

**FINAL
ENVIRONMENTAL IMPACT REPORT
(SCH No. 2006091039)**

ONTARIO GATEWAY SPECIFIC PLAN PROJECT

Prepared for:

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FINAL ENVIRONMENTAL IMPACT REPORT

F.1 INTRODUCTION TO FINAL EIR

This Final Environmental Impact Report (Final EIR) for the Ontario Gateway Specific Plan Project (SCH # 2006091039) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State guidelines for implementation of CEQA. The public comment period for the Draft Environmental Impact Report (Draft EIR) began February 13, 2007 and ended March 29, 2007.

The Final EIR consists of:

- (a) Revisions to the Draft EIR;
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- (c) A list of persons, organizations and public agencies commenting on the Draft EIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

The Final EIR is comprised of the Comments and Responses sections, the revised Draft EIR text and the technical appendices and constitutes the whole of the EIR as defined by CEQA Guidelines Section 15162.

F.2 REVISIONS TO THE DRAFT EIR

Revisions to the Draft EIR in response to comments and a revised Traffic Impact Assessment (TIA) have been made. The actual pages with revisions are included and the revisions are highlighted by a double underline for new text and strike through for ~~deleted text~~. These revisions do not represent any significant new information nor would it significantly alter the findings of the lead agency, such that recirculation of the Draft EIR is required. In addition, Table 2-2, Summary of Impacts and Mitigation Measures/Regulatory Requirements for the Proposed Project and the Mitigation Monitoring Program (Chapter 8.0 of DEIR) have been included herein.

As a result of comments received and changes to the project name identified above, the following provides a summary of the revisions that have been made to the Draft EIR.

1. Section 4.2 has been revised as follows:

- Pages 4.2-22, to add Mitigation Measure HWQ-4:

Mitigation Measure AQ-4

Reduce NO_x and VOC with the implementation of the following measures:

NO_x

- *Provide dedicated turn lanes for movement of construction trucks and equipment on- and off- site; and*
- *Alternative fueled off-road equipment; and*
- *Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1; and*
- *Reroute construction haul trucks away from congested streets or sensitive receptor areas; and*
- *Improve traffic flow by signal synchronization; and*
- *Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow; and*
- *Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

VOC

- *Use required coatings and solvents with a VOC content lower than required under Rule 1113.*

2. Section 4.11 has been revised as follows: The Revised TIA is available for review at the City of Ontario Planning Department or a copy can be provided upon request to Mr. Richard Ayala.

- Pages 4.11-3, Table 4.11-1 to make the requested change.

**Table 4.11-1
Existing Intersection Delay and Level of Service**

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour Delay-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Archibald Avenue (NS) at: East Airport Drive (EW)	TS	2	3	0	2	2	1	2	3	0	1	3	2>	32.1-C	33.9-C
Haven Avenue (NS) at: Arrow Route (EW)	TS	2	3	1>	2	3	0	2	2	1>	2	2	0	29.7-C	94.8-F
8 th Avenue (EW)	CSS	0	3	0	0	3	0	0	0	1	0	0	0	14.0-B	15.2-C
6 th Avenue (EW)	TS	2	3	0	2	3	0	1	2	1	1	2	1	22.7-C	23.9-C
4 th Avenue (EW)	TS	2	3	1>>	2	3	0	2	2	0	2	2	1	30.4-C	43.5-D
Inland Empire Boulevard (EW)	TS	2	4	1>>	2	4	1>>	2	2	2>	2	2	1>>	38.2-D	62.2-E
I-10 Freeway WB Ramps (EW)	TS	0	4	1>>	0	3	2>>	0	0	0	1	0	2	15.5-B	12.1-B
I-10 Freeway EB Ramps (EW)	TS	0	4	1>>	0	4	1>>	2	0	1	0	0	0	17.6-B	16.0-B
Guasti Road (EW)	TS	2	4	0	2	4	1	2	1	1	1	1	1	27.0-C	41.1-D
East Airport Drive (EW)	TS	2	4	1	2	4	1	2	2	0	2	2	1>	38.5-D	34.9-C
Jurupa Street (EW)	TS	1	4	1	1	4	1>>	2	3	1	2	2	1>	36.8-D	43.1-D
Mission Boulevard (EW)	TS	1	3	1	1	3	1	2	3	1	2	3	1	36.0-D	44.1-D
SR-60 Freeway WB Ramps (EW)	TS	2	3	0	0	3	1	0	0	0	2	0	1>>	7.4-A	15.1-B
SR-60 Freeway EB Ramps (EW)	TS	0	2	1	2	3	0	2	0	1	0	0	0	18.1-B	14.2-B
Milliken Avenue (NS) at: I-10 Freeway WB Ramps/Ontario Mills Parkway (EW)	TS	2	4	1>	2	4	1>	2	1	1	2	2	1	37.3-D	44.2-D
I-10 Freeway EB Ramps (EW)	TS	2	4	0	0	4	1>	2	0	1	0	0	0	13.6-B	13.0-B
Guasti Road (EW)	TS	1	3	0	2	3	1>>	2	1	0	1	1	1>>	30.6-C	34.4-C
East Airport Drive (EW)	TS	1	3	0	1	3	1>	2	2	1	1	2	0	31.2-C	32.2-C
Jurupa Street (EW)	TS	2	3	1	2	3	1>	2	3	1>	2	3	0	28.1-C	31.7-C
Etiwanda Street (NS) at: Valley Boulevard (EW)	TS	0	3	1	2	3	0	0	0	0	2 3	0	1	14.3-B	14.6-B

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L=Left; T=Through; R=Right; >=Right Turn Overlap; >>=Free Right Turn
2. Delay and LOS calculated using the following analysis software: Traffix, Version 7.8.0115 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with traffic signal or all way stop control.. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown
3. TS=Traffic Signal; CSS=Cross Street Stop

F.3 PERSONS, ORGANIZATIONS AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

The public comment period for the Draft EIR ended March 29, 2007. A total of 5 comment letters were received. These are listed in Table 9-1 of Chapter 9.0 Public Comments and Responses. Comment letters received and the City’s responses are provided in their entirety in Chapter 9.0.

F.4 DISPOSITION OF THE FINAL EIR

Upon certification of the Final EIR, adoption of the Mitigation Monitoring and Reporting Program (MMRP), and approval of the project, the City will file a Notice of Determination (NOD) with the San Bernardino County Clerk.

The Final EIR used to support implementation of the Ontario Gateway Specific Plan Project will be compiled with the Draft EIR and other pertinent documents (NOD, staff reports, etc.) and will be kept on file at the City. The Final EIR, including the Mitigation Monitoring Program, will be consulted during each phase of the project to ensure that implementation of mitigation measures occurs at the appropriate time.

CHAPTER 8.0
MITIGATION MONITORING AND
REPORTING PROGRAM

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Aesthetics and Visual Quality	Implementation of the proposed Ontario Gateway Specific Plan would result in new sources of increased lighting and glare.	<p>AVQ-1: Lighting fixtures constructed as part of new developments shall be oriented and focused onto the specific onsite location intended for illumination (e.g., parking lots, driveways, and walkways and shielded away from adjacent sensitive uses (e.g., hospitals) and public rights-of-way to minimize light spillover onto off-site areas.</p> <p>AVQ-2: Ensure that lighting spillover onto adjacent sensitive uses (e.g., hospitals) shall be reduced by minimizing interior nighttime lighting of new developments.</p> <p>AVQ-3: Where appropriate and feasible, project design features shall be incorporated to shield light and/or glare from vehicles entering or exiting parking lots and structures that face sensitive uses (e.g., hospitals) by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.</p> <p>AVQ-4: Where appropriate and feasible, project design features shall be incorporated to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interference with vehicular traffic.</p> <p>AVQ-5: To the extent feasible, driveways shall be located and oriented into parking lots, parking structures, and subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses.</p>	Prior to the issuance of building permits	Planning Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Aesthetics and Visual Quality (Continued)		<p>AVQ-6: To the extent practical, the height of new lighting structures shall be minimized for surface parking areas, vehicular access ways, and walkways.</p> <p>AVQ-7: To the extent feasible, proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.</p>					
Air Quality	Development of the proposed Specific Plan would violate pollutant level thresholds of established by the SCAQMD during the construction phase.	<p>AQ-1: Comply with SCAQMD's Rules 402 and 403 as well as the following measures:</p> <ul style="list-style-type: none"> • Submit a fully executed Large Operation Notification (SCAQMD Form 403N) to the SCAQMD Executive Officer within 7 days of qualifying as a large operation; • Include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site; • Maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request. • Install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities. • Identify a dust control supervisor that is employed by or contracted with the property owner or developer, is on the site or available on-site within 30 	Throughout Construction	SCAQMD			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Air Quality (Continued)		<p>minutes during working hours, has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements, and has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and</p> <ul style="list-style-type: none"> • Notify the SCAQMD Executive Officer in writing within 30 days after the site no longer qualifies as a large operation. 					
Air Quality		<p>AQ-2: Reduce construction equipment emissions by implementing the following measures.</p> <ul style="list-style-type: none"> • Use low emission mobile construction equipment. The property owner/developer shall comply with CARB requirements for heavy construction equipment. • Maintain construction equipment engines by keeping them tuned. • Use low sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2. • Utilize existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. Construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours to the best extent when possible. 	On an on-going basis throughout the construction phase of the project.	SCAQMD			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Air Quality (Continued)		<ul style="list-style-type: none"> Develop a traffic plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation and satellite parking areas with a shuttle service.) 					
Air Quality		<p>AQ-3: Reduce ROG emissions with the implementation of the following measures to the greatest extent feasible:</p> <ul style="list-style-type: none"> Minimize the amount of paint used by using pre-coated, pre-colored and naturally colored building materials; and Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers where possible. <p>AQ-4: Reduce NOx and VOC with the implementation of the following measures:</p> <p>NOx</p> <ul style="list-style-type: none"> Provide dedicated turn lanes for movement of construction trucks and equipment on- and off- site; and Alternative fueled off-road equipment; and Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1; and Reroute construction haul trucks away from congested streets or sensitive receptor areas; and Improve traffic flow by signal synchronization; and Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow; and 	On an on-going basis throughout the construction phase of the project.	SCAQMD			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Air Quality (Continued)		<ul style="list-style-type: none"> Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site <u>VOC</u> <ul style="list-style-type: none"> Use required coatings and solvents with a VOC content lower than required under Rule 1113. 					
Air Quality	Development of the Specific Plan would increase vehicular travel to the site and increase urban land uses.	AQ-5: Transportation Demand Management measures <ul style="list-style-type: none"> Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides. Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways. Energy Efficient Measures <ul style="list-style-type: none"> Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant sensors. Install energy efficient street lighting. Capture waste heat and reemploy it in nonresidential buildings. Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits. Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure. Synchronize traffic signals. Introduce window glazing, wall insulation, and efficient ventilation methods. 	Submittal of plans prior to construction.	Planning Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Biological Resources	The project would result in the reduction of vegetation on-site that may be used as nesting sites.	BIO-1: To avoid incidental killing of birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code, scheduling initial grading and brush removal of any previously undisturbed habitat shall occur outside the breeding season. No vegetation removal should occur between early spring (February 15 March) and mid summer (15 July - August 30). If construction activities occur during the nesting season, a survey shall be conducted by a qualified expert within one week prior to removal of the trees. If active bird nests are found, impacts shall be avoided unless proper permits are obtained.	Grading and vegetation removal shall occur outside breeding season.	Planning Department			
Cultural Resources	Excavation during development may result in the disturbance of historic or archaeological resources.	CR-1: During grading activities the project site shall be monitored by an archaeologist to record and/or evaluate any resources that may be uncovered as a result of ground altering activities.	During site grading or any other earthmoving activities	Planning Department			
Cultural Resources	Excavation during development may result in the disturbance of previously unidentified human remains.	CR-2: In the event any evidence of human remains is uncovered, the County Coroner shall be notified within 24 hours and permitted to assess the origin of the remains. If the remains are determined to be of Native American origin, the Native American Heritage Commission shall be notified and permitted to name the Most Likely Descendant (MLD).	During site grading or other construction activities	San Bernardino County Coroner			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Geology and Soils	The City of Ontario is subject to high winds between September and April. The project site lies within a designated "Soil Erosion Control Area."	GS-1: Prior to issuance of grading permits, the applicant shall submit a detailed Dust Control Plan in compliance with the City of Ontario Building Department and obtain all required permits from necessary agencies.	Prior to issuing grading permits.	Building Department			
Hazards and Hazardous Materials	The proposed project may include a hospital that would involve transportation, use, storage, and/or disposal of hazardous materials (medical waste).	HAZ-1: In addition to complying with all State and local regulations the applicant will be required to prepare a Medical Waste Management Plan per the County Waste Management Division.	Prior to issuance of Certificate of Occupancy for any Hospital-related use	Public Works Department/ Planning Department			
Hazards and Hazardous Materials	The proposed project may include auto related uses that would involve transportation, use, storage, and/or disposal of hazardous materials (petroleum products).	HAZ-2: Prior to issuance of occupancy permits, the applicant will be required to comply with all State and local regulations including preparation of a Business/Emergency Contingency Plan.	Prior to issuance of Certificate of Occupancy for any auto-related use.	Planning Department			
Hazards and Hazardous Materials	The proposed project includes demolition of buildings that may contain lead-based paint and asbestos.	HAZ-3: Prior to the issuance of a demolition or building permit the applicant shall prepare an updated Asbestos Survey and Lead Inspection reports as the 2003 analysis have lapsed over one calendar year. The applicant will be required to comply with the findings of the analysis.	Prior to issuance of demolition permit	Planning Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Hazards and Hazardous Materials	The project site is located within two miles of LA/Ontario International Airport. The project may include a heliport which may interfere with Airport approach and departure flight patterns.	HAZ-4: Construction contractors shall keep the flight approach and departure path within the Specific Plan area free of obstructions.	Throughout construction	Planning Department			
Hazards and Hazardous Materials	The proposed project could impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan resulting in a significant impact.	<p>HAZ-5: Guasti Road shall terminate in a cul de sac at the eastern boundary of the project site, as required and approved by the City of Ontario Fire Department, until a through connection is established.</p> <p>HAZ-6: The construction contractors for future projects within the Ontario Gateway Specific Plan area shall notify the City of Ontario Police Department, Fire Department, Public Works Department—Traffic and Transportation Division, and the City Planning Department when project activities shall impede movement (such as road or lane closures) along roads within the Specific Plan area in order to allow for these first emergency response teams to reroute traffic to an alternative route, if needed. Notification will occur well in advance allowing time for the appropriate City departments to act accordingly. Consultation with the City will dictate the amount of time necessary to give notice of such an event.</p>	<p>Prior to Issuance of First Certificate of Occupancy for the project.</p> <p>Throughout construction of the project.</p>	<p>Fire Department</p> <p>Planning Department</p>			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Hazards and Hazardous Materials (Continued)		HAZ-7: The construction contractors for future projects within the Ontario Gateway Specific Plan area shall keep at least one lane of traffic open at all times within the Specific Plan area in order to allow for movement of emergency response teams to and through the project site, if needed.	Throughout construction of the project	Planning Department			
Hydrology and Water Quality	Construction activities associated with the proposed Specific Plan would alter the drainage pattern of the site, increasing on-site flow by changing the impermeable surfaces on-site.	HWQ-1: Prior to issuance of grading permits, the applicant shall submit a detailed storm water drainage plan that includes design drawings for the drainage facilities that would capture, hold and/or convey storm water through the site. The plans shall meet the minimum criteria that the flow downstream of the site would match pre-construction discharge rates, quantity and locations. The plans shall be subject to approval of the City of Ontario Public Works Department.	Prior to issuance of grading permits	Public Works Department			
Hydrology and Water Quality	During storm events, construction activities, particularly vegetation removal, grading and excavation, could affect the amounts of sediments and suspended solids leaving the site ultimately affecting water quality down stream.	HWQ-2: Prior to the issuance of the grading permit, the applicant shall prepare a SWPPP which satisfies NPDES and all area wide permitting requirements. The applicant shall comply with NPDES requirements and the SWPPP and employ BMPs identified in the SWPPP during all phases of construction. BMPs shall be shown on all construction drawings and grading plans.	Prior to issuance of grading permits	Public Works Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Hydrology and Water Quality	Development of vacant land within the project site would result in new quantities of urban pollutants entering the local drainages thereby creating or contributing runoff water which would provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality, and violate any water quality standards or waste discharge requirements.	HWQ-3: Prior to issuance of grading permits, the Applicant must prepare a Water Quality Management Plan and file a Notice of Intent (NOI) to comply with RWQCB requirements for storm water discharge, including a full description of the discharge and a demonstration of compliance with EPA-specified effluent limits.	Prior to issuance of grading permits	Public Works Department			
		HWQ-4: Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.	Prior to the issuance of grading permits	Planning Department			
Noise	The surrounding land uses may be subject to noise levels in excess of the City Noise Standards during operation of the Specific Plan both due to increased traffic and on-site activities.	N-1: Prior to issuance of building permits, City staff shall review the proposed designs for location and type of mechanical equipment and location of any auto repair bays for the proposed auto dealership. If staff determines that these sources have the potential to exceed the City's Noise Ordinance criteria, a detailed noise assessment shall be prepared to ensure that these sources do not violate the Noise Ordinance. The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with the Noise Ordinance	Prior to the issuance of building permits	Planning Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Traffic and Circulation	The proposed project would increase vehicle trips, and affect the level of service along arterial roadways and intersections.	TC-1: Haven Avenue shall be constructed from the north project boundary to the south project boundary at its ultimate half-section width as a Divided Arterial (120+ foot right-of-way) including landscaping and parkway improvements in conjunction with the development.	Prior to Issuance of First Certificate of Occupancy for the project.	Engineering Department			
		TC-2: Guasti Road shall be constructed from Haven Avenue to its existing terminus at its ultimate cross-section width including landscaping and parkway improvements in conjunction with the development.	Prior to Issuance of First Certificate of Occupancy for the project.	Engineering Department			
		TC-3: On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.	Prior to Issuance of First Certificate of Occupancy for the project.	City Engineer/ Planning Department			
		TC-4: The proposed project shall contribute towards the cost of necessary study area improvements on a fair share or “pro-rata” basis as determined by the City Engineer.	Prior to issuance of building permits	City Engineer			
		TC-5: The City of Ontario shall periodically review traffic operations in the vicinity of the proposed project once the project is constructed to assure that the traffic operations are satisfactory.	Upon build-out	City Engineer			
		TC-6: The project proponent shall contribute towards the cost of necessary off-site improvements as detailed in Section IV of the Traffic Impact Analysis, on a fair share or pro-rata basis as determined by the City Engineer.	Prior to issuance of building permits	City Engineer			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Traffic and Circulation (Continued)		<p>TC-7: The proposed project shall contribute on a fair share basis, through an adopted traffic impact fee program, in the implementation of the recommended intersection lane improvements, or in dollars equivalent to in lieu mitigation contributions, or in the implementation of additional capacity on parallel routes to offset potential impacts to Congestion Management Program intersections and freeway segments.</p> <p>TC-8: The proposed project shall include a traffic signal at the intersection of Project Central Driveway and Guasti Road, if necessary as determined by the City Engineer.</p>	Prior to the issuance of building permits	City Engineer			
Traffic and Circulation	The proposed project could result in inadequate parking.	TC-9: The proposed project shall provide sufficient parking spaces to meet City of Ontario parking code requirements in order to service on-site parking demand.	Prior to Issuance of First Certificate of Occupancy for the project.	Planning Department			
Public Utilities and Infrastructure	The proposed project would result in the development of more intense land uses than what currently exists on-site, and therefore would place additional demand on the existing sewer and wastewater treatment facility.	PU-1: Prior to submittal of building permits, a final sewer study shall be prepared and submitted to the City of Ontario for review and approval.	Prior to issuance of building permits	Public Works Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Public Utilities and Infrastructure	The proposed project would result in the development of more intense land uses than what currently exists on-site, resulting in additional demand on existing water resources.	PU-2: Prior to obtaining recycled water service, the user shall enter into a Recycled Water Use Agreement with the City. Recycled water use shall be subject to terms and conditions established in the agreement, and in accordance with Chapter 8C, Section 6-8.711 Conditions of Service, Municipal Code, and other applicable codes, rules and regulations. The procedures for obtaining recycled water service shall include: 1) submitting a recycled water service application, to include as-built drawings or proposed facility plans, and the description of recycled water use; 2) preparing an Engineering Report in accordance with State Department of Health Services (DHS) guidelines for review and approval by the City and DHS; 3) entering into a Recycled Water Use Agreement with the City, and pay applicable fees; and 4) scheduling a start-up test of on-site recycled water system.	Prior to obtaining recycled water	Public Works Department			
Public Utilities and Infrastructure	The proposed project would result in the development of more intense land uses than what currently exists on-site, and therefore would increase the burden on the existing solid waste system resulting in a potentially significant impact.	PU-3: Prior to the issuance of any demolition/building permit, the applicant shall submit a Construction & Demolition Recycling Plan to be prepared in accordance with Ordinance No. 2806, Article 6, Section 6-3.602. The report shall be submitted to the Director of Public Works/Community Service Agency and shall contain the following information: (1) The estimated and actual quantities of all construction waste and demolition debris listed in the construction and demolition recycling plan; (2) Copies of recycling receipts or other pertinent documentation that demonstrates waste diversion and	Prior to issuance of demolition/building permits	Public Works Department			

**Table 8-1
Mitigation Monitoring Program**

Impact Category	Impact/Issue	Mitigation Measure	Implementation Timing	Responsible Party	Verification of Compliance		
					Signature	Date	Remarks
Public Utilities and Infrastructure (Continued)		recycling in conformance with the approved construction and demolition recycling plan. Customers shall make reasonable efforts to ensure that all construction and demolition debris diverted by recycling or landfill are measured and recorded using the most accurate method of measurement available. To the extent practical, all construction and demolition debris shall be weighed by measurement on scales in compliance with all regulatory requirements for accuracy and maintenance. For construction and demolition debris for which weighing is not practical due to small size or other considerations, a volumetric measurement shall be used. For conversion of volumetric measurements to weight, customers shall use the standardized conversion rates approved by the City for this purpose; and (3) Any additional information the customer believes is relevant to determining its efforts to comply in good faith with this section.					

CHAPTER 9.0
PUBLIC COMMENTS AND
LEAD AGENCY RESPONSES

9.0 PUBLIC COMMENTS AND LEAD AGENCY RESPONSES

The public comment period for the Draft EIR began February 13, 2007 and ended March 29, 2007. A total of five comment letters were received. These are listed in Table 9-1 and are identified by a number. Individual comments within each letter are identified with a unique numeric indicator. For example the comment letter from the City of Ontario, is Letter 2. The letter contains three comments identified as comments 2-1 through 2-3.

Table 9-1
Comment Letters Received on the Draft Environmental Impact Report

Letter	Name	Date on Letter
1	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	March 30, 2007
2	City of Ontario	March 23, 2007
3	Southern California Association of Governments (SCAG)	March 28, 2007
4	South Coast Air Quality Management District (SCAQMD)	March 30, 2007
5	County of San Bernardino Department of Public Works	March 6, 2007



ARNOLD SCHWARZENEGGER
GOVERNOR

Letter 1

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

March 30, 2007

Richard Ayala
City of Ontario
303 East B Street
Ontario, CA 91764

Subject: Ontario Gateway Specific Plan
SCH#: 2006091039

Dear Richard Ayala:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on March 29, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006091039
Project Title Ontario Gateway Specific Plan
Lead Agency Ontario, City of

Type EIR Draft EIR

Description The project examined in the EIR consists of a Specific Plan referred to as Ontario Gateway Specific Plan for the development of a mixed-use master plan on approximately 41 acres of land. The subject property consists of two parcels of land (APN 021-021-2520 and 2510). The project site is bounded by the I-10 Freeway to the north, Union Pacific Railroad to the south, Haven Avenue to the west, and approximately 460 feet from Ponderosa Avenue to the east. Approximately 60% of the proposed project site is paved and contains an approximate 200,000 square-foot metal industrial building (industrial/storage and distribution) and approximately 9,600 square feet of office space which is situated on the southern portion of the project site. The land on the northern one-third of the project site is vacant.

The proposed Ontario Gateway Specific Plan would include the demolition of existing structures and development of visitor-serving and freeway-serving commercial uses, medical-related uses (including a hospital and emergency heliport), hospitality uses, business park uses, and offices uses. The proposed project includes the extension of East Guasti Road approximately 1,400 feet east from its present termination approximately 220 feet east of Haven Avenue to connect sometime in the future to the existing East Guasti Road that terminates at the eastern boundary of the project site. In order to allow for development flexibility, the project site is divided into five different planning areas with various uses proposed.

Lead Agency Contact

Name Richard Ayala
Agency City of Ontario
Phone (909) 395-2036
email
Address 303 East B Street
City Ontario
Fax
State CA **Zip** 91764

Project Location

County San Bernardino
City Ontario
Region
Cross Streets South Haven Avenue and Guasti Road
Parcel No. 021-021-2520, 2510
Township 1S **Range** 7W **Section** 25 **Base** Guasti

Proximity to:

Highways I-10, I-15
Airports Ontario International Airport
Railways UPRR
Waterways
Schools University of Phoenix in Ontario
Land Use Industrial/Manufacturing/Warehouse
Z: Planned Commercial
GP: Industrial

**Document Details Report
State Clearinghouse Data Base**

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Geologic/Seismic; Landuse; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 8; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 6; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 8; Caltrans, Division of Aeronautics; Integrated Waste Management Board; Department of Toxic Substances Control; Public Utilities Commission

Date Received 02/13/2007 **Start of Review** 02/13/2007 **End of Review** 03/29/2007

Letter No. 1

Governor's Office of Planning and Research State Clearinghouse, March 30, 2007

Comment 1-1: This letter conveyed that no state agencies submitted comments on the Draft EIR by the close of the public review period and acknowledges that the public review period started on February 13, 2007 and ended March 29, 2007. Correspondence is noted for the record.

Response 1-1: Comment is acknowledged.

Letter 2



CITY OF ONTARIO
MEMORANDUM

TO: Richard Ayala, Senior Planner

FROM: Mauricio Diaz, P.E., Principal Engineer

DATE: March 23, 2007

SUBJECT: ONTARIO GATEWAY (BATES) SPECIFIC PLAN TRAFFIC IMPACT ANALYSIS SUBMITTAL #2

For your use, below is a list of my comments on the Ontario Gateway (Bates) Specific Plan Traffic Impact Analysis dated January 19, 2007. I have also re-stated the comments that have not been addressed from my previous October 18, 2006 comments. The applicant/developer should make the required edits or provide written justification why the changes have not been made for our consideration.

1. Page 2. The City of Ontario implements a Development Impact Fee (DIF) program which is a qualifying development mitigation program that achieves development contribution requirements established by the SANBAG Development Mitigation Nexus Study. As a result, the City is not required to prepare TIA reports for congestion management agency review and is therefore exempt from the requirement. Remove all text referencing CMP requirements. **2-1**
2. Future Conditions. Guasti Road will not connect from Haven Avenue to Milliken Avenue in the Opening Year (2008) With Project. The project will extend Guasti Road from Haven Avenue to the east property line only. As a result, the Opening Year (2008) With Project condition will need to analyze the traffic impacts of the project and provide recommended improvements with this configuration. **2-2**
3. Verify that the lane configuration proposed at the intersection of Haven Avenue and Guasti Road in the *Haven Avenue at Guasti Road Project Traffic Impact Review* by RK Engineering Group, Inc. operates at satisfactory levels of service in the Opening Year (2008) With Project condition. **2-3**

Please see me should you have any questions.

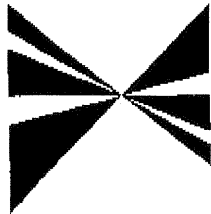
WJB

Copy: Tom Danna
Jay Bautista

Letter No. 2

City of Ontario, March 23, 2007

- Comment 2-1: Comment indicates that the City of Ontario implements a Development Impact Fee (DIF) program established by the SANBAG Development Mitigation Nexus Study. As a result, is not required to prepare Traffic Impact Analysis (TIA) reports for congestion management agency review and is therefore exempt from the requirement. All text referencing CMP requirements should be removed.
- Response 2-1: A Revised TIA has been prepared, dated May 1, 2007, that removes all the text referencing to CMP requirements. Please note that this change does not change the results of traffic analysis or proposed mitigation manners in any manner.
- Comment 2-2: Comment indicates that the traffic study should analyze traffic impacts of the project for the year 2008, during which time the Guasti Road would not be through road from Haven Avenue to Milliken Avenue.
- Response 2-2: The TIA Figures 13 and 14, intersection no. 17, indicate that no traffic would go east on Guasti Road for the year 2008. Figures 15 and 16, intersection no. 17, show traffic going east on Guasti Road for the year 2030, at which time Guasti road would be a through road from Haven Avenue to Milliken Avenue.
- Comment 2-3: Comment indicates that the satisfactory operation levels of the proposed lane configuration at the intersection of Haven Avenue and Guasti Road need to be verified.
- Response 2-3: The analysis is consistent with mitigation proposed at the intersection of Haven Avenue and Guasti Road in the traffic study prepared by R.K. Engineering Group.


**ASSOCIATION OF
GOVERNMENTS**
Main Office

818 West Seventh Street
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90017-3435

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www.scag.ca.gov

Officers: President: Yvonne B. Burke, Los Angeles County - First Vice President: Gary Owitz, San Bernardino County - Second Vice President: Richard Dixon, Lake Forest - Immediate Past President: Toni Young, Port Hueneme

Imperial County: Victor Carrillo, Imperial County - Jen Edney, B Conroe

Los Angeles County: Yvonne B. Burke, Los Angeles County - Zev Yaroslavsky, Los Angeles County - Jim Aldinger, Manhattan Beach - Harry Baldwin, San Gabriel - Todd Campbell, Burbank - Tony Cardenas, Los Angeles - Stau Carroll, La Habra Heights - Marquet Clark, Rosemead - Gene Daniels, Paramount - Judy Dantap, Inglewood - Rae Gabellich, Long Beach - David Galin, Downey - Eric Garceta, Los Angeles - Wendy Grewal, Los Angeles - Frank Guruli, Cudahy - Jim Jeffra, Lancaster - Imner Hahn, Los Angeles - Isadore Hall, Compton - Keith W. Hank, Azusa - Jose Hu zar, Los Angeles - Tom LaBong, Los Angeles - Paula Lantz, Pomona - Paul Nowatka, Torrance - Pam O'Connor, Sania Monica - Bernard Parks, Los Angeles - Jan Perry, Los Angeles - Ed Reyes, Los Angeles - Bill Reyesdual, Los Angeles - Greg Smith, Los Angeles - Tom Sykes, Walnut - Mike Ten, South Pasadena - Tomu Reyes Uranga, Long Beach - Antonio Villaragosa, Los Angeles - Dennis Washburn, Calabasas - Jack Weiss, Los Angeles - Herb J. Wesson, Jr., Los Angeles - Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County - Christine Barnes, La Palma - John Beauman, Brea - Lou Bone, Tustin - Debbie Cook, Huntington Beach - Leslie Dwyler, Newport Beach - Richard Dixon, Lake Forest - Tracy Edgar, Los Alamitos - Paul Glarb, Laguna Niguel - Sharon Quire, Fullerton

Riverside County: Jeff Stone, Riverside County - Thomas Buckley, Lake Elsinore - Bonnie Hickingler, Moreno Valley - Ron Loveridge, Riverside - Greg Pettis, Cathedral City - Ron Roberts, Temecula

San Bernardino County: Gary Owitz, San Bernardino County - Lawrence Dale, Bayflow - Paul Cuiam, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCullum, Highland - Deborah Roerstor, Hutto - Alin Warner, Ontario

Ventura County: Linda Paris, Ventura County - Glen Becerra, Simi Valley - Carl Morehouse, San Buenaventura - Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

March 28, 2007

Mr. Richard Ayala, Senior Planner
City of Ontario
Planning Department
303 East "B" Street
Ontario, CA 91764

RE: SCAG Clearinghouse No. 1 20070078 Ontario Gateway Specific Plan

Dear Mr. Ayala:

Thank you for submitting the **Ontario Gateway Specific Plan** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Ontario Gateway Specific Plan** and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **February 1-15, 2007 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1856. Thank you.

Sincerely,

JILL EGERMAN

Associate Environmental Planner
Intergovernmental Review

DOC #132531

Letter No. 3
SCAG, March 28, 2007

Comment 3-1: The comment letter indicated that the proposed project is not regionally significant.

Response 3-1: Comment is acknowledged.

Letter 4



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

FAXED: MARCH 30, 2007

March 30, 2007

Mr. Richard Ayala, Senior Planner
City of Ontario
Planning Department
303 East "B" Street
Ontario, CA 91764

**Draft Environmental Impact Report for the Proposed Ontario Gateway Specific
Plan**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final Environmental Impact Report.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The SCAQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development & Area Sources

Attachment

SS:GM

SBC070213-04
Control Number

Post-it® Fax Note	7671	Date	3/30/07	# of pages	3
To	MR. RICHARD AYALA, SR.	From	GORDON MIZE		
Co./Dept.	PLANNING PLANNER	Co.	SCAQMD-CEQA		
Phone #	909-395-2421	Phone #	909-396-3302		
Fax #	909-395-2420	Fax #	909-396-3324		

Mitigation Measures for Construction Emissions

1. Because construction air quality impacts remain significant after mitigation for oxides of nitrogen (NOx), particulate matter (PM10 fugitive dust) (see comment #1), and volatile organic compounds (VOC), the SCAQMD recommends the lead agency consider modifying the following mitigation measures and adding additional mitigation measures in addition to the measures listed in pages 33 through 43 for construction to reduce applicable construction-related NO_x, PM10 (fugitive dust) and VOC emissions related with the proposed project, if applicable and feasible:

NOx

Recommended Additions:

- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Alternative fueled off-road equipment;
- Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1;
- Reroute construction haul trucks away from congested streets or sensitive receptor areas;
- Improve traffic flow by signal synchronization.
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site

4-1

VOC

Recommended Additions:

- Use required coatings and solvents with a VOC content lower than required under Rule 1113.

On-Road Emission Factors

2. For future reference, the lead agency should be aware that CARB's on-road emission factor model EMFAC 2007 has been available since November 2006. Similarly, the SCAQMD recently posted composite EMFAC2007 on-road mobile source emission factors on its CEQA Handbook webpage. These factors can be found at the following URL: <http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html>.

4-2

Traffic Analysis

3. In the Traffic Analysis, there is a discrepancy in the vehicle per hour turning volumes through the intersection of Haven Avenue and Guasti Road and the traffic analysis results. According to the lead agency's consultant, the traffic analysis had been revised to reflect updated turning volumes. The revised traffic analysis should be included in the Final EIR with updated level of service and volume capacity ratio tables revised, as applicable.

4-3

Letter No. 4
SCAQMD, March 30, 2007

Comment 4-1: The comment recommends modifications and additions to existing mitigation measures regarding NO_x and VOC.

Response 4-1: Comment is acknowledged and the following recommendations have been included in the Final EIR.

Mitigation Measure AQ-4

Reduce NO_x and VOC with the implementation of the following measures:

NO_x

- *Provide dedicated turn lanes for movement of construction trucks and equipment on- and off- site; and*
- *Alternative fueled off-road equipment; and*
- *Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1; and*
- *Reroute construction haul trucks away from congested streets or sensitive receptor areas; and*
- *Improve traffic flow by signal synchronization; and*
- *Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow; and*
- *Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.*

VOC

- *Use required coatings and solvents with a VOC content lower than required under Rule 1113.*

Comment 4-2: The comment indicates that CARB's on-road emission factor model EMFAC 2007 has been available since November 2006. The factors can be found at the following URL: <http://www.aqmd.gov/handbook/onroad/onroad.html>.

Response 4-2: Comment is acknowledged. The comment states "for future references the lead agency should be aware that CARB's on-road emission factor model EMFAC 2007 has been available since November 2006. The factors can be found at the following URL: <http://www.aqmd.gov/handbook/onroad/onroad.html>."

Comment 4-3: The comment indicates that there is a discrepancy in the TIA in the vehicle per hour turning volumes through the intersection of Haven Avenue and Guasti Road and the traffic analysis results. The comment also requests that the revised

TIA be included in the Final EIR with updated level of service and volume capacity ratio tables

Response 4-3: A review of the information indicates that the TIA dated January 19, 2007, accurately described turning movements and volumes though the intersection of Haven Avenue and Guasti Road. However, the traffic analysis has been revised in response to the City of Ontario Engineering Department to remove reference to the CMP. The Revised TIA, dated May 1, 2007, is included as part of the Final EIR. (Also see Response 2-1)

DEPARTMENT OF PUBLIC WORKS Letter 5

FLOOD CONTROL • SOLID WASTE MGMT • SURVEYOR • TRANSPORTATION

COUNTY OF SAN BERNARDINO
PUBLIC AND SUPPORT
SERVICES GROUP

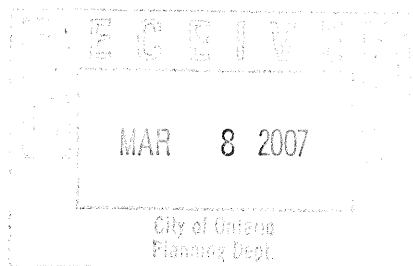


825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

VANA R. OLSON
Director of Public Works

March 6, 2007

Mr. Richard Ayala, Senior Planner
City of Ontario
Planning Department
303 East "B" Street
Ontario, CA 91764



File #10(ENV)-4.01

RE: NOTICE OF COMPLETION OF DRAFT EIR FOR ONTARIO GATEWAY SPECIFIC PLAN

Dear Mr. Ayala:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project.

The following are comments on your proposal from our Traffic Division:

- 1. Page 4.11-3, Table 4.11-1, Etiwanda Avenue at Valley Boulevard, the existing should show two westbound left lanes and not three. 5-1
- 2. Page 13 of the Revised Traffic Impact Analysis, prepared by Kunzman and Associated dated January 19, 2007, intersection 20; Etiwanda Avenue at Valley Boulevard should show tow westbound left lanes and not three. 5-2
- 3. Page 4, page 38 of the Traffic Impact Analysis, Etiwanda Avenue at Valley Boulevard should show two westbound left lanes and not three. 5-3
- 4. The Traffic Impact Analysis needs to show estimated fair share mitigation cost for the intersection of Etiwanda Avenue at Valley Boulevard. 5-4

If you have any questions concerning these comments, please contact our office at 909-387-8109.

Sincerely,

FRANK MOLINA, Supervising Planner
Environmental Management Division

FM:nh/CEQA Comments_Ontario_Gateway Specific Plan

cc: Naresh Varma, Chief, Environmental Management
VRO/MK Reading File

MARK H. UFFER
County Administrative Officer

NORMAN A. KANOLD
Assistant County Administrator
Public and Support
Services Group

Board of Supervisors

BRAD MITZELFELT First District	DENNIS HANSBERGER Third District
PAUL BIANE Second District	GARY C. OVITT Fourth District
JOSIE GONZALES Fifth District		

Letter No. 5

County of San Bernardino, Department of Public Works, March 6, 2007

Comment 5-1: Page 4.11-3, Table 4.11-1, Etiwanda Avenue at Valley Boulevard, the existing should show two westbound left lanes and not three.

Response5-1: Comment is acknowledged and the requested change has been made in the Final EIR.

**Table 4.11-1
Existing Intersection Delay and Level of Service**

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour Delay-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Archibald Avenue (NS) at: East Airport Drive (EW)	TS	2	3	0	2	2	1	2	3	0	1	3	2>	32.1-C	33.9-C
Haven Avenue (NS) at: Arrow Route (EW)	TS	2	3	1>	2	3	0	2	2	1>	2	2	0	29.7-C	94.8-F
8 th Avenue (EW)	CSS	0	3	0	0	3	0	0	0	1	0	0	0	14.0-B	15.2-C
6 th Avenue (EW)	TS	2	3	0	2	3	0	1	2	1	1	2	1	22.7-C	23.9-C
4 th Avenue (EW)	TS	2	3	1>>	2	3	0	2	2	0	2	2	1	30.4-C	43.5-D
Inland Empire Boulevard (EW)	TS	2	4	1>>	2	4	1>>	2	2	2>	2	2	1>>	38.2-D	62.2-E
I-10 Freeway WB Ramps (EW)	TS	0	4	1>>	0	3	2>>	0	0	0	1	0	2	15.5-B	12.1-B
I-10 Freeway EB Ramps (EW)	TS	0	4	1>>	0	4	1>>	2	0	1	0	0	0	17.6-B	16.0-B
Guasti Road (EW)	TS	2	4	0	2	4	1	2	1	1	1	1	1	27.0-C	41.1-D
East Airport Drive (EW)	TS	2	4	1	2	4	1	2	2	0	2	2	1>	38.5-D	34.9-C
Jurupa Street (EW)	TS	1	4	1	1	4	1>>	2	3	1	2	2	1>	36.8-D	43.1-D
Mission Boulevard (EW)	TS	1	3	1	1	3	1	2	3	1	2	3	1	36.0-D	44.1-D
SR-60 Freeway WB Ramps (EW)	TS	2	3	0	0	3	1	0	0	0	2	0	1>>	7.4-A	15.1-B
SR-60 Freeway EB Ramps (EW)	TS	0	2	1	2	3	0	2	0	1	0	0	0	18.1-B	14.2-B
Milliken Avenue (NS) at: I-10 Freeway WB Ramps/Ontario Mills Parkway (EW)	TS	2	4	1>	2	4	1>	2	1	1	2	2	1	37.3-D	44.2-D
I-10 Freeway EB Ramps (EW)	TS	2	4	0	0	4	1>	2	0	1	0	0	0	13.6-B	13.0-B
Guasti Road (EW)	TS	1	3	0	2	3	1>>	2	1	0	1	1	1>>	30.6-C	34.4-C
East Airport Drive (EW)	TS	1	3	0	1	3	1>	2	2	1	1	2	0	31.2-C	32.2-C
Jurupa Street (EW)	TS	2	3	1	2	3	1>	2	3	1>	2	3	0	28.1-C	31.7-C
Etiwanda Street (NS) at: Valley Boulevard (EW)	TS	0	3	1	2	3	0	0	0	0	2	0	1	14.3-B	14.6-B

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L=Left; T=Through; R=Right; >=Right Turn Overlap; >>=Free Right Turn
 2. Delay and LOS calculated using the following analysis software: Traffix, Version 7.8.0115 (2006). Per the 2000 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with traffic signal or all way stop control.. For intersections with cross street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown
 3. TS=Traffic Signal; CSS=Cross Street Stop

Comment 5-2: Page 13, Revised Traffic Impact Analysis, prepared by Kunzman and Associates dated January 19, 2007, intersection 20; Etiwanda Avenue at Valley Boulevard should show two westbound left lanes and not three.

- Response 5-2: Page 13 of the TIA, dated January 19, 2007 (page 11 of the Revised TIA, dated May 1, 2007) has been revised to reflect the change.
- Comment 5-3: Page 4, page 38 of the Traffic Impact Analysis, Etiwanda Avenue at Valley Boulevard should show two westbound left lanes and not three.
- Response 5-3: Table 4 and Page 38 of the TIA, dated January 19, 2007 (Table 4 and page 34 of the Revised TIA, dated May 1, 2007) have been revised to reflect the change.
- Comment 5-4: The Traffic Impact Analysis needs to show estimated fair share mitigation cost for the intersection of Etiwanda Avenue at Valley Boulevard.
- Response 5-4: The TIA has been revised to reflect the change. Table 9, and pages 32 and 56 of the Revised TIA, dated May 1, 2007, include the project's fair share mitigation cost for the intersection of Etiwanda Avenue at Valley Boulevard.