engineer.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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Noise	Sensitive receptors adjacent to the project site could be impacted by noise from short-term, construction-related activities.	**N-1.** Prior to Grading Permit issuance, the Applicant shall demonstrate that the project complies with the following: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the Noise Control Officer. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the satisfaction of the City Planner. • During construction and to the satisfaction of the City Planner, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.	Prior to the issuance of a Grading Permit.	Developer and city Building Official.			
Noise	Sensitive receptors adjacent to the project site could be impacted by noise from short-term, construction-related activities.	**N-2.** Prior to the issuance of a building permit, require an Acoustical Analysis Report to be submitted to the City of Ontario Planning Department that includes the following noise reduction information that adheres to the City of Ontario Noise Ordinance: a description of the interior and exterior noise levels for residential uses on the project site and specific design features and mitigation measures to document compliance	Prior to the issuance of building permits.	Developer and city Building Official.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		with the established City of Ontario noise criteria; identification of the hours of construction in compliance with Section 9-1.3350 of the Ontario Municipal Code; a description of the location of the construction equipment and the distance between the equipment and the affected sensitive receptors; identification of temporary noise attenuation fences; a description of the preferential location of construction equipment; and a description of the use of current noise suppression technology and equipment.					
Noise	Established City noise standards could be exceeded depending on the location of sensitive receptors in relation to roadways.	**N-3.** Prior to the construction of residential development along Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue, an acoustical noise analysis should be prepared prior to the submittal of final tentative tract maps to ensure that exterior and interior noise levels are met. According to the California Building Code, typical residential construction has a Sound Transmission Class of 20 dBA, which would attenuate 65 dBA noise to 45 dBA. The acoustical analysis shall demonstrate that the buildings have been designed to limit interior noise levels to 45 dBA CNEL and exterior noise (backyards and habitable balconies and patios) to less than 65 dBA CNEL. In areas	Prior to the issuance of building permits.	Developer and city Building Official.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		where typical construction does not attenuate interior noise to 45dBA or less, additional measures shall be incorporated into the design and construction of the residences to limit interior noise to 45 dBA. Such additional measures may include, but not be limited to: • Install an eight-foot backyard perimeter wall at the edge of the pad for project site homes that back up onto Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue. • Install double-paned windows and extra wall insulation in second story bedrooms of project site dwelling units that are adjacent to Riverside Drive, Haven Avenue, Mill Creek Avenue, Edison Avenue, and Milliken Avenue. • Use non-noise sensitive structures such as garages to shield noise-sensitive areas. • Orient buildings to shield outdoor spaces from a noise source. • Incorporate architectural design strategies, which reduce the exposure of noise-sensitive spaces to stationary noise sources (i.e., placing bedrooms or balconies on the side of the house facing away from noise sources). These design strategies shall be implemented based on					

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		recommendations of acoustical analysis for individual developments as required by the City to comply with City noise standards. • Modify elements of building construction (i.e., walls, roof, ceiling, windows, and other penetrations) as necessary to provide sound attenuation. This may include sealing windows, installing thicker or double-glazed windows, locating doors on the opposite side of a building from the noise source, or installing solid-core doors equipped with appropriate acoustical gaskets.					
Noise	Established City noise standards could be exceeded depending on the location of sensitive receptors in relation to roadways.	**N-4.** To mitigate noise from commercial parking areas into residential areas and other sensitive receptors, prior to the construction of commercial development an acoustical analysis shall be required to ensure that walls, landscaping or other attenuating measures are sufficient to reduce noise from parking areas to levels below 65 dBA.	Prior to the issuance of building permits.	Developer and city Building Official.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-1.** During construction of the project, the developer shall require painting contractors to use only zero-VOC paints (assumes no more than 100 grams/liter of VOC) and coatings. All paints shall be applied using either high-volume low-pressure (HVLP) spray equipment or by hand application. For a listing of paints, see www.aqmd.gov/prdas/brochures/paintguide.html.	Prior to construction of the proposed improvements.	Developer, contractor, and City Building Official.			
Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-2.** Prior to construction of the proposed improvements, the project proponent will provide a traffic control plan that will describe in detail safe detours around the project construction site and provide temporary traffic control (i.e. flag person) during concrete transport and other construction related truck hauling activities. This suggested condition is a standard procedural requirement imposed on projects by the City of Ontario and is implemented during the plan check process.	Prior to construction of the proposed improvements.	Developer, contractor, and City Building Official.			
Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-3.** During construction of the proposed improvements, all contractors will be advised not to idle construction equipment onsite for more than five minutes.	During construction.	Developer, contractor, and City Building Official.			

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Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and $PM1_0$.	**AQ-4.** Construction equipment "run-time" shall be limited to no more than a total of 8 hours of work every day.	During construction.	Developer, contractor, and City Building Official.			
Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-5.** During construction of the project, onsite electrical hook ups shall be provided for electric construction tools including saws, drills, and compressors to eliminate the need for diesel powered electric generators.	During construction.	Developer, contractor, and City Building Official.			
Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-6.** Prior to the issuance of a grading permit, the developer will provide documentation to the City indicating that a carpool incentive plan has been developed to the satisfaction of the City. The incentive must include a method to educate workers about the benefits of carpooling and additional incentives for workers who carpool. In addition, to reduce worker trips during the lunch hour, workers shall carpool to lunch and/or a lunch wagon shall be provided.	Prior to the issuance of grading permits.	Developer, contractor, and City Building Official.			

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Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-7.** During the construction of the proposed project, asphalt operations shall not occur at the same time as building operations.	During construction.	Developer, contractor, and City Building Official.			
Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-8.** To reduce emissions of NOx and diesel particulate matter, during all phases of construction, the off-road construction equipment shall be fueled with aqueous diesel fuel.	During construction.	Developer, contractor, and City Building Official.			
Air Quality	Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}.	**AQ-9.** Prior to construction of the project, the project proponent will provide a Dust Control Plan that will describe the application of standard best management practices to control dust during construction. Best management practices will include application of water on disturbed soils a minimum of three times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City and SCAQMD	Prior to the issuance of grading and building permits.	Developer, contractor, and City Building Official, and SCAQMD.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		for approval and approved prior to construction.					
Air Quality	Long-term operations would exceed the daily thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}. Long-term operations would not exceed the daily thresholds for SO_x.	**AQ-10.** Fireplaces and wood-burning stoves shall be prohibited from the development.	Prior to the issuance of building permits.	Developer and City Building Official.			
Air Quality	Long-term operations would exceed the daily thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}. Long-term operations would not exceed the daily thresholds for SO_x.	**AQ-11.** To reduce fugitive dust emissions on the roads within the project site, the project shall contribute a fair share amount to the City of Ontario for its procurement of a street sweeper that meets the requirements of the South Coast Air Quality Management District Rule 1186. The main roads within the project site shall be cleaned a minimum of once per month or more frequently if the road is shown to have visible accumulation of road debris.	During grading.	Developer, contractor and City Building Official,			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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Air Quality	Long-term operations would exceed the daily thresholds established by the South Coast Air Quality Management District for CO, ROC, NO_x, and PM_{10}. Long-term operations would not exceed the daily thresholds for SO_x.	**AQ-12.** Sensitive land uses (residences, schools, parks) shall not be placed within 300 feet of any dry cleaning operation or gasoline station.	During operation of the project.	City Planning Director			
Global Climate Change	The project will increase carbon dioxide (CO_2) emissions and contribute to cumulative impacts.	**GCC-1.** To encourage recycling, there shall be areas designated for recycling incorporated into the project design in the multi-family housing and the commercial/retail uses.	During operation of the project.	City Planning Director			
Global Climate Change	The project will increase carbon dioxide (CO_2) emissions and contribute to cumulative impacts.	**GCC-2.** To increase energy efficiency, the following measures shall be implemented to the satisfaction of the City of Ontario: a) there shall be a 20 percent reduction in all buildings combined space heating, cooling, and water heating energy compared to the current Title 24 Standards; b) the project shall incorporate light roof colors; c) each appliance (i.e., washer/dryers, refrigerators, stoves, etc.) provided by the builder must be Energy Star qualified if an Energy Star designation is applicable for that appliance; low flow appliances (i.e., toilets, dishwashers, shower heads, washing machines) shall be installed if	During operation of the project.	City Planning Director			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		provided by the builder/applicant and; d) solar powered water heaters and photovoltaic cells (solar panels); shall be offered to the homebuyers as an option.					
Global Climate Change	The project will increase carbon dioxide (CO_2) emissions and contribute to cumulative impacts.	**GCC-3.** To reduce idling emissions at commercial loading docks, the following shall be implemented to the satisfaction of the City of Ontario: all dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board (CARB) regulations; truck drivers shall turn off engines when not in use; all diesel delivery trucks servicing the project shall not idle for more than five minutes per truck trip per day; and electricity shall be provided in any major loading dock areas that anticipate transportation refrigeration units visiting the site.	During operation of the project.	City Planning Director			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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Public Services	The development of urban uses on the project site would result in the generation of 1,569 elementary and middle school students, and 723 high school students, which could negatively impact school facilities in the Mountain View Unified School District and Chaffey Joint Union High School District that are near or over capacity.	**S-1.** Prior to the issuance of building permits or grading permits, the project applicant shall pay developer impact fees or otherwise, in lieu of fees, meet Project Obligations to schools as approved by the Mountain View School District and Chaffey Joint Union High School District in accordance with Section 65995 of the California Government Code.	Prior to the issuance of building permits or grading permits.	Developer, contractor, City Building Official, Mountain View School District, Chaffey Joint Union High School District.			
Public Services	The project will increase demands on police services	**P-1.** The developer shall pay development impact fees to that will offset the cost of new police services.	Prior to the issuance of building permits or grading permits.	Developer, Contractor, City Building Official			
Public Services	The project will increase demands on fire services.	**F-1.** To reduce fire hazards, wood-shingle and shake-shingle roofs shall be prohibited.	During operation.	City Building Official			
Public Services	The project will increase demands on fire services.	**F-2.** To reduce fire hazards, fire hydrant locations and water mains shall meet standards established by the City Fire Department and reviewed and implemented by the Engineering Department.	Prior to the issuance of building permits.	Developer, contractor, City Fire Department, City Engineer.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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Public Services	The project will increase demands on fire services.	**F-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 the issuance of building permits.	Developer, contractor, City Fire Department, City Engineer.			
Public Services	The project will increase demands on fire services.	**F-4.** To reduce fire hazards, adequate water supply shall be provided by the Fire Department prior to the framing stages of construction.	Prior to the issuance of building permits.	Developer, contractor, City Fire Department, City Engineer.			
Public Services	The project will increase demands on fire services.	**F-5.** To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.	Prior to the issuance of building permits.	Developer, contractor, City Fire Department, City Engineer.			
Public Services	The project will increase demands on fire services.	**F-6.** To reduce fire hazards, access roadways designed in accordance with Fire Department standards to within 150 feet 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 the issuance of building permits.	Developer, contractor, City Fire Department, City Engineer.			
Utilities	The proposed project would contribute to a cumulative deficit in the availability of solid waste disposal capacity.	**SW-1.** Commercial - The developer shall comply with Municipal Code Section 6-3.314 Commercial Storage Standards, and Section 6-3.601 Business Recycling Plan.	Prior to the issuance of building permits.	Developer, Contractor, City Planning Director.			

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Utilities	The proposed project would contribute to a cumulative deficit in the availability of solid waste disposal capacity.	**SW-2.** Apartment - For apartments using commercial bin service, the developer shall comply with Municipal Code Section 6-3.314 Commercial Storage Standards and Section 6-3.601 Business Recycling Plan.	Prior to the issuance of building permits.	Developer, Contractor, City Planning Director.			
Utilities	The proposed project would contribute to a cumulative deficit in the availability of solid waste disposal capacity.	**SW-3.** Residential - For curbside automated container service, the developer shall comply with Municipal Code Section 6-3.308.9(a) and (d), Residential Receptacles, Placement.	Prior to the issuance of building permits.	Developer, Contractor, City Planning Director.			
Utilities	The proposed project would contribute to a cumulative deficit in the availability of solid waste disposal capacity.	**SW-4.** Recycling Requirements - The developer shall comply with Municipal Code Article 6. Recycling Requirements for Specified Business Activity, Section 6-3.601 Business Recycling Plan, and Section 6-3.602 Construction and Demolition Recycling Plan.	Prior to the issuance of building permits.	Developer, Contractor, City Planning Director.			
Utilities	The proposed project would contribute to a cumulative deficit in the availability of solid waste disposal capacity.	**SW-5.** Site Improvement Plans shall follow the City of Ontario refuse collection standards.	Prior to the issuance of building permits.	Developer, Contractor, City Planning Director.			
Cultural Resources	Possible subsurface archaeological resources, paleontological resources, and/or human remains could be affected by the proposed project.	**CR-1.** Prior to issuance of a grading permit, the project sponsor shall provide written evidence to the City of Ontario that a qualified archaeologist, experienced with Native Americans and Native American resources, has been retained to observe grading	Prior to the issuance of a grading permit.	Developer, Contractor and City Building Official.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		activities and conduct salvage excavation of any archaeological resources or Native American resources that are discovered. The archeologist shall be present at the pre-grading conference, shall, establish procedures for archaeological resource surveillance, and shall establish procedures for temporarily halting or redirecting work in order to permit the sampling, identification and evaluation of the artifacts. If additional or unexpected archaeological features are discovered, the archaeologist shall report such findings to the City of Ontario. If the archeological resources or Native American resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the City of Ontario, for exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Ontario.					
Cultural Resources	Possible subsurface archaeological resources, paleontological resources, and/or human remains could be affected by the proposed project.	**CR-2.** Prior to issuance of a grading permit, the project sponsor shall provide written evidence to the City of Ontario that a qualified paleontologist has been retained to observe grading activities and salvage any discovered fossils. The paleontologist shall be present at the	Prior to the issuance of a grading permit.	Developer, Contractor and City Building Official.			

Impact Category	Impact/Issue	Mitigation Measures	Implementation Timing	Responsible Party	Verification of Compliance		
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		pre-grading conference, shall establish procedures for paleontological resource surveillance, and shall establish procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the fossils. If major paleontological resources are discovered which require long term redirecting of grading, the paleontologist shall report such findings to the City of Ontario. The paleontologist shall determine appropriate actions, in cooperation with the applicant, which ensure proper exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Ontario.					
Cultural Resources	Possible subsurface archaeological resources, paleontological resources, and/or human remains could be affected by the proposed project.	**CR-3.** If human remains are discovered during construction related activities, in conformance with California Health and Safety Code Section 7050.5, disturbance of the immediate area shall be halted until the San Bernardino County Coroner has made a determination regarding the origin and disposition as required by California Public Resources Code Section 5097.98. If encountered remains are determined to be of Native American origin, the Native American Heritage Commission shall be notified.	During grading activities.	Developer, Contractor and City Building Official.			

Response to Comments
on the
Draft Environmental Impact Report
Rich Haven Specific Plan
Ontario, California

State Clearinghouse No. 2006-051081

Prepared for:

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Ontario, CA 91764

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October 15, 2007

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(951) 763-2632 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2006051081;; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for Rich Haven Specific Plan; City of Ontario; San Bernardino County, California.

Cahuilla Band of Indians
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(951) 922-8146 Fax

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(909) 864-3370 Fax

San Manuel Band of Mission Indians
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(909) 862-5152 Fax

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(626) 286-1758 - Home
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Serrano Band of Indians
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San Jacinto , CA 92581
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(951) 654-2765

Chemehuevi Reservation
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This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
√ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

1-1 CONT.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

PS: We are including the Tribal Consultation List, in addition, for compliance with California Government Code §65352.3 to avoid a delay in your project. DS

Cc: State Clearinghouse

Attachment: List of Native American Contacts

PPS: I suggest you contact those on the shorter SB18 list first. Then you need not contact them again.

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

July 23, 2007

Mr. Richard Ayala, Principal Planner
CITY OF ONTARIO
303 East "B" Street
Ontario, CA 91764

Re: SCH#2006051081; CEQA Notice of Completion; draft Environmental Impact Statement (DEIR) for **Rich Haven Specific Plan Project**; City of Ontario; San Bernardino County, California

Dear Mr. Ayala:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov/1068/files/IC%20Roster.pdf The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. 1-1

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section; .

- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
1001 I Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814

CEQA# 1738

3) The project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

4) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. 2-1 CONT.

5) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area would cease and appropriate health and safety procedures should be implemented.

6) Envirostor (formerly CalSites) is a database primarily used by the California Department of Toxic Substances Control, and is accessible through DTSC's website. DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489 for the VCA.

If you have any questions regarding this letter, please contact Ms. Eileen Khachatourians, Project Manager, at (714) 484-5349 or email at EKhachat@dtsc.ca.gov.

Sincerely,

Greg Holmes
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: See next page

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

City of Ontario
JUL 26 2007
Planning Department

July 24, 2007

Mr. Richard Ayala
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Planning Department
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DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) FOR RICH HAVEN SPECIFIC PLAN PROJECT (SCH# 2006051081)

Dear Mr. Ayala:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of a Supplemental EIR for the above-mentioned project. The following project description is stated in your document: "The project proposes residential development, commercial development, and includes recreational and open space amenities and permanent open space…Housing types will include 1,124 single-family detached homes on medium sized and small lots. Attached housing will include 3,132 condominium units on a variety of lot sizes and vertical configurations. The Rich Haven Project allows for development of 889.200 square feet of regional commercial retail and business uses within a 160 acre portion of the project site."

Based on the review of the submitted document DTSC has the following comments: 2-1

1) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment 6 below.

2) Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the EIR.