

State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento CA 95814

City of Ontario
Planning Department
303 East B Street
Ontario CA 91764

City of Fontana
Planning Department
8353 Sierra Avenue
Fontana CA 92335

City of Chino
Community Development
13220 Central Avenue
Chino CA 91710

County of San Bernardino
Clerk of the Board
385 North Arrowhead, 2nd Floor
San Bernardino CA 92415

SB Association of Governments
Planning Department
1170 West Third Street, 2nd Floor
San Bernardino CA 92410

San Bernardino County Public Works
Environmental Management Division
825 East Third Street
San Bernardino CA 92415

CA Department of Fish & Game
4665 Lampson Avenue, Suite J
Los Alamitos CA 90720

Army Corps of Engineers
Los Angeles District
911 Wilshire Boulevard
Los Angeles CA 90017

Sierra Club
San Gorgonio Chapter
4079 Mission Inn Avenue
Riverside CA 92501

Riverside County
Planning Department
4080 Lemon Street, 9th Floor
Riverside CA 92502

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga CA 91729

City of Ontario
City Clerk
303 East B Street
Ontario CA 91764

City of La Verne
Community Development Dept.
3660 D Street
La Verne CA 91750

City of Ontario
Main Library
215 East C Street
Ontario CA 91764

CALTRANS
District # 8
464 W. Fourth St, 6th Fl, MS 726
San Bernardino CA 92401

South Coast AQMD
21865 Copley Drive
Diamond Bar CA 91765

California Dept of Fish & Game
3602 Inland Empire Blvd, Ste C-220
Ontario CA 91764

Santa Ana Regional Water Quality
Control Board
3737 Main Street, Suite 500
Riverside CA 92501

County of San Bernardino
Land Use Services Department,
Advanced Planning Division
385 North Arrowhead Avenue
San Bernardino CA 92415

City of Upland
Community Development
460 North Euclid Avenue
Upland CA 91786

So CA Association of Governments
CEQA Review
818 West Seventh Street, 12th Floor
Los Angeles CA 90017

U.S. Fish & Wildlife Service
Ecological Serv-Carlsbad Office
6010 Hidden Valley Road
Carlsbad CA 92011

Endangered Habitats League
8424-A Santa Monica Boulevard
Los Angeles CA 90069

County of San Bernardino
Department of Public Works
825 East Third Street, Room 100
San Bernardino CA 92415

Inland Empire Utilities Agency
Planning Department
6075 Kimball Avenue
Chino CA 91710

Verizon
Engineering
1400 E Phillips Blvd Building A
Pomona CA 91766

Metropolitan Water District
700 North Alameda Street
Los Angeles CA 90012

San Bernardino County Waste
Management Department
222 W Hospitality Lane, 2nd Floor
San Bernardino CA 92415

Southern California Edison
1315 East Francis Street
Ontario CA 91761

Southern California Gas Company
13525 12th Street
Chino CA 91710

Adelphia
1500 Auto Center Drive
Ontario CA 91761

OMNITRANS
1700 West Fifth Street
San Bernardino CA 92411

West Valley Materials Recovery
Facility
13373 Napa Street
Fontana CA 92335

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento CA 95814

San Bernardino County
Environmental Analysis Section
385 North Arrowhead
San Bernardino CA 92415

San Bernardino County
Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino CA 92410

Metropolitan Transportation Authority
CEQA Review Coordination
One Gateway Plaza, MS 99-32-2
Los Angeles CA 90012

Ontario International Airport
2900 East Airport Drive
Ontario CA 91761

Inland Empire West Resource
Conservation District
2816 East 4th Street
Ontario CA 91764

Metrolink
700 South Flower Street, Suite 2600
Los Angeles CA 90017

Best Best & Krieger
3750 University Avenue
Riverside CA 92502

FAA Western-Pacific Region
Attn: Victor Globa
15000 Aviation Blvd.
Lawndale CA 90261

21120204
CITY OF LOS ANGELES
1 WORLD WAY
LOS ANGELES CA 90045-5803

21120202
CITY OF ONTARIO

21122266
VOGEL PROPERTIES INC
300 PASEO TESORO
WALNUT CA 91789-2725

21122265
BV AIRPORT LLC
3655 E AIRPORT DR
ONTARIO CA 91761-1562

21019403
SOUTHERN PACIFIC RAILWAY CO
610 S MAIN ST RM 564
LOS ANGELES CA 90014-2035

21019402
SOUTHERN PACIFIC RAILWAY CO
610 S MAIN ST RM 564
LOS ANGELES CA 90014-2035

21021203
SOUTHERN PACIFIC CO
201 MISSION ST
SAN FRANCISCO CA 94105-1831

21021202
SOUTHERN PACIFIC CO
201 MISSION ST
SAN FRANCISCO CA 94105-1831

21021236
G L KAPLAN CONSTRUCTION CO
1702 CHICO AVE
SOUTH EL MONTE CA 91733-2942

21019418
HAVEN ONTARIO PROPERTIES
LLC
233 S BEAUDRY AVE STE 1110
LOS ANGELES CA 90012-2070

21021235
WALTER T SHATFORD
1702 CHICO AVE
SOUTH EL MONTE CA 91733-2942

21021234
HAWKINS-KAPLAN-LOT 3
1702 CHICO AVE
SOUTH EL MONTE CA 91733-2942

21021233
MARITAL HARKER
2122 CENTURY PARK LN APT 219
CENTURY CITY CA 90067-3318

21019422
RICHLAND ASSOCIATES
8316 RED OAK AVE STE 201
RANCHO CUCAMONGA CA 91730-
3892

21021220
HEARTHSTONE PROPERTIES
POMONA
PO BOX 337079
NORTH LAS VEGAS NV 89033-7079

21021232
PARK CONCOURSE-AUTO
4911 BIRCH ST
NEWPORT BEACH CA 92660-2114

21021127
ONTARIO DP LLC
857 WALL ST STE A
LOS ANGELES CA 90014-2307

21021145
ONTARIO DP LLC
857 WALL ST STE A
LOS ANGELES CA 90014-2307

21021252

21021251



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Notice of Preparation

September 11, 2006



To: Reviewing Agencies

Re: Ontario Gateway Specific Plan
SCH# 2006091039

Attached for your review and comment is the Notice of Preparation (NOP) for the Ontario Gateway Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

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

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

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

Type **NOP** Notice of Preparation
Description 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 office uses.

Lead Agency Contact

Name Richard Ayala
Agency City of Ontario
Phone (909) 395-2421 **Fax**
email
Address 303 East B Street
City Ontario **State** CA **Zip** 91764

Project Location

County San Bernardino
City Ontario
Region
Cross Streets Haven Avenue, Ponderosa Avenue
Parcel No. 021-021-2520, 2510
Township **Range** **Section** **Base**

Proximity to:

Highways I-10
Airports
Railways UPRR
Waterways
Schools
Land Use GP: Planned Commercial
Z: Specific Plan

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Archaeologic-Historic; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Water Quality; Drainage/Absorption; Noise; Population/Housing Balance; Growth Inducing; Public Services; Traffic/Circulation; Water Supply; Solid Waste; Wildlife; Cumulative Effects

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

Date Received 09/11/2006 **Start of Review** 09/11/2006 **End of Review** 10/10/2006

<input type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish & Game Region 3</u> Robert Floerke	<input checked="" type="checkbox"/> <u>Public Utilities Commission</u> Ken Lewis	<input checked="" type="checkbox"/> <u>Caltrans, District 8</u> Dan Kopulsky	<input type="checkbox"/> <u>Regional Water Quality Control Board (RWQCB)</u>
<input checked="" type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish & Game Region 4</u> Julie Vance	<input type="checkbox"/> <u>State Lands Commission</u> Jean Sarino	<input type="checkbox"/> <u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/> <u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> <u>Dept. of Boating & Waterways</u> David Johnson	<input type="checkbox"/> <u>Fish & Game Region 5</u> Don Chadwick Habitat Conservation Program	<input type="checkbox"/> <u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/> <u>Caltrans, District 10</u> Tom Dumas	<input type="checkbox"/> <u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> <u>California Coastal Commission</u> Elizabeth A. Fuchs	<input checked="" type="checkbox"/> <u>Fish & Game Region 6</u> Gabrina Gatchel Habitat Conservation Program	<input type="checkbox"/> <u>Business, Trans & Housing</u>	<input type="checkbox"/> <u>Caltrans, District 11</u> Mario Orso	<input type="checkbox"/> <u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/> <u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> <u>Fish & Game Region 6 I/M</u> Tammy Allen Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> <u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/> <u>Caltrans, District 12</u> Bob Joseph	<input type="checkbox"/> <u>RWQCB 4</u> Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> <u>Dept. of Conservation</u> Roseanne Taylor	<input type="checkbox"/> <u>Dept. of Fish & Game M</u> George Isaac Marine Region	<input type="checkbox"/> <u>Caltrans - Planning</u> Terri Pencovic	<input type="checkbox"/> <u>Caltrans, District 13</u> Ravi Ramalingam	<input type="checkbox"/> <u>RWQCB 5</u> Central Valley Region (5)
<input type="checkbox"/> <u>California Energy Commission</u> Paul Richins	<input type="checkbox"/> <u>Other Departments</u>	<input type="checkbox"/> <u>California Highway Patrol</u> Shirley Kelly Office of Special Projects	<input type="checkbox"/> <u>California Integrated Waste Management Board</u> Sue O'Leary	<input type="checkbox"/> <u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> <u>Dept. of Forestry & Fire Protection</u> Allen Robertson	<input type="checkbox"/> <u>Food & Agriculture</u> Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> <u>Housing & Community Development</u> Lisa Nichols Housing Policy Division	<input type="checkbox"/> <u>State Water Resources Control Board</u> Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> <u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> <u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/> <u>Dept. of General Services</u> Public School Construction	<input type="checkbox"/> <u>Dept. of Transportation</u>	<input type="checkbox"/> <u>State Water Resources Control Board</u> Steven Herrera Division of Water Rights	<input type="checkbox"/> <u>RWQCB 6</u> Lahontan Region (6)
<input type="checkbox"/> <u>Dept. of Parks & Recreation</u> Environmental Stewardship Section	<input type="checkbox"/> <u>Dept. of General Services</u> Robert Sleppy Environmental Services Section	<input type="checkbox"/> <u>Caltrans, District 1</u> Rex Jackman	<input type="checkbox"/> <u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> <u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> <u>Reclamation Board</u> DeeDee Jones	<input type="checkbox"/> <u>Dept. of Health Services</u> Veronica Malloy Dept. of Health/Drinking Water	<input type="checkbox"/> <u>Caltrans, District 2</u> Marcelino Gonzalez	<input type="checkbox"/> <u>State Water Resources Control Board</u> Steven Herrera Division of Water Rights	<input type="checkbox"/> <u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/> <u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/> <u>Independent Commissions, Boards</u>	<input type="checkbox"/> <u>Caltrans, District 3</u> Jeff Pulverman	<input type="checkbox"/> <u>Dept. of Toxic Substances Control</u> CEQA Tracking Center	<input type="checkbox"/> <u>RWQCB 8</u> Santa Ana Region (8)
<input type="checkbox"/> <u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> <u>Delta Protection Commission</u> Debbie Eddy	<input type="checkbox"/> <u>Caltrans, District 4</u> Tim Sable	<input type="checkbox"/> <u>Department of Pesticide Regulation</u>	<input type="checkbox"/> <u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/> <u>Conservancy</u>	<input type="checkbox"/> <u>Office of Emergency Services</u> Dennis Castrillo	<input type="checkbox"/> <u>Caltrans, District 5</u> David Murray		
<input type="checkbox"/> <u>Fish and Game</u>	<input type="checkbox"/> <u>Governor's Office of Planning & Research</u> State Clearinghouse	<input type="checkbox"/> <u>Caltrans, District 6</u> Marc Birnbaum		
<input type="checkbox"/> <u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> <u>Native American Heritage Comm.</u> Debbie Treadway	<input type="checkbox"/> <u>Caltrans, District 7</u> Cheryl J. Powell		
<input type="checkbox"/> <u>Fish & Game Region 1</u> Donald Koch				
<input type="checkbox"/> <u>Fish & Game Region 2</u> Banky Curtis				

Fax 909-395-2420

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 857-5390 - Fax



September 18, 2006

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

Re: SCH# 2006091039: CEQA Notice of Preparation (NOP); for City of Ontario Gateway Specific Plan and draft Environmental Impact Report (EIR); San Bernardino County

Dear Mr. Ayala:

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

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). The record search will determine:
 - If a part or the entire APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on potential project (e.g. APE) impact.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- ✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
- ✓ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

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

Sincerely,


 Dave Singleton
 Program Analyst

Cc: State Clearinghouse
 Attachment: List of Native American Contacts

**Native American Contacts
San Diego County
September 18, 2006**

San Manuel Band of Mission Indians

Henry Duro, Chairperson

26569 Community Center Dr. Serrano

Highland, CA 92346

dmarquez@sanmanu

(909) 864-8933

(909) 864-3370 Fax

Gabrieleno/Tongva Tribal Council

Anthony Morales, Chairperson

PO Box 693

San Gabriel, CA 91778

(626) 286-1632

(626) 286-1758 - Home

(626) 286-1262 Fax

Gabrielino Tongva

San Manuel Band of Mission Indians

Bernadette Brierty, GIS Coordinator/Cultural Resource

26569 Community Center Dr. Serrano

Highland, CA 92346

bbrierty@sanmanuel-

(909) 864-8933 EXT

-2203

(909) 862-5152 Fax

Serrano Band of Indians

Goldie Walker

6588 Valeria Drive

Highland, CA 92346

(909) 862-9883

Serrano

Soboba Band of Luiseno Indians

Harold Arres, Cultural Resources Manager

P.O. Box 487 Luiseno

San Jacinto, CA 92581

harres@soboba-nsn.

(951) 654-2765

FAX: (951) 654-4198

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#1999071104; CEQA Notice of Completion for Development Permit; Road Widening and Bridge Replacement; Extended REview; San Diego County, California.

DEPARTMENT OF PUBLIC WORKS

FLOOD CONTROL • SOLID WASTE MGMT • SURVEYOR • TRANSPORTATION

COUNTY OF SAN BERNARDINO
PUBLIC AND SUPPORT
SERVICES GROUP



SOLID WASTE MANAGEMENT DIVISION

222 West Hospitality Lane, Second Floor • San Bernardino, CA 92415-0017 • (909) 386-8701
Administration/Engineering/Solid Waste Programs Fax (909) 386-8900
Fiscal Section/Operations Fax (909) 386-8786

PATRICK J. MEAD
Director of Public Works

PETER H. WULFMAN
Solid Waste Division Manager

September 20, 2006

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



RE: NOTICE OF PREPARATON OF ENVIRONMENTAL IMPACT REPORT (EIR); ONTARIO GATEWAY SPECIFIC PLAN

Dear Mr. Ayala:

Thank you for the opportunity to comment on the above-referenced document and project.

The County of San Bernardino Solid Waste Management Division is responsible for the management and oversight of all County landfill operations. As such, we would request that the following issues be addressed:

- The creation of a new waste stream with this development and its impact on existing landfill capacity and traffic;
- Requirements for handling recycling, construction and demolition debris;
- Whether any hazardous waste will be generated, and, if so, types and quantities, including proposed disposal method(s);
- Availability of commercial waste haulers.

Should you have any questions or comments, please feel free to contact me or Tracey Anthony by phone at (909) 386-9063; by facsimile at (909) 386-8964, by mail to the address listed above, or by e-mail to NSansonetti@swm.sbcounty.gov or TAnthony@swm.sbcounty.gov.

Sincerely,

Nancy Sansonetti, Supervising Planner/Chief
Planning & Permitting Section

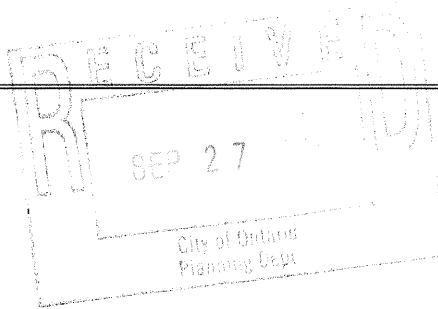
cc: Peter Wulfman, Division Manager – County of San Bernardino Solid Waste Management Division
Tracey Anthony
File

MARK H. UFFER
County Administrative Officer
NORMAN A. KANOLD
Assistant County Administrator
Public and Support
Services Group

Board of Supervisors
BILL POSTMUS First District DENNIS HANSBERGER Third District
PAUL BIANE Second District GARY C. OVITT Fourth District
JOSIE GONZALES Fifth District

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



September 26, 2006

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

Dear Mr. Ayala:

Re: SCH# 2006091039; Ontario Gateway Specific Plan

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the Union Pacific Railroad Company right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

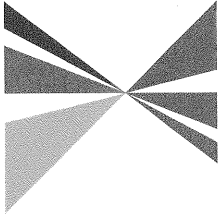
The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Freddy Cheung, UP


**ASSOCIATION of
GOVERNMENTS**
Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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

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Orange County: Chris Norby, Orange County - Christine Barnes, La Palma - John Beaman, Brea - Lou Bone, Tustin - Art Brown, Buena Park - Richard Chavez, Anaheim - Debbie Cook, Huntington Beach - Leslie Daigle, Newport Beach - Richard Dixon, Lake Forest - Paul Gilaab, Laguna Niguel - Marilyn Poe, Los Alamitos

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

San Bernardino County: Gary Ovitt, San Bernardino County - Lawrence Dale, Barstow - Paul Eaton, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCallon, Highland - Deborah Robertson, Rialto - Alan Wapner, Ontario

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

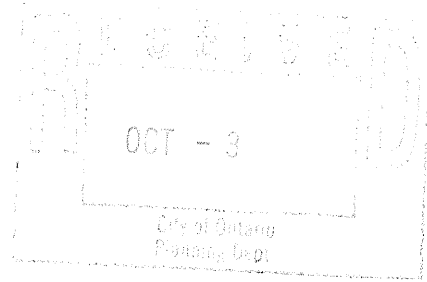
Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

September 28, 2006

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



RE: SCAG Clearinghouse No. I 20060624 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 **September 1-15, 2006** 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) 236-1857. Thank you.

Sincerely,

LAVERNE JONES
Planning Technician
Intergovernmental Review

Doc #127612



Kevin Kuennen
Environmental Specialist/Land Planner

Environmental Services
1981 W. Lugonia Avenue
SC8031
Redlands, CA 92374-9796

Tel: 909.335.7737
Fax: 909.335.7527
E-mail : KKuennen@semprautilities.com



October 2, 2006

Mr. Richard Ayala
City of Ontario
Planning Dept.
303 East "B" St.
Ontario, CA 91764

Re: Ontario Gateway Specific Plan

Dear Mr. Ayala:

Southern California Gas Company (SCG) appreciates the opportunity to review and respond to the Notice of Preparation. We respectfully request that the following comments be incorporated in the subsequent Draft Environmental Impact Report (DEIR).

SCG recommends that the DEIR include a discussion of activities associated with the extension of new natural gas service. This additional discussion should include:

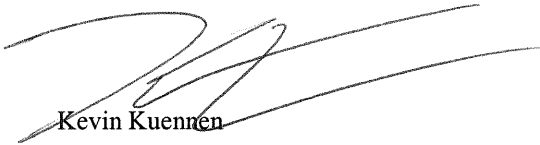
- The presence and condition of existing utility infrastructure on the project site, including right-of-ways and/or easements.
- The number and description of any new natural gas facilities that will have to be constructed or installed, in order to provide natural gas service to the proposed project.
- Identification of any exiting natural gas infrastructure that would need to be relocated and/or abandoned, in order to provide natural gas service to the proposed project.
- Identification and description of any temporary areas required for construction and/or staging of material related to new gas service relocation or construction.
- Identification of any actions that would require permitting or acquisition of new right-of-way or easements for natural gas service to the project.
- Any proposed grading and/or drainage improvements that would redirect drainage in a manner that would increase the potential for erosion around SCG facilities.

The DEIR should also recognize that, in order to provide service, natural gas lines may have to be extended from existing off-site locations to the project site. A discussion of these issues with appropriate diagrams, including specific environmental impact analyses related to these activities, if necessary, may help to reduce the time and cost associated with the extension of new natural gas service to the project.

In addition, if any field monitoring for cultural or biological resources is required during construction of the natural gas facilities, the monitoring should be mentioned in the DEIR as a requirement and responsibility of the (“larger”) Ontario Gateway Specific Plan development project. Likewise, any environmental mitigation required for the potential impacts associated with the construction of gas service to the project should also be addressed as part of the responsibility of the “larger” Ontario Gateway Specific Plan development project.

Once again, we appreciate the opportunity to comment on the NOP. If you have any questions, please feel free to contact me at (909) 335-7737 or KKuennen@semprautilities.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Kuennen', written over a horizontal line.

Kevin Kuennen
Environmental Specialist
Southern California Gas Company

Cc: Frank Kalinowski (Technical Services Advisor, Environmental)



Linda S. Adams
Secretary for
Environmental Protection



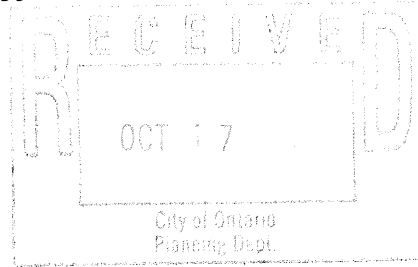
Department of Toxic Substances Control

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



Arnold Schwarzenegger
Governor

October 11, 2006



Mr. Richard Ayala
City of Ontario, Planning Department
303 East B Street
Ontario, California 91764

NOTICE OF PREPARATION (NOP) FOR ONTARIO GATEWAY SPECIFIC PLAN PROJECT (SCH# 2006091039)

Dear Mr. Ayala:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "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 office uses".

Based on the review of the submitted document DTSC has comments as follows:

- 1) The EIR should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- 2) The document states that the EIR would identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
- 4) Proper investigation, sampling and remedial actions overseen by the appropriate agency, if necessary, should be conducted at the site prior to the new development or any construction.

- 5) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- 6) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 7) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 8) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) If the site was used for agricultural purposes or if weed abatement may have occurred, onsite soils may contain pesticide and agricultural chemical residue. If the project area was used for poultry, dairy and/or cattle industry operations, the soil may contain related dairy, animal, or hazardous waste. If so, activities at the site may have contributed to soil and groundwater contamination. Proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.
- 10) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exists, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Mr. Richard Ayala
October 11, 2006
Page 4

If you have any questions regarding this letter, please contact Mr. Al Shami, Project Manager, at (714) 484-5472 or at "ashami @ DTSC.ca.gov".

Sincerely,



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

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

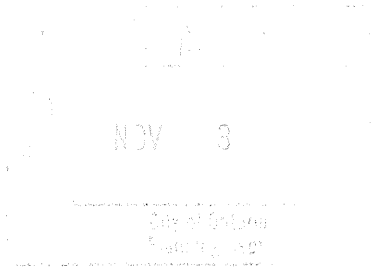
Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

CEQA #1532

Los Angeles World Airports

October 27, 2006

Richard Ayala
Department of City Planning
City of Ontario
303 East "B" Street
Ontario, CA



Subject: Ontario Gateway Specific Plan EIR – Notice of Preparation

Dear Mr. Ayala,

Thank you for the opportunity to review the Notice of Preparation of an EIR for the Ontario Gateway Specific Plan project. The Los Angeles World Airports (LAWA) offers the following comments and requests that these issues be discussed and analyzed in the EIR.

LAX
Ontario
Van Nuys

Palmdale

City of Los Angeles

Antonio Villaraigosa
Mayor

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sylvia Patsouras
Fernando M. Torres-Gil
Walter Zifkin

Lydia H. Kennard
Executive Director

- The Specific Plan identifies a potential hospital use in the project area. The EIR should discuss the compatibility of all proposed land uses near an active international airport. As the City of Ontario is aware, LAWA is preparing a Master Plan for Ontario International Airport (ONT). Your determinants of compatibility should include not only the current level of activity at ONT, but also anticipated future passenger and cargo demand. LAWA's unconstrained forecast for ONT is 3.3 million annual passengers (MAP) and 3.26 million annual tons of freight. This volume could produce 385,000 air carrier operations per year.
- Helicopter movements to and from the project area should be identified in the EIR. The EIR should identify the number of average daily helicopter movements to and from the project area as well as the time of day the operations are most likely to occur. The FAA should be consulted early in the development of the EIR regarding the proposed flight patterns and the impact of heliport operations on operations and safety at ONT and other airports in the area. The EIR should also include an analysis of noise impacts of the helicopter operations on existing land uses.
- Cumulative impacts analysis should incorporate anticipated growth at ONT.

We look forward to reviewing the Draft EIR when it becomes available. Please include us on your mailing list for a copy of the document.

Sincerely,

Paula McHargue
Manager, Forecasting & Analysis

cc: Karen Hoo
Jess Romo

PM:ES

City of Ontario
Planning Department
303 East "B" Street
Ontario, California
Phone: (909) 395-2036
Fax: (909) 395-2420



Notice of Preparation

Lead Agency:
THE CITY OF ONTARIO
Planning Department
303 East "B" Street
Ontario, CA 91764
Contact: Richard Ayala

Consulting Firm Preparing the Draft EIR:
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, CA 92408
Contact: Michael Perry

The City of Ontario will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are summarized herein. A copy of the Initial Study is attached and/or available at City Hall, Planning Department.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Richard Ayala, at the City of Ontario address shown above.

Project Title: Ontario Gateway Specific Plan

Project Applicants: Haven Avenue LLC

Project Description: The project to be 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 (APNs 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 (See Figure 1). Approximately 60 percent 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 office uses. The proposed project includes the extension of East Guasti Road approximately 1400 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 purposed as shown on Figure 2.

Project Location: 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.

Environmental Issues: Based on the Initial Study prepared for the proposed project, the City anticipates several potential impacts that will need to be addressed in the Environmental Impact Report. Potential impacts associated with environmental resource areas that will be analyzed in the EIR include the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Population/Housing
- Public Services
- Transportation/Traffic
- Utilities/Service Systems
- Noise

The EIR will address the short- and long-term effects of the project on the environment. It will also evaluate the potential for the project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed project will be evaluated that may reduce impacts that are determined to be significant in the EIR. Mitigation will be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by §15150 of the CEQA Guidelines.

The environmental determination in this Notice of Preparation is subject to a 30-day public review period per Public Resources Code §21080.4 and CEQA Guidelines §15082. Public agencies, interested organizations, and individuals have the opportunity to comment on the proposed project and identify those environmental issues, which have the potential to be affected by the project, should therefore be addressed further in the EIR.

A scoping meeting will be held by the City of Ontario. The scoping meeting will be held on Wednesday, September 20, 2006 at 6:30 PM at:

Ontario Senior Center
225 East B Street
Ontario, CA 91761

Date _____

Signature _____

Richard Ayala
Senior Planner
City of Ontario
(909) 395-2421

California Environmental Quality Act Environmental Checklist Form

City of Ontario
Planning Department
303 East "B" Street
Ontario, California
Phone: (909) 395-2036
Fax: (909) 395-2420



Project Title/File No.: Ontario Gateway Specific Plan

Lead Agency: City of Ontario, 303 East "B" Street, Ontario, California 91764, (909) 395-2036

Contact Person: Richard Ayala, Senior Planner
(909)-395-2421

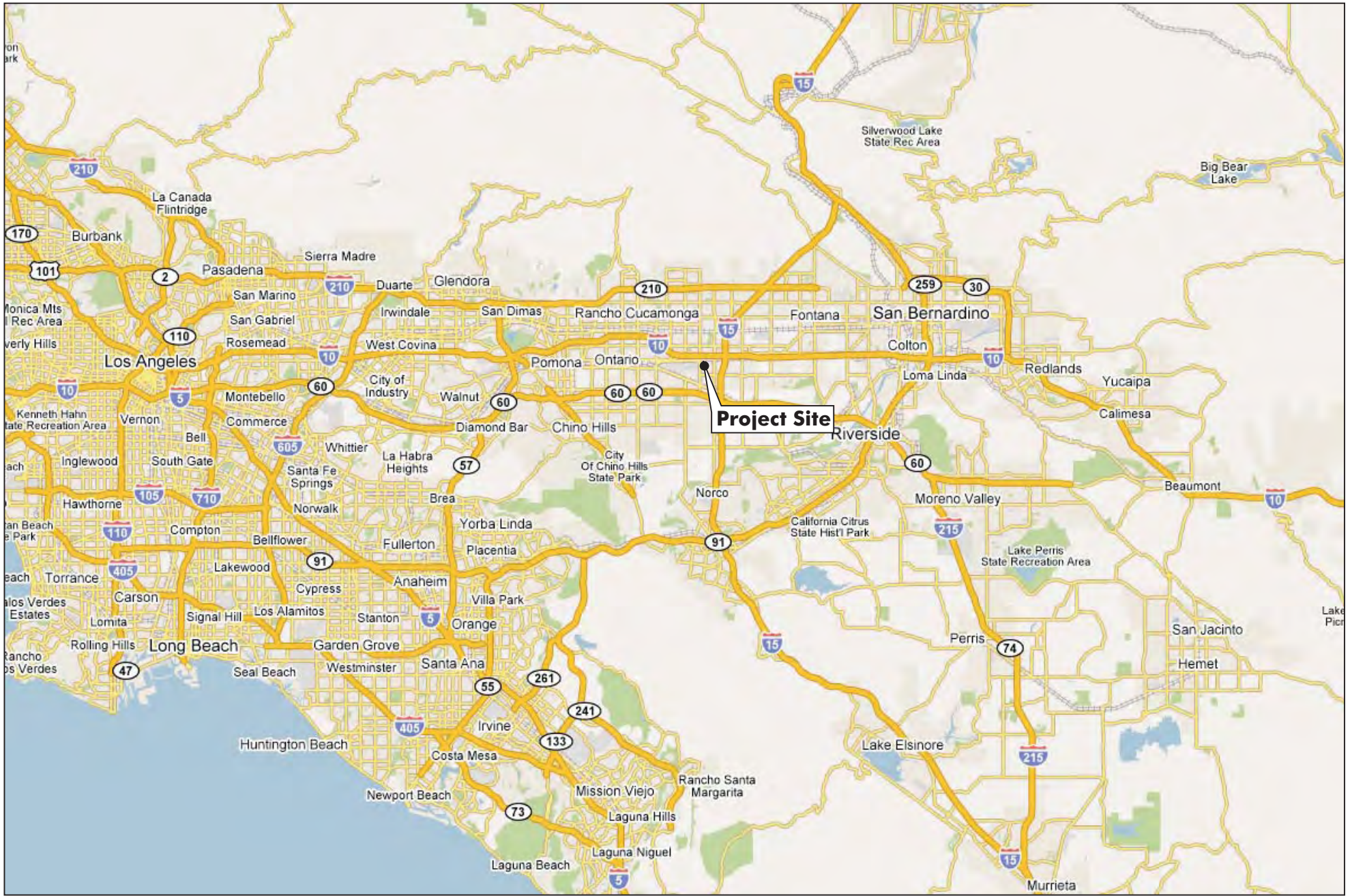
Project Sponsor: The Bates Company
Gilbert L. Bates
147 E. Olive Avenue,
Monrovia, California 91016
(626)-305-1342

Project Location: The project site is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of downtown San Bernardino, and approximately 30 miles north of Orange County. As illustrated on Figures 1 and 2, the project site is located one block east of the Ontario International Airport, and is adjacent, with freeway access, on the north boundary line to I-10. I-15 and State Route 60 are within 3 miles of the project site. Haven Avenue is on the west boundary and the Union Pacific Railroad abuts the site on the south. Ponderosa Avenue lies approximately 460 feet to the east.

General Plan Designation: The City of Ontario General Plan designates the site as Planned Commercial. Under this designation, retail, service, and office commercial uses developed under specific plans are permitted. Mixed use projects, which could include light industrial and/or residential uses, are also encouraged in this category in order to promote jobs/housing balance. The maximum permitted Planned Commercial Floor Area Ratio (FAR) is 1.00 under the General Plan and a Specific Plan is required. The development plan for the proposed Ontario Gateway Specific Plan is consistent with this General Plan designation as it provides for both office and commercial uses.

Zoning: The City of Ontario Zoning Code designates the land use for the project area as Specific Plan. According to the Zoning Code, the land uses permitted under this designation are to be "compatible with permitted and conditional uses established within the Development Code for Residential, Commercial, Industrial and other Districts." The approval of this Specific Plan would change the Zoning Code from Specific Plan to Ontario Gateway Specific Plan.

Description of Project: The Bates Company is proposing 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 (APNs 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 percent 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



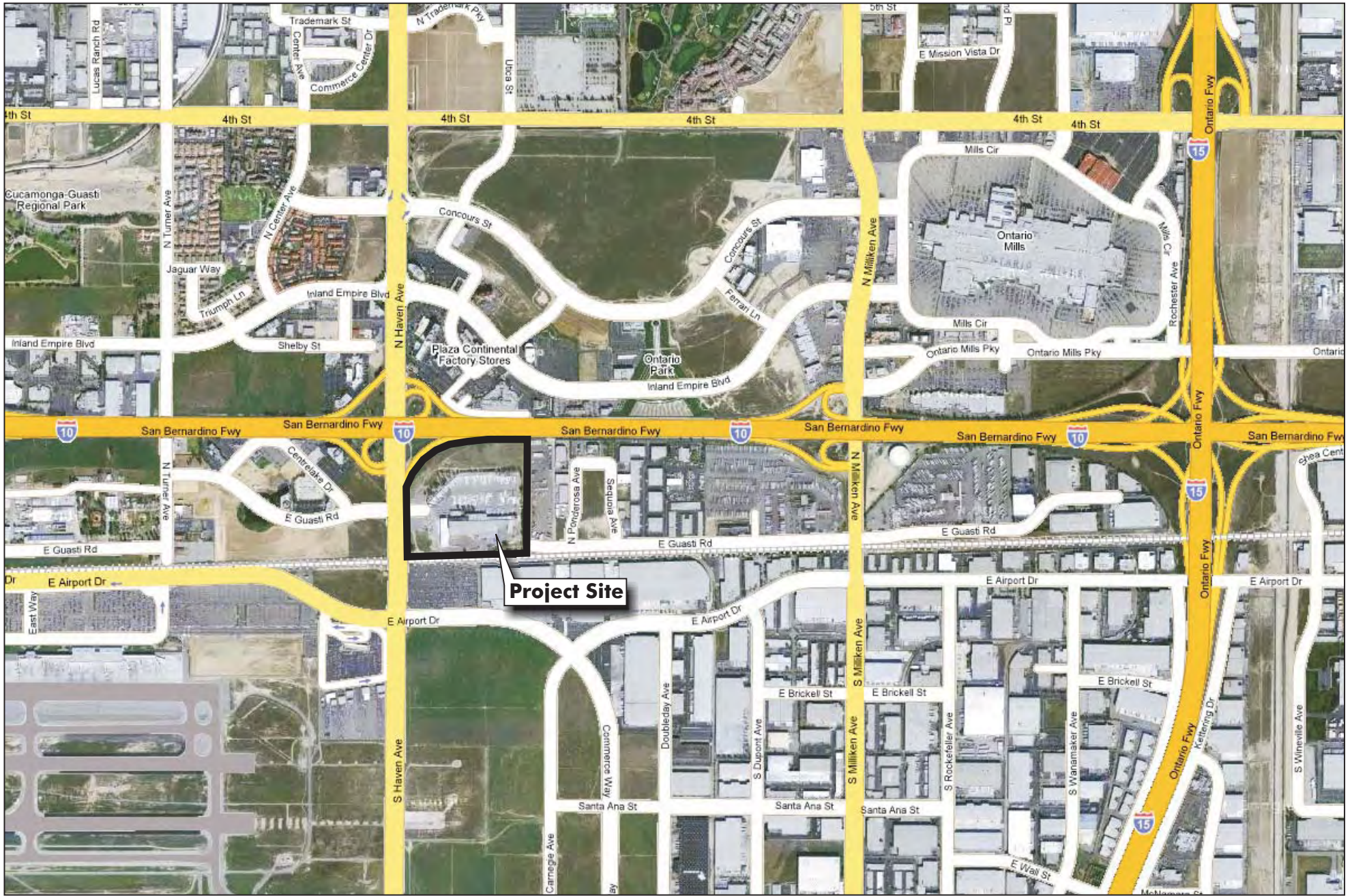
Regional Map

Ontario Gateway Specific Plan
City of Ontario, California

Figure 1



LILBURN
CORPORATION



Vicinity Map

Ontario Gateway Specific Plan
 City of Ontario, California

Figure 2



Feet
 Source: Google.com

LILBURN
 CORPORATION

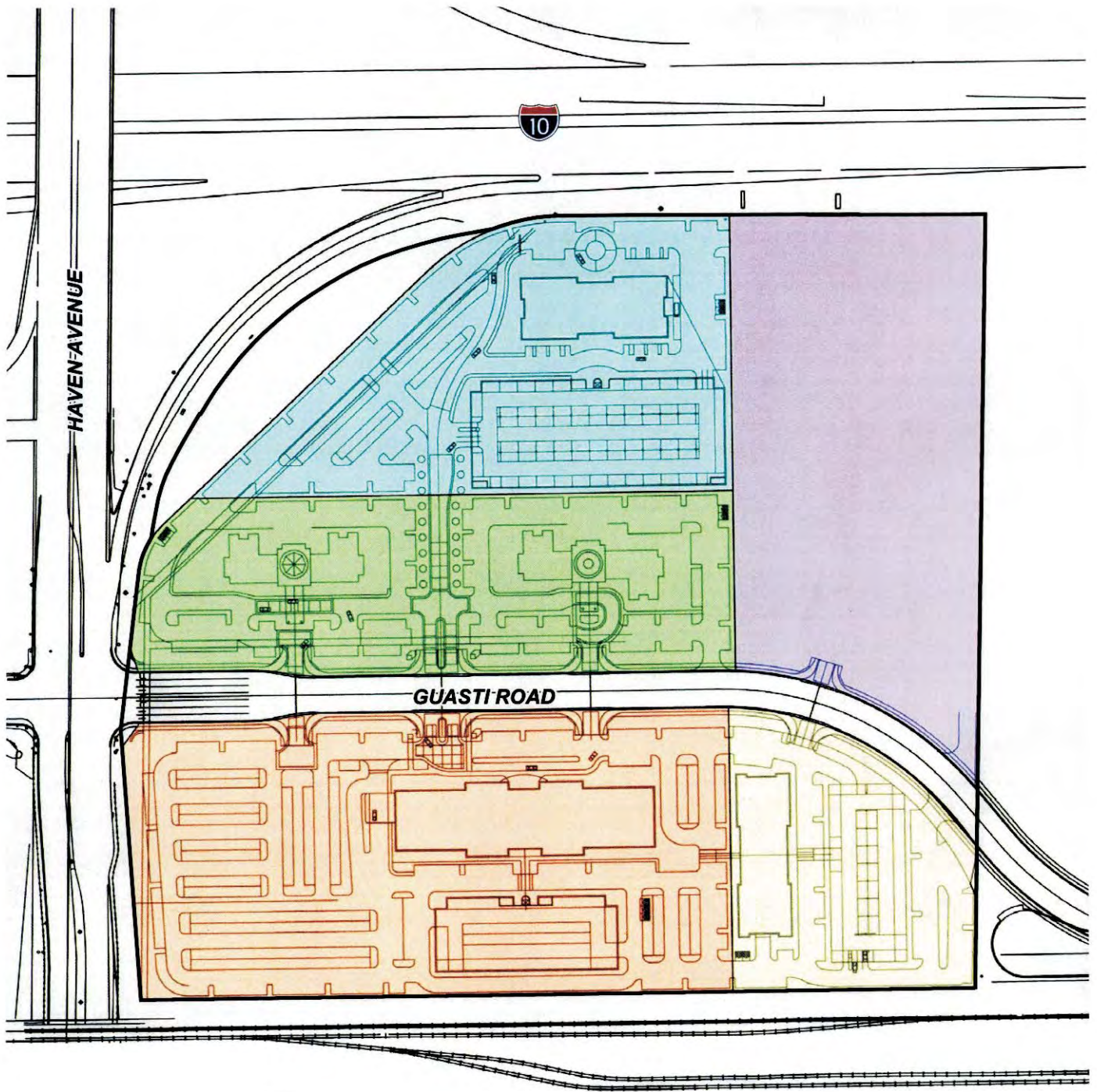


California Environmental Quality Act Environmental Checklist Form

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, hospitality uses, business park uses, and office uses. The project site would be transformed from an industrial distribution use to a vibrant, visitor, customer, and patient-serving area. The proposed project includes the extension of East Guasti Road approximately 1400 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; each area with specific allowed uses (see Figure 3). Figure 4 shows the proposed Conceptual Site Plan that includes one of the possible mixed-use scenarios. The land use and development site concept plan envisioned in the proposed Ontario Gateway Specific Plan includes the following five categories:

- **Mixed Use Planning Area** – The approximate 11.22-acre Mixed Use Planning Area provides for a hospital complex, a business park with secondary retail, and office uses within two different scenarios. Located on south side of the proposed extension of Guasti Road, the Planning Area extends to the Southern Pacific Railroad (SPRR) and is adjacent to Haven Avenue. Mixed Use Scenario 1 includes a hospital/medical facility with a parking structure and emergency heliport. Ancillary commercial uses may be provided with the medical services. In Scenario 2 the focus is a Business Park with a small retail area for shops and services as the market demands.
- **Entertainment Planning Area** – The approximate 7.96-acre Entertainment Planning Area may include hotels, retail or office uses within two proposed scenarios. This Planning Area is located on north side of the proposed extension of Guasti Road adjacent to Haven Avenue. Scenario 1 includes two hotels with ancillary retail and services. Scenario 2 includes a possible 8-story office building with support commercial and a restaurant.
- **Office Planning Area 1** – This is located north of the proposed extension of Guasti Road adjacent to the I-10 Freeway. The approximate 7.14-acre Office Planning Area 1 is envisioned to include an office building up to 10 stories in height. The building will have mainly office uses with a few service type retail businesses. A 35-foot high (three levels above finished grade) parking structure is also proposed within this Planning Area.
- **Office Planning Area 2** – This approximate 3.90-acre Office Planning Area 2 is located south of the proposed extension of Guasti Road adjacent to the SPRR. The area may include a medical office or a general office. A parking structure (two levels above finished grade) is also proposed within this Planning Area.
- **Auto Planning Area** – The approximate 8.17-acre Auto Planning Area is envisioned to include predominantly new vehicle sales, and may include typical accessory uses such as vehicle maintenance, repair, minor bodywork, and installation of accessories; administrative and finance offices; retail sales of parts and accessories; and automobile rental. The Auto



SOURCE: MacDavid Aubort and Associates, Inc. (2006)

□ PROJECT BOUNDARY

PLANNING AREAS *

■ AUTO PLANNING AREA (8.17 ACRES)

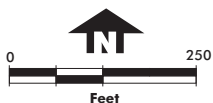
■ ENTERTAINMENT PLANNING AREA (7.96 ACRES)

■ MIXED USE PLANNING AREA (11.22 ACRES)

■ OFFICE PLANNING AREA 1 (7.14 ACRES)

■ OFFICE PLANNING AREA 2 (3.90 ACRES)

* ALL ACREAGES ARE APPROXIMATE.



LILBURN CORPORATION

Planning Areas

Ontario Gateway Specific Plan
City of Ontario, California

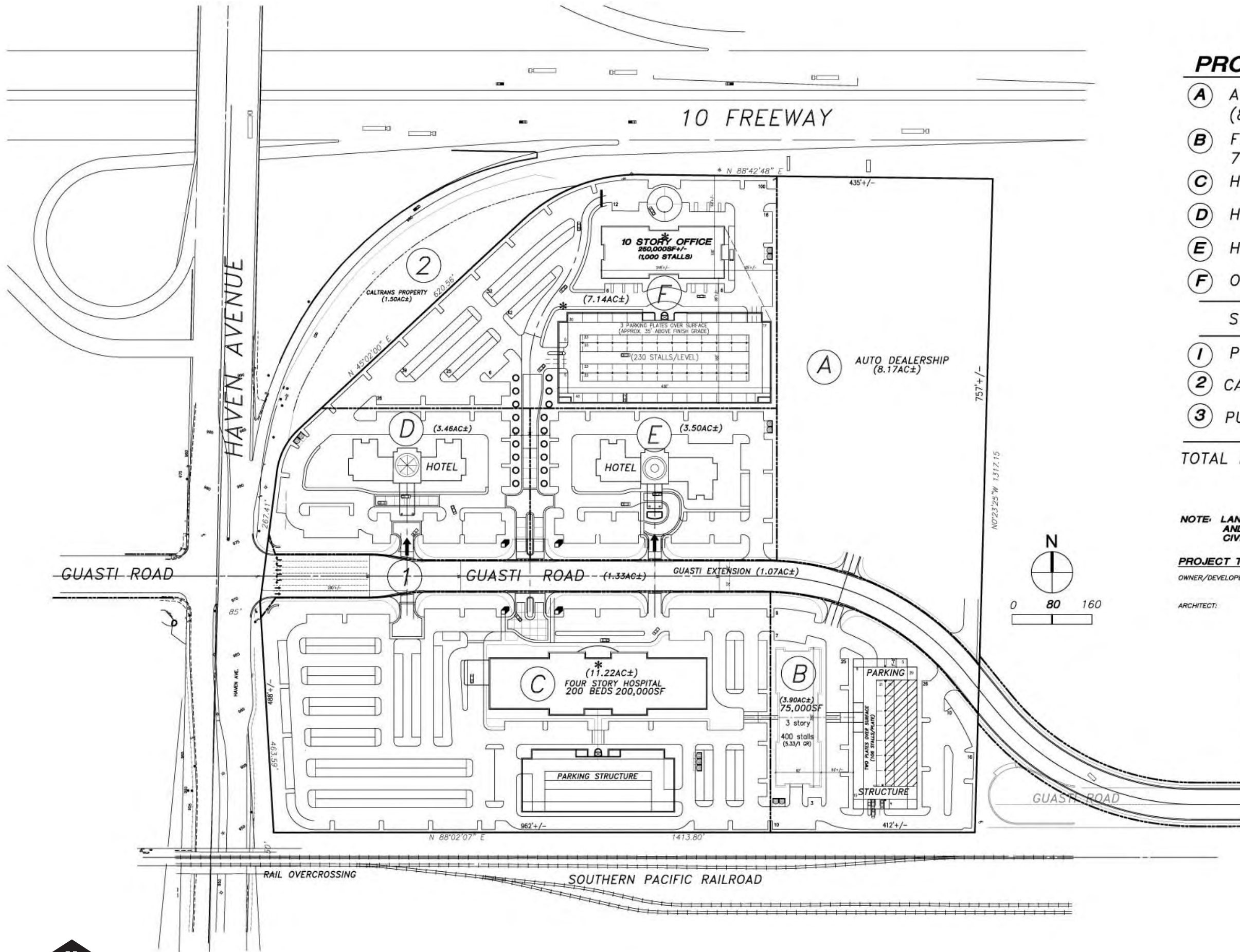
Figure 3

**California Environmental Quality Act
Environmental Checklist Form**

City of Ontario
Planning Department
303 East "B" Street
Ontario, California
Phone: (909) 395-2036
Fax: (909) 395-2420



Planning Area is north of the proposed Guasti Road extension, south of the I-10 Freeway and the eastern side of the project site.



PROJECT SUMMARY

A	AUTO DEALERSHIP (80,000SF)	8.17AC±
B	FLEX/MED. OFFICE 75,000SF	3.90AC±
C	HOSPITAL (200 BEDS)	11.22AC±
D	HOTEL (200 ROOMS)	3.46AC±
E	HOTEL (200 ROOMS)	3.50AC±
F	OFFICE (250,000SF)	7.14AC±
SUBTOTAL		37.39AC±
1	PUBLIC R.O.W.	1.33AC±
2	CALTRANS PROPERTY	1.50AC±
3	PUBLIC R.O.W. (ESMNT.)	1.07AC±
TOTAL LAND AREA:		41.29AC±

NOTE: LAND AND BUILDING AREAS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING REVIEW BY CIVIL ENGINEER, CLIENT AND GOVERNING AGENCIES.

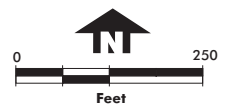
PROJECT TEAM

OWNER/DEVELOPER: THE BATES COMPANY
ATTN: GIL BATES
ATTN: CHRIS ATKINSON

ARCHITECT: MACDAVID AUBORT + ASSOCIATES, INC.
2070 Business Center Drive Suite 200
Irvine, CA 92612
ATTN: DAN MACDAVID (949)477.1090 X224

GRAPHIC LEGEND	LEGAL DESCRIPTION
*	POTENTIAL ENTRY
(G.D.)	GRADE DOOR
T	TRASH ENCLOSURE
S.W.	8'-0" HIGH SCREEN WALL
PARKING:	
9' X 19' STANDARD (2" OVERHANG ALLOWED)	
8.5' X 17' COMPACT (25% MAXIMUM)	

Source: MA and Associates, Inc., 2006.



LILBURN CORPORATION

Conceptual Site Plan

Ontario Gateway Specific Plan
City of Ontario, California

Figure 4



California Environmental Quality Act Environmental Checklist Form

Table 1 lists the Planning Areas and gives the potential use and intensity in addition to the allowable floor area ratio (FAR).

**Table 1
 Potential Land Use Concept by Planning Areas**

Planning Area	Gross Acres	Potential Use and Intensity	Max. Allowable Floor Area Ratio (FAR)
Mixed Use Planning Area	11.22	Scenario 1: Hospital ¹ (4 stories) 200 beds and Parking Structure Scenario 2: Business Park (225,000 sq. ft.)	1.0
Entertainment Planning Area	7.96	Scenario 1: Two Hotels (400 rooms) and ancillary retail Scenario 2: General Office (8+ stories, 200,000 sq. ft.) and Parking Structure plus possible Restaurant (5,500 sq. ft.) and Support Commercial-Retail (35,000 sq. ft.)	1.0
Office Planning Area 1	7.14	General Office (10 stories, 250,000 sq. ft.) Support Retail and Parking Structure	1.0
Office Planning Area 2	3.90	Flex-Medical Office (3stories, 75,000 sq. ft.) and Parking Structure	1.0
Auto Planning Area	8.17	Auto Dealership (80,000 sq. ft.)	1.0

¹ Includes emergency room and heliport.

The proposed Ontario Gateway Specific Plan is consistent with the City of Ontario General Plan designation for the project site. Approval of the proposed Specific Plan would however, require a Zone Change from Specific Plan to Ontario Gateway Specific Plan. The project site also lies within the City of Ontario Redevelopment Project Area 1. The vast majority of land within Project Area 1 has been redeveloped with new businesses, including Ontario Mills Mall, the Ontario Auto Center, and a large-scale office, and hospitality complex.

An exact mix of land uses for the proposed Specific Plan is not being proposed; two scenarios are included for the Mixed Use and Entertainment Planning Areas. For the purposes of environmental analysis, the most intense scenario is considered: Mixed Use Planning Area Scenario 1 (4 story Hospital with 200 beds) and Entertainment Planning Area Scenario 2 (8+ stories General Office, 200,000 sq. ft.).

Project Setting: Approximately 60 percent of the 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 Ontario Gateway Specific Plan would include the demolition of existing structures and development of a mixed-use complex potentially consisting of hotel(s), hospital, auto dealership, retail support, restaurants, office, medical office, business park, and other commercial support uses.



California Environmental Quality Act Environmental Checklist Form

The general area surrounding the project site is characterized by industrial, office, and retail commercial development reflecting the area's close proximity to the Ontario International Airport and regional freeways. Surrounding land uses and zoning are shown in Table 2.

**Table 2
 Surrounding Land Uses**

	Zoning	Current Land Use
North	Ontario Center Specific Plan	Interstate 10 Freeway and Commercial uses
South	California Commerce Center (2591 Specific Plan)	SPRR and Distribution facility and an airport parking lot
East	Limited Industrial	Truck rental facility
West	Centerlake Business Park (2560 Specific Plan)	Office buildings and restaurants

Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):

- Inland Empire Utilities Agency,
- Riverside County Flood Control and Water Conservation District,
- San Bernardino County Flood Control District,
- Santa Ana Regional Water Quality Control Board, and
- Federal Aviation Administration (FAA.)



California Environmental Quality Act Environmental Checklist Form

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____ Date: _____

Name (*print or type*): _____ Title: _____

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EVALUATION OF ENVIRONMENTAL IMPACTS

<i>Environmental Factors</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS. Would the project:				
(a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a-b) According to the City of Ontario General Plan “Aesthetic, Cultural, Open Space and Recreational Resources Element”, the views of the San Gabriel Mountains to the north consist of a scenic resource. Implementation of the proposed Ontario Gateway Specific Plan would result in tall buildings (8+ stories) that could potentially impact views of the mountains to the north. The City of Ontario General Plan also identifies two sites: Guasti Winery and Hofer Ranch, that are of historic importance and are eligible for the National Register of Historic Places; and lie approximately within one-quarter mile to the west and southwest of the project site, respectively. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- c) Currently two-thirds of the project site is occupied by a steel building and one-third of the project site is vacant. The proposed project would replace the existing manufacturing building with more contemporary office, hospitality and other commercial buildings. The new development would be more visually pleasing and would enhance the character of the area.
- d) There are existing sources of light and glare at the project site. However, implementation of the proposed Ontario Gateway Specific Plan would result in a more intensive development. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.

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2. **AGRICULTURE RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) The California Resources Agency defines Prime Farmland, Unique Farmland, or Farmland of Statewide Importance for San Bernardino County as farmlands which include dryland grains of wheat, barley, oats, and dryland pasture. The project site does not meet these characteristics.

The project site has historically been developed for urban uses and the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impact to agricultural resources is anticipated

- b) The project site is neither enrolled in any Williamson Act contracts nor conflicts with any existing zoning for agricultural land. Therefore, no impacts would occur as a result of the proposed project.

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- c) Land uses surrounding the project site consist of light industrial and airport related uses. Since there are no agricultural lands in the vicinity, implementation of proposed Ontario Gateway Specific Plan would not result in conversion of Farmland, to non-agricultural use. No impacts are anticipated.

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3. **AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Discussion:

- a-c) The proposed Ontario Gateway Specific Plan would result in a more intense development and would result in air quality impacts both during construction and operation phases. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- d) Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within one-quarter mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401.

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The proposed project would be surrounded by primarily commercial and light industrial uses that are not considered sensitive receptors. However, the proposed project may include a hospital, which is considered a sensitive receptor. The I-10 freeway, which may be considered a hot spot or heavy concentration of pollutants in the area may expose patients to potential adverse impacts. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.

- e) Implementation of the proposed Ontario Gateway Specific Plan would include development of land uses such as: office, hospitality, hospital and other commercial buildings that are generally not associated with creating objectionable odors. Moreover, the surrounding land uses are of similar nature. Further, the project shall comply with the policies of the Ontario Municipal Code and the General Plan. No impacts related to objectionable odors are anticipated.

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



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Discussion:

- a-b/d) The project site lies in an urban setting, that is predominantly developed with urban uses, and is surrounded with primarily commercial and industrial uses. However, the northern portion of the project site is vacant and could be a potential habitat for sensitive or endangered species. The EIR would include a survey of the northern portion. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- c) No known wetlands exist on the project site and no impacts are anticipated.
- e) There are a few trees on the site that surround the existing buildings. A few mature trees partially bound the east boundary. The City of Ontario has not adopted any tree preservation policy. Therefore, the proposed project would not conflict with any local policies or ordinances. No impact is anticipated.
- f) No Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan has been adopted for the project area. No impact is anticipated.

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5. CULTURAL RESOURCES. Would the project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a) The City of Ontario General Plan identifies two sites: Guasti Winery and Hofer Ranch, that are of historic importance and are eligible for the National Register of Historic Places. Both lie approximately within 0.5 mile to the west and southwest of the project site. However, these sites are separated from the project site by existing infrastructure and buildings. Therefore, a less than significant impact is anticipated.
- b) The project is developed with an urban use and the majority of the site has been subjected to grading and other ground disturbing activities. However, the northern portion of the project site is vacant and could be a potential location for archaeological resources. The EIR would include a survey of the northern portion. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- c) The project is developed with an urban use and the majority of the site has been subjected to grading and other ground disturbing activities. However, the northern portion of the project site is vacant and could be a potential location for paleontological resources. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- d) The project is developed with an urban use and has been subjected to grading and other ground disturbing activities. The project site is not designated as a cemetery; neither does it lie in proximity to any other cemetery. However, the northern portion of the project site is vacant and could be a potential location for human remains. The EIR would include a discussion of potential impacts and any necessary mitigation measures.

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6. GEOLOGY & SOILS. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: | | | | |
| (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Result in substantial soil erosion or the loss of topsoil? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a/c) i According to the City of Ontario General Plan Hazards Element, no active fault traces are known to cross Ontario's City limits. The nearest fault delineated on the Alquist-Priolo

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- Earthquake Fault Zoning Map is the Red Hill Fault, located approximately six miles northwest of the project site. Future development proposed within the Specific Plan will comply with the Uniform Building Code seismic design standards to reduce geologic hazard susceptibility. No impacts are anticipated.
- ii The project site lies in a region that is seismically active. In the event of an earthquake, some seismic ground shaking can be experienced on the project site. However, this is typical of all development in the Southern California region. Future development proposed within the Specific Plan will be in compliance with the Uniform Building Code (UBC), the Ontario Municipal Code, the City of Ontario General Plan and all other ordinances adopted by the City related to construction and safety. Less than significant impacts are anticipated.
 - iii Based on the Environmental Site Assessment Phase I report, prepared by Tri/Con Engineering Inc., dated July 15, 2005, the project site is located within the Chino Hydrologic Subunit of the Upper Santa Ana Hydrologic Unit. Liquefaction normally occurs where the groundwater depth is at 50 feet or less. Groundwater at the project site reportedly occurs at depths of 250 to 300 feet. Therefore, the potential for liquefaction does not exist. Moreover, the site has been developed with structures since the 1968 that have suffered no known effects from liquefaction.
 - iv According to the City of Ontario General Plan, the potential for landslides is low for the entire City. Moreover, the project site is characteristically flat and surrounded by relatively flat topography and therefore, is not susceptible to landslides. No impacts are anticipated.
- b) The City of Ontario is subject to high winds between September and April. The project site lies within a designated "Soil Erosion Control Area," and the project may be conditioned to incorporate measures to reduce the amount of exposed soil. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
 - d) The majority of Ontario, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Therefore, no impacts are anticipated.
 - e) A sanitary sewer system is currently serving the facilities that are on the project site. The proposed development would be served by the City's sewer system and no impacts are anticipated.

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7. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) Expose people or structures to a significant risk of loss, injury or death involving wildfires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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- a-b) The proposed project may include a hospital that would generate hazardous wastes. Potential impacts related to hazardous wastes would be discussed in detail in the EIR.
- c) The proposed project may include a hospital that would generate hazardous wastes. However, no school exists within one-quarter mile of the proposed project. Ontario Elementary School is the nearest school and lies approximately 0.75 miles northwest of the project site. Therefore no impacts are anticipated.
- d) The project site is not listed as a hazardous waste or substance material site. No impact is anticipated.
- e) The project site is located within two miles of Ontario International Airport. Additionally, the proposed project may include a heliport on the hospital roof. Potential safety impacts related to the airport and heliport would be discussed in detail in the EIR.
- f) The project site does not lie in the vicinity of a private airstrip. No safety hazard for people residing or working in the project area is anticipated.
- g) The proposed project includes the extension of Guasti Road to the east. Because a through connection of Guasti Road is planned by the City for some time in the future, it is likely that Guasti Road may terminate at the eastern boundary of the project site for awhile. Potential safety issues regarding emergency ingress and egress and any necessary mitigation measures would be discussed in detail in the EIR.
- h) The project site and vicinity is surrounded by urban land uses. Therefore the risk of wildland fire is considered insignificant. In addition, the City of Ontario General Plan states that the most serious fire threats to the City are structural fires due to aged or faulty electrical wiring, lack of built-in fire protection, and use of highly combustible construction materials or finishes. No impacts due to wildland fires are anticipated.

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8. HYDROLOGY & WATER QUALITY. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| (a) During project construction, will it 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) After the project is completed, will it 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Provide substantial additional sources of polluted runoff from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (d) Discharge stormwater so that one or more beneficial uses of receiving waters are adversely affected? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (e) Violate any other water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (f) 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)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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(g) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Significantly increase erosion, either on or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(j) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(k) Significantly alter the flow velocity or volume of storm water runoff in a manner that results in environmental harm?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(l) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(m) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(n) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(o) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(p) Expose people or structures to inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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Discussion:

- a-c/k) The proposed project would disturb approximately 40 acres of land and therefore would be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements. The project would also require submittal of a Stormwater Pollution Prevention Plan (SWPPP). Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- d-e/l) Implementation of the proposed project would result in increased stormwater discharge. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- f) The proposed project would increase the amount of paved surfaces and therefore, may affect groundwater recharge. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- g) There are no streams or rivers that would be altered on the project site. The storm water runoff from the site will discharge ultimately into the Cucamonga Creek Channel. Implementation of the proposed project, however, would have negligible individual impacts, since the majority of the project site is already developed. Less than significant impacts are anticipated.
- h) Implementation of the proposed project would result in a more intensive development that could increase erosion. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- i-j) The drainage pattern of the project site will not be substantially different than what is currently on site after construction is complete. The project would not contribute to flows contributing to the stormwater channel such that flooding on- or off-site would be expected. Less than significant impacts are anticipated.
- m-n) The proposed project does not involve housing. Moreover, according to the City of Ontario General Plan Hazards Element, the project site does not lie in a 100-year flood zone. No impact is anticipated.
- o) The San Antonio Dam lies approximately 14 miles northeast of the project site; the dam is operated for flood control purposes and not for the retention of stormwater flows. No levees or dams pose a threat to the project site.
- p) The project site is not in proximity to a large body of water, so the threat of an earthquake induced seiche or tsunami is expected. The project site is approximately 12 miles south of San Gabriel Mountains and a mudflow is not expected to reach the project site.

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	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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9. LAND USE & PLANNING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) The project site is located in an area that is currently developed with urban land uses. The proposed project includes similar land use types that are also compatible with surrounding development. No impacts are anticipated.
- b) The proposed project is consistent with the City of Ontario General Plan and does not conflict with any policies for environmental protection. Implementation of the proposed project would change the zoning from Specific Plan to Ontario Gateway Specific Plan. No impacts are anticipated.
- c) There are no adopted habitat conservation plans in the project area. No impacts are anticipated.

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10. MINERAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a-b) According to the City of Ontario General Plan Natural Resources Element, the project site has not been identified as a potential resource for mineral resources of local regional significance as determined by the State Division of Mines and Geology. Therefore, no impacts are anticipated.

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11. NOISE. Would the project result in:				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a-d) The proposed project would include the demolition of existing buildings and development of a mixed-use complex. This would possibly result in noise impacts both during construction and operation. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- e) According to the 2006 first quarter Noise Contour Maps provided by the Ontario International Airport's noise management office, the project site is located outside of the 65CNEL noise contour. Therefore, no impacts are anticipated.
- f) The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are anticipated.

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12. POPULATION AND HOUSING. Would the project:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) The development of new businesses as a result of the proposed project could potentially attract people to relocate to the City. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- b-c) The existing land use on the project site does not include residential development. No housing or people would be displaced. Therefore, no impacts are anticipated.

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	<i>Less than</i>	<i>Less than</i>	
<i>Potentially</i>	<i>Significant</i>	<i>Significant</i>	<i>No Impact</i>
<i>Significant</i>	<i>with</i>	<i>Impact</i>	
<i>Impact</i>	<i>Mitigation</i>		
	<i>Incorporated</i>		

13. PUBLIC SERVICES. Would the project:

(a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|------------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| (i) Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (ii) Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (iii) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) (i) The site is in a developed area currently served by the Ontario Fire Department. However, the proposed project would result in a more intensive development that could result in an additional need for fire services. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- (ii) The site is in a developed area currently served by the Ontario Police Department. However, the proposed project would result in a more intensive development that could result in an additional need for police protection services. Potential impacts and any recommended mitigation measures would be discussed in detail in the EIR.
- (iii) The proposed project does not involve development of new residences that would generate students to increase enrollment at existing schools. No impacts are anticipated.
- (iv) The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any new park facilities and no direct population increase would result directly from the project. No impacts are anticipated.
- (v) The site is in a developed area, currently served by the City of Ontario. The project will not require the construction of any other public facilities or alteration of any existing facilities. No impacts are anticipated.

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14. RECREATION. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a-b) The proposed project does not include residential land uses and therefore would not directly increase population and the demand on park and recreational facilities. Indirect population growth may occur from the project-related employment opportunities. However, no physical deterioration of existing facilities would occur. No impacts are anticipated.

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15. TRANSPORTATION/TRAFFIC. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) Result in inadequate emergency access? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a-b) The proposed project would result in a more intensive development than what currently exists on the site. Development of new businesses could potentially impact the current traffic capacity of the existing roads. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- c) The proposed project lies within one-quarter mile of Ontario International Airport. The proposed project would comply with the building height requirements as set forth by the

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- Federal Aviation Authority (FAA). The proposed buildings would not exceed a maximum height of 170 feet. The emergency helicopter landings at the proposed heliport would also comply with the FAA and Heliport Permit regulations. Therefore, a less than significant impact is anticipated.
- d) The proposed project would comply with all the applicable road design and safety guidelines of the City of Ontario Development Code. No impacts would occur.
 - e) The proposed project includes the extension of Guasti Road to the east. Because a through connection of Guasti Road is planned by the City for some time in the future, it is likely that Guasti Road may terminate at the eastern boundary of the project site for awhile. Potential safety issues regarding emergency ingress and egress and any necessary mitigation measures would be discussed in detail in the EIR
 - f) The project would be designed to meet parking standards established by the City of Ontario Development Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.
 - g) The project does not conflict with any transportation policies, plans or programs. Therefore, no impacts are anticipated.

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16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. Seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Discussion:

- a-e) The proposed project is served by the City of Ontario sewer system, which has waste treated by the Inland Empire Utilities Agency at the RP-1 treatment plant. The proposed project would result in a more intense development than what currently exists on the site. Potential impacts and any necessary mitigation measures will be discussed in detail in the EIR.
- f) The City of Ontario serves the proposed project for waste collection. The proposed project would result in a more intense development than what currently exists on the site. Potential impacts and the mitigation measures will be discussed in detail in the EIR.
- g) The proposed project would comply with federal, state, and local statutes and regulations regarding solid waste. Therefore, no impacts are anticipated.

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17. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| (a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) The proposed project is located in an urbanized area and is already developed with industrial uses. Due to the fact that the site has been subjected to grading and other ground disturbing activities in the past, the potential to reduce wildlife habitat and threaten a wildlife species is minimal. However, the northern portion of the project site is vacant and could be a potential habitat for sensitive or endangered species. The EIR would include a survey of the northern portion. Potential impacts and any necessary mitigation measures would be discussed in detail in the EIR.
- b) Two-third of the southern portion of the project site has already been disturbed in the past. However, the northern portion of the project site is vacant and could be a potential location

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for cultural and biological resources. Implementation of the proposed Ontario Gateway Specific Plan would also contribute to long-term air quality impacts. These are considered potentially significant and will be examined in greater detail in the EIR.

- c) The project site is surrounded largely with commercial and light industrial development on all four sides. The primary cumulative considerable effects are that of construction-related stormwater runoff; long-term traffic, noise and air quality. These are considered potentially significant and will be examined in greater detail in the EIR.
- d) The proposed project may include a hospital that generally generates hazardous wastes. Potential impacts related to hazardous wastes would be discussed in detail in the EIR.



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EARLIER ANALYZES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis. The following earlier analyses were utilized in completing this Initial Study and are available for review in the City of Ontario, Planning Department:

- City of Ontario General Plan.
- City of Ontario Development Code
- TRI/CON Engineering Inc., Phase I Environmental Site Assessment Report, July 15, 2005.