SECTION 2:
EXECUTIVE SUMMARY

2.1 - PROPOSED PROJECT

2.1.1 - Project Location

The project site is located within the City of Ontario at the southwest corner of Riverside Drive and Milliken Avenue in southwestern San Bernardino County (see Exhibits 3-1 through Exhibit 3-3). The eastern boundary of the project site, across Milliken Avenue, also forms the boundary between San Bernardino County and Riverside County. The project site contains 160.6 acres and is developed with a commercial dairy and single-family residence, a nursery, agricultural field production, and high-voltage electrical transmission lines.

The area surrounding the project site is mostly developed with urban uses. The Creekside residential subdivision, a nursery, and vacant land are located north of the project site across Riverside Drive. Colony High School is located west of the project site across Mill Creek Avenue. A Southern California Edison electrical sub-station is located south of the project site. Various light industrial uses are located east of the project site across Milliken Avenue. Land uses in the general vicinity of the project site includes various residential subdivisions, light industrial uses, commercial dairies, agricultural production, and the SR-60 (Pomona Freeway) and I-15 (Ontario Freeway) interchange.

2.1.2 - Project Characteristics

The Edenglen Project proposes residential development, commercial development, and includes recreation and open space amenities and permanent open space. The NMC General Plan anticipated that each planning subarea would be developed through subsequent preparation of a specific plan that would provide the specific zoning and development standards for the build-out of each subarea within the NMC.

The residential component is designed to address a variety of lifestyles through a traditional neighborhood planning concept that includes a variety of residential housing types within walking distance to recreational amenities and commercial retail. Housing types will include cottage “green court” single-family detached homes and single-family detached homes on lot sizes ranging between 4,400 and 5,500 square feet. Attached housing will include a triplex court style residential type limited to not more than 12 dwelling units per acre and a garden court style residential type limited to not more than 16 dwelling units per acre.

Other development includes community commercial retail and business park/light industrial. The Edenglen Project allows for the development of approximately 217,520 square feet of community commercial retail and service uses located adjacent to Riverside Drive and Milliken Avenue and for the development of approximately 550,000 square feet of business park/light industrial uses adjacent to Milliken Avenue.

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

The proposed project includes a general plan amendment that changes the location of the existing residential land use designations, but does not change the proposed number of units or density.

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

2.1.3 - Project Objectives

OBJ-1 Implement the vision of the NMC General Plan, which is designed to be a place of diversity that includes the following: a mix of residential neighborhoods with a variety of housing options; regional serving centers that provide retail, professional office, medical facilities, high-density housing, entertainment complexes, and hotel and conference facilities; employment centers; and a Town Center that serves as the principal center of activity and the common focal point for all NMC neighborhoods and districts.

OBJ-2 Provide land uses that are compatible with surrounding land uses and that are consistent with the policies for specific plans identified in the NMC General Plan.

OBJ-3 Develop a variety of housing types within the residential component available for a range of lifestyles and prices that implement the housing policies of the NMC General Plan.

OBJ-4 Incorporate the opportunity for residential units to accommodate a live-work environment with living areas on the second floor and home office areas on the first floor in order to promote traditional neighborhood development concepts and to reduce vehicular trips due to job commutes.

OBJ-5 Linkage of the SCE Corridor trail to the City's Master Plan of trails.

OBJ-6 Provide infrastructure to serve the project in a timely manner consistent with NMC-programmed infrastructure plans.

OBJ-7 Provide employment opportunities on the project site.

2.2 - AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The EIR addresses eleven environmental issue areas that include the following:

- Agriculture;
- Hydrology and water quality;
- Biological resources;
- Geology and soils;
- Hazards;
- Transportation and circulation;
- Noise;
- Air quality;
- Public services;
- Utilities: and
- Cultural Resources.

There are no areas of controversy regarding the proposed project known to the City at this time.

Issues that were raised by the public during a scoping meeting for the proposed project and public agency responses to the Notice of Preparation were related to the following topics:

- Air quality (see EIR Section 5.8);
- Cultural resources (see EIR Section 1.3.1);
- Design characteristics (see EIR Section 3);
- Flood Control (see EIR Section 5.2);
- Hazardous wastes (see EIR Section 5.5);
- Municipal services and utilities (see EIR Section 5.9 and 5.10);
- Schools (see EIR Section 5.9); and
- Traffic and circulation (see EIR Section 5.6).

2.3 - SUMMARY OF ALTERNATIVES

The State CEQA Guidelines requires an EIR to describe a range of alternatives to the proposed project, or to the location of the proposed project, which would feasibly achieve most of the basic

objectives of the proposed project, but would avoid or substantially lessen any of the significant effects identified in the analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible.

The City eliminated from consideration the following three alternatives:

- No Project Alternative - Allowed Development;
- Different Land Use Alternative; and
- Different Site Alternative.

The EIR includes an evaluation of the following four alternatives:

- No Project Alternative - No Development;
- Agricultural Retention Alternative;
- No General Plan Amendment Alternative; and
- Reduced Residential Density Alternative.

Section 8 of this EIR provides descriptions and analysis of each alternative and the reasons the City has for choosing or eliminating each alternative. The environmentally superior alternative is determined to be the No Project Alternative - No Development. However, this alternative fails to meet all of the project objectives. The environmentally superior alternative from the remaining alternatives is the Agricultural Retention Alternative.

2.4 - SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2-1 provides a summary of the potentially significant environmental effects of the proposed project. This table references the Environmental Impact, Project Design Features included in the proposed project, recommended mitigation measures, and the Level of Significance after mitigation. This table also includes environmental issue areas that were evaluated in the Initial Study. Environmental issues evaluated in the Initial Study that were determined to be below the level of significance are not included in this table. The environmental issues evaluated in the DEIR occur first in the table and reference the DEIR section number in parentheses after each environmental issue heading. Environmental issues evaluated in the Initial Study follow those evaluated in the DEIR and are so identified in parentheses following each environmental issue heading.

A thorough discussion and analysis of project impacts, recommended mitigation measures, and identification of significant, unavoidable adverse impacts are presented in Section 5 of this document.

Table 2-1: Executive Summary

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
AGRICULTURE (SEC. 5.1)		
The proposed project would permanently convert the existing agricultural land and agricultural uses located on the project site to non-agricultural uses. The proposed project would result in the conversion of 82.1 acres of land that is considered either Prime Farmland or Unique Farmland (Farmland) to urban uses.	No feasible mitigation measures on or off the project site were identified or put forth that would eliminate this potentially significant impact altogether or reduce it below the level of significance.	Significant and unavoidable. The NMC Final EIR identified the conversion of agricultural land within the NMC as a significant and unavoidable impact and adopted a Statement of Overriding Considerations.
HYDROLOGY AND WATER QUALITY (SEC. 5.2)		
The short-term construction phase and the long-term operations of the proposed project has the potential to release pollutants off-site 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 into the NPDES Permit. **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 education for property owners, tenants and 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	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	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 control facilities with the phrase "No Dumping-Drains to the Ocean."	
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 determine whether a temporary water quality/stormwater detention basin or other treatment BMP shall be required on-site. 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 on-site, 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 is defined as 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. Based on a preliminary hydrologic analysis, the temporary water quality/stormwater detention basin is anticipated to be approximately 2-1/2 acres in area. These basins shall be designed in accordance with the 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. **HWQ-4.** The City of Ontario shall review subsequent development projects within the specific plan area for the application of Best	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	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 with review of required project hydrology and hydraulic studies, and shall conform to City of Ontario standards and the standards of the County's Municipal Stormwater Permit, under the NPDES program.	
Cumulative Impacts Development of the related projects would cumulatively affect the hydrology and water quality due to the conversion of rural agricultural lands to urban-type land uses, resulting in greater impervious surfaces and increased stormwater runoff. In particular, as much of the NMC and surrounding areas are currently undeveloped or in agricultural use, flows of floodwaters in the area would increase with urban development. Increased stormwater flows to the Prado Basin from the NMC would result in significant cumulative impacts when considered along with flows of floodwaters from surrounding past, present, and future area projects due to flooding. If 100 percent of the excess flows from the NMC can be detained within the NMC, then released at a rate that does not exceed existing storm flows, cumulative impacts related to flood would be reduced to	Refer to mitigation measures HWQ-1 through HWQ-4.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
below a level of significance. The proposed Master Plan of Drainage would aid in achieving this standard.		
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. Future development of subareas would be required to obtain SWPPPs and WQMPs for all proposed development affording a more extensive amount of stormwater quality protection. Therefore, development of the project area with the implementation of water quality BMPs has the potential to produce a net beneficial cumulative impact on the quality of downstream surface waters and groundwater within the Chino Basin.	Refer to mitigation measures HWQ-1 through HWQ-4.	Less than significant.
BIOLOGICAL RESOURCES (SEC. 5.3)		
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 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.	Less than significant.
Construction-related activities on the eastern half of the project site could negatively impact the Delhi Sands flower-loving fly, if present on the project site, which is classified as federally endangered by the U.S. Fish and Wildlife Service.	**BR-2.** Prior to approval of any development plans for the eastern half of the project site relating to the commercial component, conduct consecutive, 2-year focused protocol DSF surveys shall be conducted for the eastern half of the project site, relating to the commercial component, in conformance with published USFWS protocols to confirm the absence of DSF from the project site. Should DSF occur on the project site, require the developer of the eastern half of the project site to pay the Habitat Mitigation Fee or acquire replacement habitat.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
Removal of the windrow along the southern portion of the project site would negatively impact raptors if they were present.	**BR-3.** Removal of this windrow must be accomplished in a manner that avoids impacts to active nests during the breeding season. If the windrow is entirely removed 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.	Less than significant.
Elimination of the existing stormwater retention basin could negatively impact migratory waterfowl, which is classified as High Value Habitat by the City's Sphere of Influence Parks, Recreation, and Biological Resources Implementation Program.	**BR-4.** Require the developer of the Edenglen 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, 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.	Less than significant.
If the portion of the SCE Corridor Trail that is proposed for retention as permanent open space for the Delhi Sands flower-loving fly is unable to be so classified, the proposed project would conflict with the applicable portion of Policy 18.2.2 contained in the NMC General Plan.	**PDF-4.** Approximately 12 acres, or 94 percent, of the SCE Corridor will be retained in its existing open space condition and available for the Delhi Sands flower-loving fly and Burrowing owl.	Less than significant.
Cumulative Impacts Implementation of the Edenglen Project in combination with the other related projects would result in the conversion of agricultural land uses to urban uses and elimination of the majority of windrows that, when used together, provide foraging habitat for migratory birds. In addition, the elimination of the on-site stormwater detention basin along with the elimination of the majority of other surface water features located throughout the NMC would eliminate habitat for migratory birds. Therefore, the elimination of	See Mitigation Measures BR-3 and BR-4.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
windrows, foraging habitat, and surface water features would be cumulatively considerable.		
The NMC Final EIR concluded that there would not be any direct impacts to the Delhi Sands Flower-loving Fly (DSF) species resulting from development of the NMC due to unlikely existence of DSF in the NMC. The reconnaissance-level survey and focused DSF survey concluded that DSF was absent from the project site. In addition, the Recovery Plan for the DSF identified this habitat as the lowest potential for recovery. Therefore, cumulatively considerable impacts to the DSF would result. However, because development of the project site and the related projects would convert the majority of the NMC to urban uses that have the potential to be used by the DSF, indirect cumulative considerable impacts to the recovery efforts of the DSF could result.	See Mitigation Measure BR-4. (A portion of the HMF ($500 per acre) may be stipulated for mitigation of impacts to the DSF.)	Significant and unavoidable indirect cumulative impacts to the DSF would remain after project implementation
GEOLOGY AND SOILS (SEC. 5.4)		
Development of urban uses on the project site would expose people and structures to seismically-induced ground shaking.	**GS-1.** Structural design shall conform to the seismic related recommendations of the geotechnical consultant. These recommendations shall be reviewed and be approved by the City of Ontario. **GS-2.** Seismic related structural design shall conform to applicable recommendations from the Structural Engineers Association of California. **GS-3.** Seismic related structural design shall conform to applicable sections of the California Building Code. **GS-4.** Seismic related structural design shall conform to applicable sections of the Uniform Building Code.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
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-5.** As part of the site grading and prior to the commencement of building construction, unconsolidated fill materials, organic rich soils having an organic content greater than 3%, and manure shall be excavated and removed off-site and shall be replaced with engineered fill.	Less than significant.
Structures built on corrosive soils could have concrete and metal elements damaged and ultimately fail over time.	**GS-6.** Soils shall be tested do determine their corrosive potential. If corrosive soils are proven to be located on-site, all concrete that comes into contact with corrosive soil shall be designed based on Table 19-A-4 of the Uniform Building Code. All metals that come into contact with corrosive soils shall be protected according to the recommendations of a corrosion engineer.	Less than significant.
Structures built on expansive soils could become severely damaged as a result of the movement in the soils.	**GS-7.** At the conclusion of site grading and prior to the commencement of building construction, soils at the finished grade elevation shall be tested to determine their expansion index. **GS-8.** At the conclusion of site grading, if the tested soils at the finished grade elevation exhibit a low, or higher, potential for expansion, the following construction measures shall be implemented: stiffened foundation design in accordance with the Uniform Building Code; deepened footings; and pre-saturation of the building pad to a specified moisture content.	Less than significant.
Cumulative Impacts Future development within the NMC would result in the conversion of predominantly agricultural uses to urban uses, consistent with the vision of the NMC General Plan. This would contribute to a cumulative increase in the number of people and amount of structures exposed to similar geologic hazards previously described. While these impacts are expected to be potentially significant, development of these subareas will require geotechnical studies, similar to those completed for the proposed project that would include mitigation measures to reduce potentially significant impacts to less than significant levels, as recommended by the NMC Final EIR.	Refer to mitigation measures GS-1 through GS-8.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
HAZARDS (SEC. 5.5)		
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 for any structural demolition activities on the project site, the project developer will be required to submit documentation to the City 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 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.	Less than significant.
The presence of methane gas in soils near the manure pond area 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 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. **HM-3.** Prior to approval of a discretionary permit or approval for development of uses on the eastern half of the project site, 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. The Phase 1 ESA shall be provided to the City and shall be included in any CEQA analysis prepared in connection with the consideration of a discretionary approval for development of the eastern half of the project site.	Less than significant.
Cumulative Impacts Implementation of the proposed plan will provide for a variety of residential, commercial, light industrial, and open space related uses. In general, the types of uses allowed do not include those that would result in the generation of substantial quantities of hazardous wastes or toxic materials. Compliance with federal, state, and local regulations concerning the handling, transport, and disposal of hazardous materials and wastes would reduce impacts to less than significant levels. As related projects in the project vicinity will be required to mitigate their own hazardous materials impacts, no	Refer to mitigation measures HM-1 through HM-3.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
significant cumulative impacts related to hazardous materials are anticipated.		
TRANSPORTATION AND CIRCULATION (SEC. 5.6)		
The implementation of the proposed project would result in significant impacts to levels of service to the intersections of Riverside Drive and Milliken Avenue and to the future intersection of Chino Avenue and Milliken Avenue in Year 2015. Due to the future redistribution of traffic expected with build-out of the NMC, these two intersections would operate acceptably.	**T-1.** The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the following transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in Tables 10 and 13 of the Six Specific Plan Traffic Impact Analysis. • Mill Creek and Riverside Drive intersection - Provide an eastbound through only lane. • Milliken Avenue and Riverside Drive intersection - Provide eastbound and westbound left-turn protected phasing, eastbound right-turn only lane with overlap phasing, eastbound left-turn only lane, and westbound left-turn only lane. • Archibald Avenue and Riverside Drive intersection - Provide a southbound through only lane and an eastbound right-turn only lane. • Haven Avenue and Riverside Drive intersection - Provide northbound and southbound left-turn protected phasing and provide northbound free-flowing right-turn only lane. • Milliken Avenue and SR-60 eastbound ramps - Restripe eastbound shared left-turn/right-turn lane as a free-flowing right-turn only lane. • Vineyard Avenue between Riverside Drive and Schaeffer Avenue - Add roadway segment. • Hellman Avenue between Riverside Drive and Schaeffer Avenue - Add roadway segment. • Haven Avenue between Edison Avenue and Merrill Avenue - Add roadway segment. • Chino Avenue between Haven Avenue and Mill Creek Avenue - Add roadway segment.	Short-term significant and unavoidable impacts related to traffic would result from the project traffic in the horizon Year 2015. Long-term impacts related to traffic beyond the horizon Year 2015 would be less than significant due to the expected redistribution of traffic.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	T-2 Prior to the issuance of a building permit for the commercial component, the project applicant shall pay the proportionate share for the following transportation improvement in conformance with the City of Ontario's Traffic Impact Fee Program. The method for determining the proportionate share is identified in Tables 10 and 13 of the Six Specific Plan Traffic Impact Analysis. • Primary access intersection C-2 (on Milliken Avenue between Chino Avenue and Riverside Drive) - provide signal.	
Cumulative Impacts The Six Specific Plan Traffic Impact Analysis provides a cumulative traffic analysis. This analysis assumes the generation of traffic from the development of the proposed project as well as the development of the NMC. In addition, this cumulative scenario includes traffic volumes associated with development in the project vicinity such as Eastvale. Significant traffic impacts would occur in the Year 2015 with the development of the proposed project and development anticipated for the Year 2015.	Refer to mitigation measures T-1 through T-3.	Short-term significant and unavoidable impacts related to traffic would result from the project traffic and traffic from related projects in the horizon Year 2015. Long-term impacts related to traffic beyond the horizon Year 2015 would be less than significant due to the expected redistribution of traffic.
NOISE (SEC. 5.7)		
Established City noise standards could be exceeded depending on the location of sensitive receptors.	**N-1.** Install an eight-foot backyard perimeter wall at the edge of the pad for homes that back up onto Riverside Drive and the northern half of Mill Creek Avenue. **N-2.** Install double-paned windows and extra wall insulation in second story bedrooms of project site dwelling units that are adjacent to Riverside Drive and the northern portion of Mill Creek Avenue. **N-3.** 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 with the established City of Ontario noise criteria; identification of the hours of construction in	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	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.	
Sensitive receptors adjacent to the project site could be impacted by noise from short-term, construction-related activities.	**N-3.** 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 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.	Less than significant.
Cumulative Impacts The increased traffic volumes that would result from implementation of the proposed project in combination with other related projects would create additional noise levels that would likely require mitigation measures similar to the proposed project, or design features that require additional set-backs from roadways, or some combination of both. Cumulative impacts related to noise would be reduced below the level of significance with implementation of the recommended mitigation and design features.	Refer to mitigation measures N-1 through N-3. Design features such as: • Building setbacks; • Additional wall insulation; and • Double-paned windows. Adhere to City Noise Ordinance (Section 9-1.3350 of the Ontario Municipal Code).	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
AIR QUALITY (SEC. 5.8)		
Short-term, construction related activities would exceed the daily and quarterly thresholds established by the South Coast Air Quality Management District for CO, ROC, NOx, and PM-10.	**AQ-1.** During construction of the proposed improvements, the applicant will provide on-site electrical hook ups for electric hand tools such as saws, drills, and compressors, to eliminate the need for diesel powered electric generators. **AQ-2.** During construction of the proposed improvements, only low volatility paints and coatings as defined in SCAQMD Rule 1113 shall be used. All paints shall be applied using either high volume low-pressure (HVLP) spray equipment or by hand application. **AQ-3.** 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. **AQ-4.** During construction of the proposed improvements, construction equipment will be properly maintained with all maintenance repairs to be completed at an off-site location, including proper tuning and timing of engines. **AQ-5.** During construction of the proposed improvements, all contractors will be advised not to idle construction equipment on site for more than ten minutes. **AQ-6.** Prior to construction of the proposed improvements, the applicant will provide the City of Ontario and the South Coast Air Quality Management District (SCAQMD) with a project specific dust control plan for review and approval. The dust control plan shall be consistent with the methodology found in the SCAQMD publication titled "Rule 403 Implementation Handbook" and will include Best Available Control Measures (BACM) that include 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 construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. Implementation of the project specific dust control plan and BACMs	After implementation of Mitigation Measures AQ-1 through AQ-7, NOx and ROC emissions will still exceed the SCAQMD threshold. Therefore, short-term emissions for ROC and NOx would remain significant and unavoidable.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	will take place during construction of the proposed improvements. **AQ-7.** Construction equipment "run time" shall be limited to no more than a total of 8 hours of work every day.	
Long-term operations would exceed the daily thresholds established by the South Coast Air Quality Management District for CO, ROC, NOx, and PM_{10}. Long-term operations would not exceed the daily thresholds for SOx.	**AQ-8.** The project proponent shall consult with the local transit authority to assess the location of an onsite bus stop and the need for bus benches, bus stop signs and other required infrastructure needed to implement a bus stop. Prior to occupancy of the proposed project, the project proponent will construct the required transit stop infrastructure at the location designated by the local transit authority. **AQ-9.** The project proponent shall provide street lighting on all onsite residential streets, pedestrian paths, and transit stops, to encourage residents to walk to local destinations including onsite commercial shopping and employment centers.	After implementation of Mitigation Measures AQ-8 and AQ-9, ROC, NOx, CO and PM_{10} will still exceed the SCAQMD threshold. Therefore, long-term emissions for these would remain significant and unavoidable.
Cumulative Impacts The proposed project is consistent with the AQMP and the other proposed projects within the NMC could also be consistent with the AQMP, projects in the NMC would not incrementally contribute to criteria pollutant emissions that would be cumulatively considerable.	Refer to mitigation measures AQ-1 through AQ-9.	Long-term emissions would be less than significant.
PUBLIC SERVICES (SEC. 5.9)		
The development of urban uses on the project site would result in the generation of 260 elementary and middle school students, and 158 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 to the Mountain View School District and Chaffey Joint Union High School District in accordance with Section 65995 of the California Government Code for the proposed dwelling units.	Less than significant.
Cumulative Impacts Future growth will result in an increased student population and substantially contribute to a significant cumulative impact on public school facilities. However, with the identified mitigation measure, no cumulative impacts would result.	Refer to mitigation measure S-1.	Less than significant.

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
UTILITIES (SEC. 5.10)		
Cumulative Impacts The increased solid waste that would be generated from implementation of the proposed project in combination with other related projects would significantly increase the amount of solid waste that would need to be disposed of in area landfills.	The Integrated Waste Management Act of 1989 (AB 939) requires jurisdictions to divert 50 percent of their solid waste from solid waste landfills. If all jurisdictions in San Bernardino County achieve the mandated diversion rate, the amount of solid waste disposed of in landfills will decrease. However, it is not certain that all jurisdictions will achieve this mandated diversion rate. Moreover, jurisdictions that achieve the mandated diversion rate would have to maintain this diversion rate indefinitely into the future. No feasible mitigation measures are required exist that would eliminate or substantially lessen the cumulative impacts to solid waste facilities.	Significant and unavoidable.
CULTURAL RESOURCES (SEC. 5.11)		
Possible subsurface archaeological resources, paleontological resources, and/or human remains could be affected by the proposed project (PS).	**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 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. **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	Less than significant

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation
	at the 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. **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. **CR-4.** Prior to the issuance of a grading permit on the east half of the project site relating to the commercial component, the applicant of such development shall provide a cultural resources survey report prepared by a certified archaeologist. This report shall include recommendations for the disposition of any significant finds, including implementation of mitigation measures CR-1, CR-2, and CR-3.	

2.5 - CONCLUSIONS

The DEIR evaluated potential impacts to the eleven environmental issue areas previously identified in Section 2.2. With the inclusion of the Project Design Features and after implementation of the recommended Mitigation Measures, all potentially significant environmental effects have been reduced to a less than significant level except for the following environmental issues: agriculture, air quality, and traffic. Therefore, the City would be required to adopt a Statement of Overriding Considerations in accordance with Section 21081 of the State CEQA Guidelines.