3. EIR/ISSUES MATRIX

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Agricultural Resources	The proposed project would conflict with existing agricultural uses. This mitigation measure would reduce impacts through the separation of urban and agricultural uses by 100 feet.	**MM Ag 1:** In order to minimize conflicts between urban and agricultural land uses, each Specific Plan developed for properties within the NMC must comply with the Agricultural Overlay District requirements for urban development in proximity to existing agricultural operations. The proposed project shall establish a minimum 100-foot separation between active agricultural operations and new, non-agricultural development, or an equivalent easement that is approved by the City of Ontario.	Prior to construction.	Planning Department	Less than Significant
Agricultural Resources	The proposed project would conflict with existing agricultural uses. This mitigation measure would reduce impacts through advising future residents of the potential conflicts of living near active agriculture so those that would object do not buy in proximity.	**MM Ag 2:** In order to minimize conflicts between urban and agricultural land uses, all residential units in the Subarea 29 Specific Plan shall be provided with a deed disclosure, or similar notice, approved by the City Attorney regarding the proximity and nature, including odors, of neighboring agricultural uses.	Prior to construction.	Planning Department	Less than Significant
Agricultural Resources	Loss of Farmland	None	N/A	N/A	Significant
The GPA for the NMC Final EIR includes as its only air quality mitigation measure a detailed list of measures to address short-term construction-related emissions. The measures are included pursuant to SCAQMD Rule 403 and shall be required of this project, as MM Air 1 through 9, below.					
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts	**MM Air 1:** During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.	During construction.	Contractor	Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	through the use of low emissions equipment to reduce the release of undesirable emissions.				
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through reduction in trips (and related emissions) by construction workers.	**MM Air 2:** During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emissions.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through keeping loose soils damp to reduce particulate emissions and fugitive dust.	**MM Air 3:** During all grading and site disturbance activities, construction contractors shall water active grading sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through keeping truck tires free of dust which could be transferred to paved streets.	**MM Air 4:** During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.	During construction.	Contractor	Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through keeping paved streets free of project-related dust.	**MM Air 5:** During all construction activities, construction contractors shall sweep on and off site streets (recommend water sweepers with reclaimed water) if ~~silt~~ visible soil is carried over to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through slowing construction traffic on unpaved roads to reduce fugitive dust.	**MM Air 6:** During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 miles per hour or less to reduce fugitive dust.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through eliminating additional fugitive dust during already poor air quality days/times.	**MM Air 7:** During grading and all site disturbances activities, ~~at the discretion of the City's Planning Director,~~ construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust and combustion related emissions.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through eliminating additional fugitive dust during already poor air quality days/times.	**MM Air 8:** During grading and all site disturbances activities, ~~at the discretion of the City's Planning Director,~~ construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour to reduce fugitive dust.	During construction.	Contractor	Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through the maintenance of clean-burning engines.	**MM Air 9:** During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned according to manufacturer's specifications.	During construction.	Contractor	Significant
In addition to the GPA for the NMC Final EIR mitigation measures and in order to reduce emissions from project construction equipment, the following mitigation measures shall be implemented:					
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through the maintenance of clean-burning engines.	**MM Air10**: During construction, mobile construction equipment will be properly maintained at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through education about emissions caused by idling vehicles.	**MM Air11**: During construction, all contractors will be advised to prohibit all vehicles from idling in excess of ~~ten~~ five minutes, both on-site and off-site.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through reduction in idling time due to congestion.	**MM Air12**: Configure construction parking to minimize traffic interference. See also **MM Geo 1** page III-5-8, which requires adherence to the City of Ontario's wind erosion permit.	During construction.	Contractor	Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Air Quality	Emissions from project construction materials. This mitigation measure would reduce impacts through reduction in VOCs in paint fumes.	**MM Air 13**: Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency, where feasible.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction materials. This mitigation measure would reduce impacts through reduction in VOCs in paint fumes.	**MM Air 14**: Use architectural coatings with a VOC content lower than required under Rule 1113, where feasible.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction materials. This mitigation measure would reduce impacts through reduction in VOCs in paint fumes.	**MM Air 15**: Construct/build with materials that do not require painting, where feasible.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction materials. This mitigation measure would reduce impacts through reduction in VOCs in paint fumes.	**MM Air 16**: Use pre-painted construction materials, where feasible.	During construction.	Contractor	Significant
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through reduction in idling time due to congestion.	**MM Air 17**: The contractor shall provide truck drivers with materials showing where sensitive receptors, such as schools, are located, and when congestion can be expected so that the drivers can avoid these routes and/or times of day.	During construction.	Contractor	Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Air Quality	Emissions from project construction equipment. This mitigation measure would reduce impacts through reduction in emissions through technology and clean fuels.	**MM Air 18**: Require construction equipment that meet or exceed Tier 2 standards; use emulsified diesel fuels; and equip construction equipment with oxidation catalysts, particulate traps, or other verified/certified retrofit technologies, etc., where feasible.	During construction.	Contractor	Significant
In addition to the GPA for the NMC Final EIR mitigation measures and in order to reduce emissions from project operation, the following mitigation measure shall be implemented:					
Air Quality	Emissions from project operation. This mitigation measure would reduce impacts through providing a public transportation opportunity which will reduce trips by individuals.	**MM Air 193**: Local transit agencies shall be contacted to determine bus routing in the project area that can accommodate bus stops at the project access points and the project shall provide bus passenger benches and shelters at these project access points.	Prior to approval of street improvement plans.	Specific Plan Developer and Engineering Department	Significant
Biological Resources	Adversely affect any endangered or threatened species, or any species identified as a candidate, sensitive or special status. According to the Habitat Evaluation conducted for the project site, there may be a probability of owl colonization prior to site construction due to their presence in the vicinity of the site. This mitigation measure would reduce impacts through avoidance or	**MM Bio 1**: There is a possibility of owl colonization within the project site prior to site grading. To ensure that no direct loss of individuals occurs, mitigation will be carried prior to initiation of on-site grading activities for each development phase. A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist. The survey shall be conducted 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the preconstruction survey, the site shall be resurveyed for owls. If owls are determined to be present within the construction footprint, they shall be	Prior to grading permit.	Planning Department	Less than significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	relocation of all owls found on site immediately prior to construction.	captured and relocated. If non-breeding owls must be moved away from the disturbance area, passive relocation techniques will be used. The pre-construction survey and any relocation activity shall be conducted in accordance with the CDFG Report on Burrowing Owl Mitigation, 1995. According to CDFG guidelines, mitigation actions will be conducted from September 1 to January 31, which is prior to the nesting season. However, burrowing owl nesting activity is variable, and as such the time frame will be adjusted accordingly. Should eggs or fledglings be discovered in any owl burrow, the burrow cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a stage that they can leave the nest on their own). Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the Department of Fish and Game verifies through non-invasive methods that either: a) the adult birds have not begun egg-laying and incubation; or b) the juveniles from the occupied burrows are foraging independently and are capable of independent survival. If a biologist is unable to verify one of the above conditions, then no disturbance shall occur within 300 feet of the burrowing owls nest during the breeding season to avoid abandonment of the young.			

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		Passive relocation can be used to exclude owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors should be left in place 48 hours to ensure owls have left the burrow. Artificial burrows should be provided nearby. The project area should be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows should be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe should be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.			
Biological Resources	The proposed project will affect open foraging habitat. This mitigation measure would reduce impacts through payment of $799,200 for open space acquisition.	**MM Bio 2:** The project proponent shall be required to pay City of Ontario open space mitigation fees. Fees collected will be used "to acquire and restore mitigation lands to offset impacts to species now living in the New Model Community and impacts to existing open space," according to the City of Ontario Development Impacts Fee Calculation Report and the Settlement and general Release Agreement. Development is currently required to pay $4,320 per acre. Therefore, the proposed project will pay approximately ~~$799,200~~963,360 for open space acquisition based upon the current fee.	Prior to grading permit.	Planning Department	Less than significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Biological Resources	Adversely affect any endangered or threatened species, or any species identified as a candidate, sensitive or special status. According to the Habitat Evaluation conducted for the project site, there may be a probability of owl colonization prior to site construction due to their presence in the vicinity of the site. See MM Bio 4.	**MM Bio 3:** While project impacts to individual raptor species were considered to be not significant, the following mitigation measure will also be incorporated in order to eliminate or reduce any potential impacts to raptors and/or migratory birds. Construction and/or removal of windrow trees will occur outside of the nesting season (February 1 through August 31). If tree removal activities must occur during the breeding season, the mitigation measure in MM Bio 4 shall be implemented.	Prior to grading permit.	Planning Department	Less than significant
Biological Resources	Adversely affect any endangered or threatened species, or any species identified as a candidate, sensitive or special status. According to the Habitat Evaluation conducted for the project site, there may be a probability of owl colonization prior to site construction due to their presence in the vicinity of the site. This mitigation measure would reduce impacts to bird species through provision of buffer areas around active nests.	**MM Bio 4:** If project construction activities involving heavy equipment and/or windrow tree removal are to occur during the nesting/breeding season (between February 1st and August 31st) of potentially occurring sensitive bird species, a pre-construction field survey shall be conducted by a qualified biologist to determine if active nests of species protected by MBTA or CDFG are present in the construction zone or within a buffer of 500 feet. Pre-construction nesting/breeding surveys shall be conducted in all CDFG jurisdictional areas and within windrow trees. If no active nests are found during the survey, construction activities may proceed. If active nests are located during the pre-construction surveys, no grading, heavy equipment or tree removal activities shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet	Prior to grading permit.	Planning Department	Less than significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		of other sensitive bird nests (non-listed), and 100 feet of most common songbird nests.			
Cultural Resources	The proposed project could affect unknown buried cultural resources. This mitigation measure would reduce impacts through avoidance and proper handling of archaeological/historic resources per state and local regulations.	**MM Cul 1:** Should any cultural and/or archaeological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified archaeologist shall be contacted to determine the significance of these resources. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the CEQA Guidelines, then procedures outlined in Section 15064.5 of the CEQA Guidelines shall be followed. Additionally, Ontario's Local CEQA Guidelines provide that [c]uration may be an appropriate mitigation measure for an artifact that must be removed during project excavation or testing. (Local CEQA Guidelines, Section 5.13)	During construction.	Contractor	Less than Significant
Cultural Resources	The proposed project could affect unknown buried cultural resources. This mitigation measure will reduce impacts associated with the inadvertent discovery of human remains through the implementation of state and local regulations.	**MM Cul 2:** If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.	During construction.	Developer or Contractor	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
The following measures shall be implemented to eliminate or reduce potentially significant impacts to paleontological resources.					
Cultural Resources	The proposed project has the potential to affect unknown buried paleontological resources. This mitigation measure will reduce impacts to previously unknown paleontological resources through the preparation and implementation of a PRMTP.	**MM Cul 3:** Since grading plans have not yet been prepared to establish how deep excavation is needed, prior to the issuance of grading permits, and as recommended in the Phase I Cultural and Paleontological Resources Assessment for this site, a qualified paleontologist shall be retained to prepare a Paleontological Resources Survey of the project site, for approval by the City. Following City approval of the PRMTP, grading and construction activities may proceed in compliance with the provisions of the approved PRMTP. The PRMTP shall include the following measures: a. Identification of those locations within the project site where paleontological resources are likely to be uncovered during grading. b. A monitoring program specifying the procedures for the monitoring of grading activities by a qualified paleontologist or qualified designee. c. If fossil remains large enough to be seen are uncovered by earth-moving activities, a qualified paleontologist or qualified designee shall temporarily divert earth-moving activities around the fossil site until the remains have been evaluated for significance and, if appropriate, have been recovered; and the paleontologist or qualified designee allows earth-moving activities to	Prior to grading permit.	Planning Department	Less than Significant

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

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		samples shall be prepared, identified, catalogued, curated, and accessioned into the fossil collections of the San Bernardino County Museum, or another museum repository complying with the Society of Vertebrate Paleontology standard guidelines. Accompanying specimen and site data, notes, maps, and photographs also shall be archived at the repository. i. Within 6 months following completion of the above tasks, a qualified paleontologist or qualified designee shall prepare a final report summarizing the results of the mitigation program and presenting an inventory and describing the scientific significance of any fossil remains accessioned into the museum repository. The report shall be submitted to the City Planning Department and the museum repository. The report shall comply with the Society of Vertebrate Paleontology standard guidelines for assessing and mitigating impacts on paleontological resources.			
Geology/Soils	The project has the potential to increase erosion of topsoil by wind. This mitigation measure will reduce impacts associated with wind erosion through the adherence to City of Ontario requirements.	**MM Geo 1:** To address potential wind erosion effects, prior to construction, all grading and other construction activities will apply for and adhere to the permit given by the City of Ontario and enforced by the Building Official found in Title 6, Chapter 12, sections 6-12.01 – 6-12.07. The permit lasts for one (1) year, therefore, all construction lasting for a period of more than one calendar year from the date of issue will reapply for the permit and pay the	Prior to grading permits.	Building Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		current annual fee. At a minimum, the permit prohibits the disturbance of the surface or subsurface of more than one (1) acre of land without meeting permit requirements which can include such things as the application of soil stabilizers and limitations on grading activities during wind events.			
Geology/Soils	The project has the potential to have soils that are/could become unstable due to high organic content. This mitigation measure will reduce risks associated with unstable – unsuitable soils through the testing, removal, and proper disposal of organically laden soils which exceed 2 percent per total volume with no more than 1 percent being manure from former dairy operations.	**MM Geo 2:** To assure soils suitable for construction, site materials should be tested for organics and excavated to a minimum of 4 feet where soils generally become denser. Actual removal depths will be determined during grading when subsurface conditions are exposed. GeoSoils, Inc (10/12/01) also recommends that soft and compressible colluvial and alluvial soils be removed prior to grading. Per recommendations of GeoSoils Inc. in the Updated Geotechnical Study, partial to complete removal of manure will be required, as soils with high concentrations of cow manure are generally unsuitable to be used as fill. Onsite soils may be used for fill if the organic matter content is diluted to less than 2 percent using underlying soils with no more than 1 percent of the organic content being from manure.	Prior to grading permits.	Building Department	Less than significant
Geology/Soils	The project has the potential to have soils that are/could become unstable due to high organic content. This mitigation measure will reduce risks associated with unstable –	**MM Geo 3:** Any soil to be used as fill, whether currently onsite or imported, should be approved by the soil engineer or his/her representative prior to its placement. To properly assess and address the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of the Tentative Tract map	Prior to grading.	Building Department	Less than significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	unsuitable soils through the testing of soils and removal and proper disposal of organically laden soils which exceed 2 percent per total volume with no more than 1 percent being manure from former dairy operations.	or site plan for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site prior to grading operations.			
Geology/Soils	The project has the potential to have soils that are/could become unstable due to high organic content. This mitigation measure will reduce risks associated with unstable – unsuitable soils through the removal and proper disposal of organically laden soils which exceed 2 percent per total volume with no more than 1 percent being manure from former dairy operations.	**MM Geo 4:** To reduce the risk of ground cracking, manure shall be removed from the site, such that the organic matter content of on-site soils shall not exceed 2 percent (a 2 percent total organic content is allowed, of which no more than 1 percent can be manure) in the building foundation areas when mixed with underlying clean soils and imported fill. Onsite soils that will be used as onsite fill that contain organic contents will be diluted by mixing with underlying clean soils. The mix will be continuously sampled and tested during grading so that the fill does not exceed the recommended limit of 2 per cent of organics per total volume of fill. The soil engineer will observe the placement of all fill and take sufficient tests to monitor the moisture content and the uniformity and degree of compaction obtained. As referenced in this EIR, the mitigation proposed in Section 6, Hazards and Hazardous Materials will also mitigate for the management of organics in the soil. These measures will bring the impact of organics in the soil to a threshold below the	Prior to grading.	Building Department	Less than significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		level of significance.			
Hazards/Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials. This mitigation measure will reduce hazards to the public related to hazardous materials through the identification, containment and proper disposal of hazardous materials discovered during preparation of the ESA.	**MM Haz 1:** To the extent not previously prepared and to properly assess and address potential hazardous materials, including pesticide residues, within the specific plan area, a Phase I Environmental Site Assessment (ESA) shall be performed by a registered environmental assessor (REA) prior to the approval of a site plan for a given phase of development. Pursuant to mitigation measure HM-1 in the GPA for the NMC Final EIR, page 5.10-6, the Phase I ESA shall, at a minimum, meet with the requirements and current standards of investigation established by the American Society of Testing and Materials (ASTM Standard E 1527). If potential hazardous materials or conditions are identified in the Phase I report, an in-depth evaluation shall be performed including surficial sampling and chemical analysis within agricultural areas or where soil staining was observed. The Phase I ESA shall be provided to the City of Ontario and shall be included in any CEQA analysis prepared in connection with the consideration of the discretionary approval for development. All identified hazardous materials will be removed or remedial action taken prior to grading operations pursuant to the recommendations of the Phase I ESA and appropriate City, county, state, and federal laws and guidelines under the oversight of the San Bernardino County Fire Department's Hazardous materials Division Site Remediation/Local Oversight Program.	Prior to tentative map approval.	Planning Department	Less than Significant
Hazards/Hazardous Materials	The proposed project	**MM Haz 2:** Much of the site located south	Prior to clearing and grading.	Planning Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	could be located on a site that has been impacted by hazardous materials. This mitigation measure will reduce hazards to the public related to hazardous materials through the containment and proper disposal of hazardous materials discovered during grading pursuant to federal, state, and local standards.	of Eucalyptus Avenue has been covered by undocumented fill and used as a dump site by the local community. To address possible contamination and remove appropriately all previously identified and unidentified types of hazardous waste on site, clearing and grading activities in this area shall be monitored by a Registered Environmental Assessor (REA), or other professional personnel approved by the City, and any known items of concern and those not previously identified which are uncovered can be removed or remediated per the appropriate regulations (see MM Haz 3 and 4, below).		Contractor	
Hazards/Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials. This mitigation measure will reduce hazards to the public related to hazardous materials through the containment and proper disposal of hazardous materials discovered during grading pursuant to federal, state, and local standards.	**MM Haz 3:** If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the City of Ontario Fire Department Hazardous Materials Division and the County of San Bernardino Fire Department Hazardous Materials Division. Excavation shall be stopped or redirected to another location on site until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the California Department of Toxic Substances Control shall be contacted and the material shall be removed and disposed of pursuant to applicable provisions of California law under the oversight of the San Bernardino County Fire Department's Hazardous	During grading.	Developer or contractor, Fire Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		materials Division Site Remediation/Local Oversight Program. Fill material imported from other areas shall be tested prior to placement on-site to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials.			
Hazards/Hazardous Materials	The proposed project could be located on a site that has been impacted by hazardous materials. This mitigation measure will reduce hazards to the public related to hazardous materials through the containment and proper disposal biologically active materials pursuant to federal, state, and local standards.	**MM Haz 4:** The biologically active materials, such as animal carcasses, should be removed and legally disposed of prior to any clearing and grubbing.	During grading.	Developer or contractor, Fire Department	Less than Significant
Hazards/Hazardous Materials	The proposed project will create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This mitigation measure will reduce hazards to the public related to hazardous materials through the containment	**MM Haz 5:** All onsite buildings and remaining foundations that were built before 1979 shall be tested for the presence of asbestos, mercury, and lead-based paint and those materials shall be removed according to the applicable regulations and guidelines established by the South Coast Management District, Department of Toxic Substances Control, and the United States Environmental Protection Agency. As per HM-2 in the GPA for the NMC Final EIR, page 5.10-6, the developer shall submit documentation to the City Building Department that asbestos, mercury, and lead-based paint are not present on their site, or that the above removal process has	Prior to demolition permits.	Building Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	and proper disposal of mercury, lead and asbestos pursuant to federal, state, and local standards.	occurred.			
Hazards/Hazardous Materials	The proposed project will create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This mitigation measure will reduce hazards to the public related to hazardous waste and attractive nuisances through the removal of septic systems and wells pursuant to state and City of Ontario requirements.	**MM Haz 6:** All septic tanks on the project site will be properly removed and disposed of, per City and State procedures, prior to site development. All water wells on the project site will be properly destroyed in accordance with MM Util 8 in Section 12, Utilities, of this EIR. These activities will occur subject to City of Ontario Building Safety requirements.	Prior to demolition permits.	Building Department	Less than Significant
The following measure mitigates potential significant hazards to the public or the environment that might result in ground cracking or the presence or release of methane gas.					
Hazards/Hazardous Materials	The proposed project would create a significant hazard to the public or the environment through ground cracking or the presence or release of methane gas. This mitigation measure would reduce impacts	**MM Haz 7:** Pursuant to the City of Ontario Municipal Code Section 9-2.0435 (L), "a methane gas assessment shall be prepared by a licensed professional with expertise in soil gas assessments for subdivisions proposed on former dairies, poultry ranches, hog ranches, livestock feed operations and similar facilities to determine the presence of methane gas within the project boundary. The methane gas assessment shall identify	Prior to grading permit and post construction.	Building and Engineering Departments	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	related to ground cracking or the presence or release of methane gas through adherence to City of Ontario requirements.	monitoring and mitigation strategies and approaches. All mitigation measures/plans and specifications shall be reviewed and approved by the City of Ontario." Such an "assessment" may take two steps. A preliminary assessment should be done prior to grading to determine exactly where dairies have existed in the past so that the post grading assessment/mitigation measures can be focused on the portions of the specific plan area that have included dairies. The second step may include actual testing of graded pads no sooner than 30 days after construction to determine if methane is detected above 5,000 ppm. If so, the types of mitigation measures described below, or those approved by the City, shall be implemented in the areas exceeding this limit. If the developer chooses not to do the post grading assessment, then mitigation as described below shall be required on all lots within former dairy areas of the specific plan. Mitigation shall include: 1) install a minimum 60-mil high density polyethylene (HDPE) membrane barrier (or equivalent), 2) install a subslab passive venting system, 3) seal utility or other penetrations through the membrane, 4) seal utility conduits where they enter a structure, and 4) construct a utility "dam" at the point where a "dry" utility trench approaches a structure. Liquid Boot, applied to a minimum 60-mil dry thickness per manufacturer's recommendations, may be substituted for the HDPE membrane.			

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Hydrology/Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit. This mitigation measure would reduce impacts related to water quality through the preparation of and adherence to a SWPPP which will stipulate the BMPs needed to avoid substantial degradation of water quality.	**MM Hydro 1:** In order to ensure that construction activities associated with the Subarea 25 Esperanza Specific Plan will not cause a violation of any water quality standard or waste discharge requirements and to assure no substantial degradation of water quality occurs, and to implement the intent of mitigation measures included in the Final Environmental Impact Report for the NMC, the development within the project area shall comply with all applicable provisions of the State's General Permit for Construction Activities (Order No. 99-08-DWQ, or most recent version) during all phases of construction. A copy of evidence of the receipt of a Waste Discharge Identification Number from the State Regional Water Quality Control Board shall be filed with the City Engineer along with a copy of the Storm Water Pollution Prevention Plan (SWPPP) maps and BMPs. According to Title 6, Chapter 6, Section 6 of the City's code, the City Engineer shall review and approve the provisions of the SWPPP prior to implementation of any SWPPP provision or starting any construction activity.	Prior to and during construction.	Engineering Department	Less than Significant
Hydrology/Water Quality	During project construction, the project could create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system	**MM Hydro 2:** In order to ensure the development within the Subarea 25 Esperanza Specific Plan will not cause or contribute to violations of any water quality standard or waste discharge requirements, and to assure no substantial degradation of water quality occurs, the project will complete a Water Quality Management Plan (WQMP) pursuant to the MS4 permit (Order No. 2002-0012) under which the	Prior to and during construction.	Engineering Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	permit. This mitigation measure would reduce impacts related to water quality through the preparation of and adherence to a WQMP which will stipulate the BMPs needed to avoid substantial degradation of water quality.	City of Ontario is a permitee. The City adopted storm water management code Section 6-6.101 *et seq*. to implement the provisions of the permit. The project shall incorporate Site Design BMPs and Source Control BMPs, and potentially Treatment Control BMPs. The following table (III-7-F) provides guidelines and possible BMPs that may be incorporated into the project design (on construction drawings) and/or project specifications. Prior to acceptance of the WQMP, the City shall assure that maintenance responsibilities of BMPs approved for the project are identified and enforceable. Table III-7-G correlates each BMP to the pollutants of concern which it removes/reduces and/or meets the design objectives for the BMP.			
Hydrology/Water Quality	Significantly alter the flow velocity or volume of stormwater run off in a manner that results in environmental harm. This mitigation measure would reduce impacts related to flooding through construction of on-site and off-site facilities which connect to the master planned drainage system.	**MM Hydro 3**: In order to reduce the risk of flooding and to implement mitigation measures included in the Final Environmental Impact Report for the NMC prior to the issuance of a grading permit, the development within the Specific Plan, a final drainage plan for the proposed project shall be submitted for review and approval by the City Engineer and shall construct all necessary storm drain facilities internal to the development which are designed to connect with the City's master planned drainage system.	Prior to grading permits.	Engineering Department	Less than Significant
Hydrology/Water Quality	Significantly alter the flow velocity or volume of stormwater run off in a manner that results in environmental harm.	**MM Hydro 4:** In order to reduce the risk of flooding and to implement mitigation measures included in the GPA for the NMC Final EIR, prior to issuance of grading permits, the City of Ontario shall coordinate	Prior to grading permits.	Engineering Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	This mitigation measure would reduce impacts related to flooding through coordination with and adherence to regulations of the Flood Control District.	with the San Bernardino County Flood Control District to ensure that the project meets County Flood Control requirements such as those established for encroachment permits.			
Hydrology/Water Quality	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). This mitigation measure would reduce impacts to ground water through construction of depressed instead of mounded landscaped areas.	**MM Hydro 5:** In order to conserve water and to mitigate for any potential unforeseen adverse impacts to a reduction in ground water recharge, the following measure has been recommended by the Chino Basin Water Conservation District: Landscaping within individual development projects will retain and percolate both applied irrigation water and storm water in vegetated areas of parking lots and other areas, where appropriate; "depressed" planted areas bordered by shrubbery screens will be implemented rather than "mounded" grass and shrubbery planted screens. Neighborhood Edges and parks will be irrigated via reclaimed water.	Prior to landscaping plan approval.	Planning Department	Less than Significant
Hydrology/Water Quality	After the project is completed, create or contribute runoff water that would violate any water quality standards or	**MM Hydro 6:** In order to reduce pollutants in post construction run-off and to implement mitigation measures included in the Final Environmental Impact Report for the NMC, the individual project owners	Post construction.	HOA Parks Department Engineering Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit. This mitigation measure would reduce impacts to water quality through proper handling of pest control, herbicide, insecticide and other similar substances per state and local regulations.	and operators (e.g., homeowner associations, parks department, etc.) shall ensure that all pest control, herbicide, insecticide and other similar substances used as part of maintenance of project features are handled, stored, applied and disposed of by those conducting facility maintenance in a manner consistent with all applicable federal, state and local regulations. According to Title 6, Chapter 6, Section 6 of the City's code, the City Engineer shall monitor and enforce this provision.			
Hydrology/Water Quality	After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit. This mitigation measure would reduce impacts to water quality and flooding through proper handling of off-site run-off through the provision of temporary and permanent drainage facilities.	**MM Hyd: 7**: To mitigate possible temporary run-off from undeveloped properties located north (up-gradient) of all or a portion of the project site, drainage from properties north of the developed portions of the project site shall be conveyed to appropriate drainage facilities, as approved by the City Engineer.	Post construction.	HOA Parks Department Engineering Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Hydrology/Water Quality	After the project is completed, create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit.	**No feasible mitigation.**			Cumulative Significant
Noise	The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This mitigation measure reduces impacts related to construction noise and limited working hours through adherence to City of Ontario standards.	**MM Noi 1:** The construction activities of the proposed project shall comply with the City of Ontario Noise Ordinance that prohibits construction activities on Sundays, federal holidays, and other days between the hours of 7:00 p.m. and 7:00 a.m.	During construction.	Contractor Building Department	Less than Significant
Noise	The project will result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This mitigation measure reduces impacts related to construction through providing a buffer	**MM Noi 2**: Construction staging areas shall not be located within 150 feet of existing sensitive receptors and construction equipment shall be fitted with properly operating and maintained mufflers.	During construction.	Contractor Building Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	between construction staging areas and sensitive receptors and through construction equipment fitted with properly operating and maintained mufflers.				
To reduce or eliminate impacts related to exterior and interior noise levels within the project exceeding City of Ontario standards, the following mitigation measures shall be implemented. However, the wall heights recommended in MM Noi 3 through 6 only apply to lots which have backyards directly adjacent to the roadways. For lots with front yards adjacent to the roadways, the windows and/or doors would need to have upgraded sound rated glazing products in order to comply with the City of Ontario's interior noise standards.					
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards. This mitigation measure reduces impacts from 71.4 dB to 63.9 dB through construction of a 6-foot high sound wall.	**MM Noi 3:** A sound wall at least 6 feet high shall be constructed along perimeter lots adjacent to Hamner/Milliken Avenue. If any residential structures are two stories high, then windows facing Hamner/Milliken Avenue would need upgraded sound-rated glazing products and the rooms would need supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading and site plans. The report shall be reviewed and approved by the Planning Department prior to building permit issuance to ensure that City standards are maintained (45 dB CNEL interior and 65 dB CNEL exterior).	Prior to occupancy.	Planning Department	Less than Significant
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards. This mitigation measure reduces impacts from 69.9	**MM Noi 4:** A sound wall at least 6 feet high shall be constructed along perimeter lots adjacent to Bellegrave Avenue. If any residential structures are two stories high, then windows facing Bellegrave Avenue would need upgraded sound-rated glazing products and the rooms would need supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading and site	Prior to occupancy.	Planning Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	dB to 63.0 dB through construction of a 6-foot high sound wall.	plans. The report shall be reviewed and approved by the Planning Department prior to building permit issuance to ensure that City standards are maintained (45 dB CNEL interior and 65 dB CNEL exterior).			
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards. This mitigation measure reduces impacts from 71.0 dB to 64.1 dB through construction of a 6-foot high sound wall.	**MM Noi 5:** A sound wall at least 6 feet high shall be constructed along perimeter lots adjacent to Merrill Avenue. If any residential structures are two stories high, then windows facing Merrill Avenue would need upgraded sound-rated glazing products and the rooms would need supplemental ventilation. A final acoustical report shall be submitted to address wall heights based on final grading and site plans. The report shall be reviewed and approved by the Planning Department prior to building permit issuance to ensure that City standards are maintained (45 dB CNEL interior and 65 dB CNEL exterior).	Prior to occupancy.	Planning Department	Less than Significant
Noise	The project will expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards. This mitigation measure reduces impacts to interior noise levels to 45 dB CNEL or better through the adherence to City of Ontario standards.	**MM Noi 6:** Architectural plans shall be submitted to the City of Ontario for an acoustical plan check prior to the issuance of building permits to assure that second story windows are upgraded for sound reduction and proper ventilation systems are incorporated. Plans shall include a final acoustical report to be reviewed and approved by the Planning Department prior to building permit issuance to ensure that City standards are maintained (45 dB CNEL interior and 65 dB CNEL exterior).	Prior to occupancy.	Planning Department	Less than Significant
Noise	The project will result in a	**No feasible mitigation.**			Cumulative

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.				Significant
Population/Housing	Increase population.	None	N/A	N/A	N/A
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure reduces impacts related to fire hazards through the use of fire retardant or inflammable roofing materials.	**MMServ 1:** To reduce fire hazards, wood-shingled and shake-shingled roofs are prohibited.	Building plan approval.	Building and Fire Departments	Less than Significant
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure reduces impacts related to fire hazards through adherence to City of Ontario standards.	**MM Serv 2:** To reduce fire hazards, adequate fire hydrant locations and water main sizes shall meet standards established by the City of Ontario Fire Department and reviewed and implemented by the Engineering Department.	Prior to tentative approval.	Fire Department	Less than Significant
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure reduces impacts related to fire hazards through adherence to City of Ontario standards.	**MM Serv 3**: To reduce fire hazards, adequate fire flow pressure shall be provided for residential areas and non-residential projects in accordance with currently adopted City standards.	Prior to occupancy.	Fire Department	Less than Significant
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure would reduce impacts to	**MM Serv 4:** To reduce fire hazards, adequate water supply shall be provided as approved by the Fire Department prior to the framing stages of construction.	Prior to Building permits.	Building Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	fire protection services and future residents through the assurance that adequate water supply is maintained prior to the framing stages and throughout construction.				
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure reduces impacts related to fire hazards through adherence to City of Ontario standards.	**MM Serv 5:** To reduce fire hazards, houses located on cul-de-sacs longer than 300 feet shall be constructed with residential fire sprinklers.	Prior to Building permits.	Planning and Building Departments	Less than Significant
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure would reduce impacts to fire protection services and future residents through the assurance that adequate access shall be maintained prior to the framing stages and throughout construction.	**MM Serv 6:** To reduce fire hazards, access roadways designed in accordance with Fire Department standards to within 150' of all structures, shall be provided prior to the framing stages of construction. This access is to be maintained in an unobstructed manner throughout construction.	Prior to construction.	Planning Department	Less than Significant
Public Services and Recreation	The project could result in impacts to public services. This mitigation measure would reduce impacts through the payment of library, police, and fire department fees commensurate with the number of required	**MM Serv 7:** To mitigate for potential impacts to library, police, and fire departments, the developer shall pay library, police, and fire service development impacts fees.	Prior to occupancy.	Planning Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	number of residents/units.				
Public Services and Recreation	The project could result in impacts to fire services. This mitigation measure would reduce impacts to fire protection services and future residents through the assurance that a fire station located close enough to the project to provide a five minute response time is operational prior to occupancy.	**MM Serv 8:** To reduce the risks associated with inadequate fire service, one of the two fire stations described above (Edison/Archibald or Edison/Mill Creek) shall be in operation prior to the issuance of the first certificate of occupancy within the Esperanza Specific Plan area. The details of where and how this will be accomplished shall be included in the development agreement between the City and the developer. Potential impacts associated with the construction of these stations is evaluated in the EIRs prepared for their respective GPA Subareas.	Prior to occupancy in Development Agreement.	Planning Department	Less than Significant
Public Services and Recreation	The project could result in impacts to schools. This mitigation measure would reduce impacts through the provision of an elementary school site and payment of school fees.	**MM Serv 9:** The developer shall pay school fees or otherwise meet project obligations to schools, as approved by Mountain View School and Chaffey Joint Union High School Districts.	Prior to occupancy.	Planning Department	Less than Significant
Public Services and Recreation	The project could result in impacts to parks. This mitigation measure would reduce impacts through the payment of parks fees commensurate with the number of required park acres.	**MM Serv 10:** To adequately address the need for recreation within the City, park development impact fees, Quimby fees, and/or developed parkland shall be provided to the City commensurate with the requirements of the General Plan equivalent to 24 acres total. The park fees shall be paid on a pro-rata share as building permits are issued in accordance with the negotiated DIF agreement. (Note: parkland shall be provided to the City commensurate with the requirements of the General Plan equivalent to 25 acres, if 46 additional homes are built	Prior to occupancy.	Planning Department	Less than Significant

Impact Category	Impact / How Impact Reduced	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		in lieu of the school.)			
Public Services and Recreation	The project could result in impacts to parks. This mitigation measure would reduce impacts through the construction of parks commensurate with the number of occupied housing units.	**MM Serv 11:** To ensure adequate parks are built commensurate with development, the pocket park located within Planning Area 9 of the Esperanza Specific Plan shall be constructed no later than the issuance of certificates of occupancy for 50% of the units within Planning Areas 8, 9 and 10 combined; the pocket park located within Planning Area 7 of the Esperanza Specific Plan shall be constructed no later than the issuance of certificates of occupancy for 50% of the units within Planning Areas 6 and 7 combined; the pocket park located within Planning Area 5 of the Esperanza Specific Plan shall be constructed no later than the issuance of certificates of occupancy for 50% of the units within Planning Areas 4b and 5 combined; the 5-acre Neighborhood Park shall be constructed no later than the issue of the certificates of occupancy for 50% of the units within Planning Areas 1, 2, 3, and 4a combined.	Prior to occupancy.	Planning Department	Less than Significant

Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets. This mitigation measure reduces impacts to LOS D or better through construction of improvements listed in this measure.	**MM Trans 1:** Install traffic signal at the intersection of Mill Creek Avenue/Merrill Avenue with the following geometrics: Northbound: One left-turn lane. One shared through and right-turn lane. Southbound: One left-turn lane. One shared through and right-turn lane. Eastbound: One left-turn lane. One shared through and right-turn lane. (These developments to be constructed by development located west of the Specific Plan.) Westbound: One left-turn lane. One shared through and right-turn lane.	Prior to occupancy.	Engineering Department	Less than Significant
Transportation / Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 2:** Install traffic signal at the intersection of Project Street (W)/Merrill Avenue with the following geometrics: Northbound: One shared left, through and right-turn lane. Southbound: One shared left, through and right-turn lane. Eastbound: One left-turn lane. One shared through and right-turn lane. Westbound: One left-turn lane. One shared through and right-turn lane.	Prior to occupancy.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	This mitigation measure reduces impacts to LOS C or better through construction of improvements listed in this measure.				
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets. This mitigation measure reduces impacts to LOS C or better through construction of improvements listed in this measure.	**MM Trans 3:** Install traffic signal at the intersection of Project Street (E)/Merrill Avenue with the following geometrics: Northbound: One shared left, through and right-turn lane. Southbound: One shared left, through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.	Prior to occupancy.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for	**MM Trans 4:** Install traffic signal at the intersection of Milliken/Hamner Avenue/Merrill Avenue with the following geometrics: Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Southbound: One left-turn lane. Three through lanes. One right-turn lane.	Prior to occupancy.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets. This mitigation measure reduces impacts to LOS D or better through construction of improvements listed in this measure.	Eastbound: Two left-turn lanes. One shared through and right-turn lane. Westbound: (This leg of the intersection to be constructed by development in Riverside County.) One left-turn lane. One shared through and right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets. This mitigation measure reduces impacts to LOS C or better through construction of improvements listed in this measure.	**MM Trans 5**: Install traffic signal at the intersection of Mill Creek Avenue/ Bellegrave Avenue with the following geometrics (Note: Riverside County encroachment permits required for some improvements.): Northbound: One shared left, through and right-turn lane. Southbound: One shared left, through and right-turn lane. Eastbound: One left-turn lane. One shared through and right-turn lane. Westbound: Two left-turn lanes. One shared through and right-turn lane.	Prior to occupancy.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of	**MM Trans 6:** Modify the intersection of Milliken/Hamner Avenue/Bellegrave Avenue to include the following geometrics	Prior to occupancy.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets. This mitigation measure reduces impacts to LOS D or better through construction of improvements listed in this measure.	(Note: Riverside County encroachment permits required for some improvements.): Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Southbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two through lanes. One right-turn lane.			
Transportation/ Traffic	Increased hazard due to design feature. This mitigation measure reduces impacts related to obstructed sight distances at intersections through adherence to City of Ontario standards.	**MM Trans 7:** Sight distance at the project entrance roadways should be reviewed with respect to the City of Ontario Standard Drawing for Sight Distance in effect at the time of preparation of final grading, landscape and street improvement plans.	Prior to grading permit.	Engineering Department	Less than Significant
Transportation/ Traffic	Increased hazard due to design feature. This mitigation measure reduces impacts related to poor or inconsistent traffic signs/striping through adherence to City of Ontario standards.	**MM Trans 8:** Signing/striping should be implemented in conjunction with detailed construction plans for the project site.	Prior to approval of street improvement plans.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Transportation/ Traffic	Increased hazard due to design feature. This mitigation measure reduces impacts related to intersection design, median openings and traffic signal spacing through adherence to City of Ontario standards.	**MM Trans 9:** Intersection, median opening and traffic signal spacing shall be in accordance with the City of Ontario New Model Colony Access Guidelines.	Prior to approval of street improvement plans.	Engineering Department	Less than Significant
Transportation/ Traffic	Increased hazard due to design feature. This mitigation measure reduces impacts due to insufficient or unsafe access through construction of improvements listed in this measure.	**MM Trans 10:** Construction of full width of internal roadways and part width of the following roadways shall comply with City of Ontario Standards: • Construct partial width improvements on the easterly side of Mill Creek Avenue at its ultimate cross-section as a collector street (88' right-of-way) adjacent to project boundary line. • Construct partial width improvements on the westerly of Milliken/Hamner Avenue at its ultimate cross-section as a divided arterial parkway 1 (140' or more right-of-way) adjacent to project boundary line. • Construct partial width improvements on the northerly side of Bellegrave Avenue at its ultimate cross-section as a standard arterial (100' right-of-way) adjacent to project boundary line.	Prior to occupancy.	Engineering Department	Less than Significant
Transportation/ Traffic	Conflict with plans for alternative modes of transportation. This mitigation measure reduces single occupancy	**MM Trans 11:** In order to provide alternative modes of transportation and reduce vehicle trips, the City shall work with Omnitrans to develop additional routes and service to the project area.	Prior to Certificate of Occupancy in final phase.	Planning Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	vehicle trips through the provision of bus service near the project site.				
Transportation/ Traffic	Conflict with plans for alternative modes of transportation. This mitigation measure reduces single occupancy vehicle trips through the provision of a TSM Program.	**MM Trans 12:** In order to ease traffic flow, reduce trips, and implement GPA for the NMC Final EIR mitigation measures, the City shall establish a Transportation System Management (TSM) Program with the goal of reducing vehicle trips to and from land uses within the City, and particularly focusing on the reduction of drive-alone vehicle use in work commuting.	Prior to Certificate of Occupancy in final phase.	Planning Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets. This mitigation measure reduces to less than significant impacts to LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets through	**MM Trans 13:** The project will participate in the cost of off-site improvements through fair-share payment of the Development Impact fee as established by the City of Ontario. These fees should be collected and utilized as needed by the City to construct the improvements necessary to maintain the required level of service.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	the payment of fair-share fees to construct MM Trans 14 through MM Trans 32.				
The following Mitigation Measures have been identified to reduce the cumulative traffic impacts to a less than significant level and are required to attain the required LOS of intersections in the project area. The project will either install these improvements or pay their fair share mitigation fee, as determined by the City Engineer. The following mitigation measures reduce to less than significant, when the improvements below are complete, impacts to LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets through the payment of fair-share fees. Temporary impacts may be significant due to the timing of the project and the timing of the improvements listed below.					
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 14:** Reconfigure Milliken Avenue / SR 60 WB Ramps to include the following geometrics: Northbound: Two left turn lanes and two through lanes. Southbound: Two through lanes and one right-turn lane. Eastbound: NA Westbound: One left-turn lane. One shared left and through lane. One right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for	**MM Trans 15:** Reconfigure Milliken Avenue / SR 60 EB Ramps to include the following geometrics: Northbound: Three through lanes. One right-turn lane. Southbound: One left turn lane. Three through lanes. Eastbound: One shared left and through lane. One through lane. Two right-turn lanes. Westbound: NA Westbound: One left-turn lane. Two through lanes. One right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	residential streets.				
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 16:** Reconfigure Milliken/ Hamner Avenue / Riverside Avenue intersection to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared right-turn and through lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Two through lanes. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 17:** Reconfigure Milliken/ Hamner Avenue/Chino Avenue intersection to include the following geometrics: Northbound: Two left-turn lanes. Two through lanes. One shared right-turn and through lane. Southbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of	**MM Trans 18:** Install traffic signal at the intersection of Archibald Avenue/Schaefer Avenue and configure with the following	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	geometrics: Northbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Southbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Eastbound: One shared through and left-turn lane. One through lane. One shared through and right-turn lane. Westbound: One shared through and left-turn lane. One through lane. One shared through and right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 19:** Reconfigure Archibald Avenue/Edison Avenue intersection to include the following geometrics: Northbound: Two left-turn lanes. Four through lanes. One right-turn lane. Southbound: Two left-turn lanes. Four through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. Two shared right-turn/shared lanes. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for	**MM Trans 20:** Install traffic signal at the intersection of Schaefer Avenue/Edison Avenue and reconfigure with the following geometrics: Northbound: NA Southbound: One shared left and right-turn lane. Eastbound: One left-turn lane. One through lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	Westbound: One through lane. One shared through and right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 21:** Install traffic signal at the intersection of Haven Avenue/Edison Avenue and reconfigure with the following geometrics: Northbound: One left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One left-turn lane. One through lane. One right-turn lane. Eastbound: Two left-turn lanes. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 22:** Install traffic signal at the intersection of Archibald Avenue/Merrill Avenue and reconfigure with the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared through and right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: Two left-turn lanes. One through lane. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 23:** Install traffic signal at the intersection of Haven Avenue/Merrill Avenue and reconfigure with the following geometrics: Northbound: One left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. Two through lanes. One shared through and right-turn lane. Westbound: One left-turn lane. Two through lanes. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 24:** Install traffic signal at the intersection of Mill Creek (Cleveland) Avenue/Merrill Avenue and reconfigure with the following geometrics Northbound: One left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard	**MM Trans 25:** Install traffic signal at the intersection of Project Street West/Merrill Avenue and reconfigure with the following geometrics:	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	Northbound: One shared through and left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One shared through and left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 26:** Install traffic signal at the intersection of Project Street East/Merrill Avenue and reconfigure with the following geometrics: Northbound: One shared through and left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS	**MM Trans 27:** Install traffic signal at the intersection of Milliken/Hamner Avenue/Merrill Avenue and reconfigure with the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared through and right-turn lane. Southbound: One left-turn lane. Three			

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	through lanes. One right-turn lane. Eastbound: Two left-turn lanes. One through lane. One shared through and right-turn lane. Westbound: One left-turn lane. One through lane. One shared through and right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 28:** Install traffic signal at the intersection of Mill Creek (Cleveland) Avenue/Bellegrave Avenue and reconfigure with the following geometrics: Northbound: One shared left-turn lane. One through lane. One shared through and right-turn lane. Southbound: One shared through and left-turn lane. One through lane. One shared through and right-turn lane. Eastbound: One left-turn lane. One through lane. One shared through and right-turn lane. Westbound: Two left-turn lanes. One through lane. One shared through and right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for	**MM Trans 29:** Reconfigure Milliken/Hamner Avenue/Bellegrave Avenue intersection to include the following geometrics: Northbound: One left-turn lane. Three through lanes. One shared through and right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One shared through and right-turn lane. Eastbound: One left-turn lane. Two through lanes. One right-turn lane. Westbound: Two left-turn lanes. Two	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	residential streets.	through lanes. One right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 30:** Reconfigure Hamner Avenue/Limonite Avenue intersection to include the following geometrics: Northbound: Two left-turn lanes. Three through lanes. One right-turn lane. Southbound: Two left-turn lanes. Three through lanes. One right-turn lane. Eastbound: Two left-turn lanes. Three through lanes. One right-turn lane. Westbound: Two left-turn lanes. Three through lanes. One right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**MM Trans 31:** Reconfigure I-15/Limonite SB Ramps to include the following geometrics: Northbound: NA Southbound: One left-turn lane. One shared left, through, and right-turn lane. One right-turn lane. Eastbound: Three through lanes. One right-turn lane. Westbound: Three through lanes. One free-right-turn lane.	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard	**MM Trans 32:** Reconfigure I-15/Limonite NB Ramps to include the following geometrics: Northbound: One left-turn lane. One shared	Prior to Certificate of Occupancy in final phase.	Engineering Department	Less than Significant

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

	established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	left, through, and right-turn lane. One right-turn lane. Southbound: NA. Eastbound: Three through lanes. One free right-turn lane. Westbound: Three through lanes. One right-turn lane.			
Transportation/ Traffic	The project will exceed, either individually or cumulatively, the level of service standard established by the county congestion management agency for designated roads or highways – LOS D or better for intersections during peak hours for collector and arterial roadways and LOS C or better for residential streets.	**No Feasible Mitigation**			Temporary Cumulative Significant Impacts associated with temporary interim conditions until all GPA for the NMC roadways are built and the I-15/Limonite Avenue ramps.

The applicant shall pay their proportionate share (prior to building permit issuance) for or install (prior to occupancy of any structure) the above transportation improvements needed to serve the project. The determination of whether the payment of proportionate share or installation of the improvements is required shall be made by the City Engineer at the time of Tentative Tract Map approval. The method for determining proportionate share is identified in the Traffic Impact Analysis.

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
Utilities/Service Systems	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This mitigation measure would reduce potential impacts due to lack of sewer system through the construction of on-site and off-site sewer systems to connect to the Archibald Truck Sewer. This mitigation measure would reduce potential impacts due to lack of water system through construction of on-site and off-site pipes needed to connect to the Phase I Master Plan Water System.	**MM Util 1:** To provide adequate water and sewer service, all water and sewer pipelines within and adjacent to the project boundaries, as required and conditioned to serve the associated Tentative Tract Maps, shall be constructed by the developer based on the NMC Infrastructure Master Plans phased by tract and to the satisfaction of the City.	Prior to occupancy.	Engineering and Public Works Departments	Less than Significant
Utilities/Service Systems	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This mitigation measure	**MM Util 2:** To ensure that adequate sewer facilities are in place to serve the proposed project, the Archibald trunk sewer line off-site connection to the IEUA Kimbal Avenue interceptor shall be completed by IEUA and operational prior to the City of Ontario's issuance of the first certificates of occupancy. The applicant shall participate on a fair share basis in the development of the necessary sewer facilities.	Prior to occupancy.	Engineering and Public Works Departments	Less than Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	would reduce potential impacts due to lack of sewer system through the construction of the IEUA Kimbal Avenue interceptor.				
Utilities/Service Systems	Have insufficient water or energy supplies available to serve the project from existing entitlements and resources, or require new or expanded This mitigation measure would reduce potential impacts due to lack of adequate water supply through construction of needed facilities prior to occupancy.	**MM Util 3:** To ensure adequate water service to the project, off-site water lines, tanks, interconnectors and other facilities required in the Water Master Plan for the Francis loop to provide water to the site shall be constructed by the City and be in place and operational prior to the City of Ontario's issuance of the first certificate of occupancy. The applicant shall participate on a fair share basis in the development of these off-site facilities.	Prior to occupancy.	Engineering and Public Works Departments	Less than Significant
Utilities/Service Systems	Result in adverse impacts to natural gas or other dry utility systems. This mitigation measure would reduce potential loss or damage to dry utilities through determining where they are located and avoiding.	**MM Util 4:** To mitigate for possible conflicts with existing utilities, prior to obtaining grading permit(s), the project proponent shall coordinate with the applicable natural gas, electrical, and telephone utility providers for the project site to ensure that all existing underground and overhead lines are not damaged during project construction.	Prior to grading permit.	Engineering and Public Works Departments	Less than Significant
Utilities/Service Systems	Have insufficient water or energy supplies available to serve the project from existing entitlements and resources, or require new or expanded This mitigation measure would reduce impacts to	**MM Util 5:** To reduce the quantity of energy used and to conserve water resources, the project developer and City of Ontario should work to include sustainable systems for use of water and energy within the project design. <u>One source of assistance in this regard is Southern California Gas Company Commercial/ Industrial Support</u>	Prior to grading permit.	Engineering and Public Works Departments	Less than Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
	water and energy supplies through conservation measures such as sustainable development and design practices.	Center at 1-800-GAS-2000, which should be contacted at the time of development of the commercial center located within the project.			
Utilities/Service Systems	Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements. This mitigation measure would reduce impacts to the water supply through reuse of treated water for landscaping purposes.	**MM Util 6:** To reduce the need for potable water and ensure adequate water supply, the project applicant shall plan and construct a dual pipe system to supply recycled water when available in the future (GP Policy 5.1.4). An Engineer's Report approved by the City and the Department of Health Services is required prior to the use of recycled water.	Prior to grading permit.	Engineering and Public Works Departments	Less than Significant
Utilities/Service Systems	Result in risks associated with improperly abandoned wells and the potential need for temporary water supplies This mitigation measure would reduce impacts through adherence to well abandonment regulations, and plans for the provision of temporary water supplies.	**MM Util 7:** To reduce risks associated with improperly abandoned wells and the potential need for temporary water supplies, all existing agricultural wells on the project site will be destroyed/ abandoned per the California Department of Water Resources Standards (Bulletin 74-90). A well use/destruction plan and schedule for all existing agricultural wells on the project site shall be prepared and submitted for approval, prior to the issuance of grading permits. This plan shall also include a temporary water supply plan, as applicable, in order to avoid potential significant temporary impacts resulting from the disruption of current water supply through the abandonment of on-site wells. Construction of any temporary pipes or facilities needed to provide water to the	Prior to grading permit.	Engineering and Public Works Departments	Less than Significant

Impact Category	Impact	Mitigation Measure	Implementation Timing	Responsible Party	Project-Specific Impact After Mitigation
		existing uses which are to temporarily remain shall be installed per City requirements at the developer's expense.			
Utilities	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	**No feasible mitigation.**			Cumulative Significant